

APPENDIX 2

CURRENT TRANSPORT SITUATION IN METRO MANILA

2.1 Current Land Transport Policy and Involved Agencies

The evident strategy is to develop a hierarchy of transport network - with elevated expressways and railways forming the primary or backbone system. The stated policy is to give priority to getting the best out of existing infrastructure through traffic engineering and management measures as well as demand management solutions.

DPWH is mainly responsible for the construction and maintenance of major road arteries, including development of the aforesaid urban expressways. On the other hand, DOTC and its attached agencies - LRTA and PNR - focus on the expansion and maintenance of the railway system.

The non-infrastructure elements of the land transport policy are in the hands of MMDA, which has its hands full enforcing traffic and initiating demand management measures, like vehicle-volume reduction schemes. It is supported by TEC, a unit of DPWH, which formulates and implements traffic engineering schemes -- particularly signalization and geometric improvements.

Public transport like buses, jeepneys, and taxis are regulated by LTFRB as to entry, route, and fares. Regulation of tricycles is under the respective local government units. Railway entities like PNR and LRTA are supposed to be self-regulated under their charters; but in practice, follow the drumbeat of DOTC which is the central authority on rail planning and regulations.

There is no comprehensive policy on fares and other transport costs that will level the playing fields across modes. For example, the fares for road-based transport are decided in isolation from those of rail transit services. Even within rail, there is no policy to coordinate them, much less priced to reflect their externalities. Table 2.1.1 shows the comparative fares for LRT, bus, and jeepney. Taxi fare¹ is not shown, since this mode is akin to a private car.

¹ Taxi fare has not changed for the last 2 years. Flagdown rate is P20.00 applicable for the 1st 500 meters. Thereafter, P1.00 is added per 200 meters distance, or P5/km. A form of taxi, the FX service, charges a flat fee of P20.

Table 2.1.1 Comparative Transport Fare - Bus, Jeepney and LRT

Mode	LRT Line 1	LRT Line 3	Regular Bus	Jeepney
Operational length	13.95km	14.4	n.a.	n.a.
Average trip length	7.0km	Say, 10 km.	10	4.8km
Average fare/trip	P12.00		P7.00	P3.50
Maximum Fare	P12.00	P20.00	n.a.	n.a.
Minimum Fare	P12.00	P12.00	P3.00	P3.00
Ave.trip cost/km	P1.71	~P2.00	P0.70	P0.73

PNR charges the lowest fares and yet capture the least riders. LRT Line 1 charges the second highest fares in MetroManila but captures large volume of riders. On the other hand, LRT 3 charges the highest and suffers from poor ridership. These suggest that market share or modal choice is a function of several variables; and low fares alone will not be sufficient to attract commuters. Stations of LRT 1 have good connectivity with other modes; PNR and LRT 3 have poor accessibilities.

2.2 Land Transport by Mode

The number of Registered vehicles, both private and for hire, increased at an average rate of about 6% a year during 1980 to 1995 period. More than 40% of all vehicles registered in the Philippines are concentrated in Metro Manila

MMUTIS surveys conducted in 1996 showed a total of 30.3 million person-trips a day within the greater metropolitan region, of which 24.6 million is motorized trips. Within Metro Manila, total person-trips hit 17.5 million, compared to 10.6 million a day in 1980.

Rail transit serves about 2.3% of the demand. Public transport usage is 78% of all trips in 1996, while private car use stood at 19%. Of the public transport modes, jeepneys cater to 34% of "to work" trips, 46% of "to school trips", 42% of private trips, and 21% of business trips. The share of buses is high for "to work" trips at 24% and 13% for private trips. Tricycle is popularly used for "to school" trips (21%), business trips (13%) and private trips (12%). The taxi is mainly used for business trips (14%).

Car is the preferred mode for business trips (25%), to work trips (20%) and private trips (21%). It is significant to note that 10% of the school trips are made by car. Trip purposes

on rail transport are mostly "to work" and "to school". This is high considering that only LRT Line 1 was operational during the survey, while PNR's ridership was insignificant.

Table 2.2.1 Traffic Demand by Mode of Transportation in Metro Manila, 1996

Mode		Person Trips		Average Occupancy	Vehicle Trips		
		No. (000)	(%)		No. (000)	(% vehicle)	(% PCU ²)
Private	Motorcycle	125	0.7	1.1	114	3.2	1.6
	Car/Jeep+UV ^{1/}	3,289	18.5	2.5	1,316	37.0	37.2
	Truck	422	2.4	2.1	201	5.7	11.4
	Subtotal	3,836	21.6	-	1,630	45.8	50.2
Semi Public	Taxi	862	4.9	2.2	392	11.0	11.1
	HOV Taxi	226	1.3	4.7	48	1.4	1.4
	Private Bus	440	2.5	22.3	20	0.6	1.1
	Subtotal	1,528	8.6	-	460	12.9	13.6
Public	Tricycle	2,373	13.4	2.5	949	26.7	13.4
	Jeepney	6,952	39.1	15.1	460	12.9	19.5
	Bus	2,653	14.9	46.5	57	1.6	3.2
	LRT	409	2.3	-	-	-	-
	PNR	6	0.0	-	-	-	-
	Subtotal	12,394	69.8	-	1,466	41.2	36.2
Total		17,758	100.0	-	3,556	100.0	100.0

Source: MMUTIS Draft Final Report, 1999.