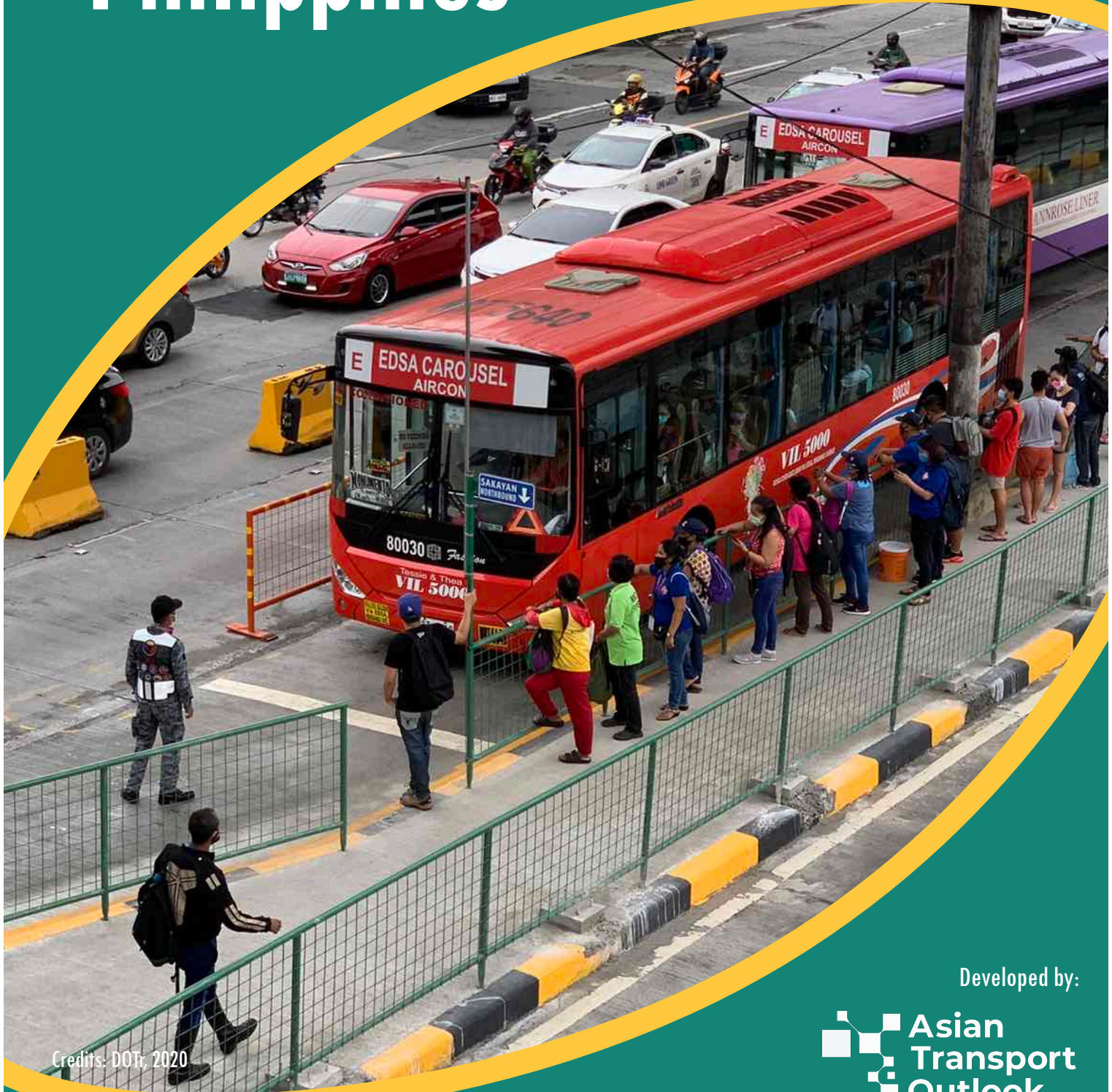


Transport and Climate Profile Philippines



Credits: DOTr, 2020

Developed by:



Developed with the support of:



Introduction to the profiles: These “Transport and Climate Profiles” are part of the research work entitled “Transport NDC Gap Analysis for Low- and Middle-Income Countries (LMICs) in Asia and the Pacific” which is being implemented and builds on the work of the Asian Transport Outlook (ATO), a project initiated and supported by the Asian Development Bank (ADB). ATO is also being supported by the Asian Infrastructure Investment Bank (AIIB). The research is being co-funded by UKAID through the UK Foreign, Commonwealth and Development Office (FCDO) under the High-Volume Transport (HVT) Applied Research Program managed by DT Global International Development UK LTD (DT Global). The research is being implemented under HVT057 (Transport Decarbonisation Index - <https://transport-links.com/funded-projects/transport-decarbonisation-index-tdi>) whose lead research supplier is the Partnership on Sustainable, Low Carbon Transport. These profiles are designed to complement the main report of the research entitled *Bridging the Gap: A Deep Dive into NDCs and Transport Policy Landscapes in Low- and Middle-Income Asian Economies*. While intended as supplementary materials, they also function as standalone knowledge products. All the related knowledge products will be made available through <https://asiantransportoutlook.com/analytical-outputs/ndc-analysis> and <https://asiantransportoutlook.com/analytical-outputs/transportclimateprofiles/>

The Asian Transport Outlook (ATO) is an initiative that aims at strengthening the knowledge base on transport in the Asia-Pacific region. It supports the planning and delivery of transport-related assistance in Asia, supports wider transport policy making, and helps track global and regional processes related to sustainable development. For example, ATO is the monitoring mechanism for the Aichi 2030 Declaration on Environmentally Sustainable Transport – Making Transport in Asia Sustainable (2021-2030) which was adopted by more than 20 countries in Asia-Pacific through the High Level Environmentally Sustainable Transport Forum (EST) that is organized by the United Nations Centre for Regional Development (UNCRD)-DSDG/UN DESA, along with its partners. For more information, visit asiantransportoutlook.com

This profile is structured into two main sections: Data Insights and Policy Insights. Under “Data Insights”, individual components at the intersection of transport and climate change are detailed. Similarly, the “Policy Insights” section outlines various policy documents, measures, and targets.

Disclaimer: The ATO project collects, collates, organizes, and presents transport-relevant data from publicly available official sources and reputable, peer-reviewed secondary sources. Users should be aware that: the ATO does not generate any primary data; the source data may contain inconsistencies or gaps; despite rigorous quality control measures, the ATO cannot guarantee the absolute accuracy, completeness, or suitability of the data for specific purposes.

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Asian Transport Outlook (ATO). (2024). Transport and Climate Profile: Philippines, <https://asiantransportoutlook.com/analytical-outputs/countryprofiles/>

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Transport and Climate Profile: Philippines

2024

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Executive Summary

The Philippines, a lower-middle-income country in Southeast Asia, confronts distinct challenges in reconciling its transportation requirements with the imperative to mitigate and adapt to climate change. This analysis examines the complex interplay between transport and climate change within the Philippines, elucidating key data trends, relevant policy documents, and potential avenues for addressing this multifaceted issue.

CO2 Emissions:

- The Philippines' transport sector contributed significantly to CO2 emissions in 2023, with 36.4 million tonnes representing 23% of the country's total emissions. While the annual growth rate of transport emissions has fluctuated over the years, averaging 1% before 2015 and 2% since then, the period between 2010 and 2023 saw a 3% annual increase. The road sector played a major role, contributing 86% of transport emissions in 2022. The Philippines' transport sector CO2 emissions intensity has decreased significantly from 94.2 gCO2 per USD in 2000 to 28.9 gCO2 per USD in 2023.

Energy Consumption:

- Energy consumption in the transport sector is dominated by oil products, with a slow but growing adoption of biofuels and electricity. While the share of electricity in the rail sector is relatively high, the overall energy intensity remains challenging. The country's grid emission factor, indicating the carbon intensity of electricity generation, has also increased.

Adaptation and Resilience:

- The Philippines faces significant potential average annual losses to its transport infrastructure due to climate-related hazards, estimated at 347.84 million USD. This represents 0.03% of the country's GDP. Roads are the most vulnerable, accounting for 85% of the potential losses, followed by ports (8%), airports (3%), and rail (3%). In the broader South East Asia subregion, average annual losses to transport infrastructure are projected to reach 10,341 million USD, equivalent to 0.02% of the subregion's GDP. The vulnerability of the Philippines' road network is highlighted by its ranking of 178th out of 208 countries in terms of national road vulnerability, reflecting a lack of redundancies in the face of disruptions. Additionally, 6% of the population resides in low-elevation coastal zones, increasing their vulnerability to climate change impacts.

Vehicle Fleet:

- The Philippines' vehicle fleet has experienced rapid growth, with a significant increase in vehicle ownership per capita. However, the adoption of electric vehicles remains low compared to regional trends. While the share of electric vehicle imports is gradually increasing, a comprehensive policy framework and investment in charging infrastructure are crucial for accelerating the transition to e-mobility.

Urban Transport:

- Urban transport in the Philippines is characterized by limited rapid transit infrastructure and uneven access to public transport. Although there has been some progress in expanding urban rail systems, more investment and integrated planning are required to create sustainable and accessible transport options for urban populations.

Investments:

- The Philippines has received substantial international assistance for transport development, with a notable shift towards rail investments in recent years. Public-private partnerships have also played a role in financing transport projects. However, aligning these investments with climate goals and ensuring long-term sustainability remains challenging.

Policy:

- In the Philippines, 40 documents relevant to transport have been identified, with 5 specifically addressing climate change. Notably, even among the non-climate documents, 27 include measures with climate change mitigation or adaptation components. The latest Nationally Determined Contribution (NDC) of the Philippines, adopted in 2021, outlines an economy-wide emissions target. The country aims to achieve a 70% reduction in greenhouse gas emissions by 2030 compared to its business-as-usual scenario. Additionally, the Philippines commits to a projected 75% reduction in emissions, encompassing various sectors such as agriculture, waste, industry, transport, and energy. However, the NDC does not include a net zero or carbon neutrality target, nor does it specify a target for greenhouse gas emissions from the transport sector. Furthermore, the Philippines lacks a Long-term Strategy (LTS), meaning there are no economy-wide emissions targets, net zero goals, or sector-specific targets for transport within that framework.

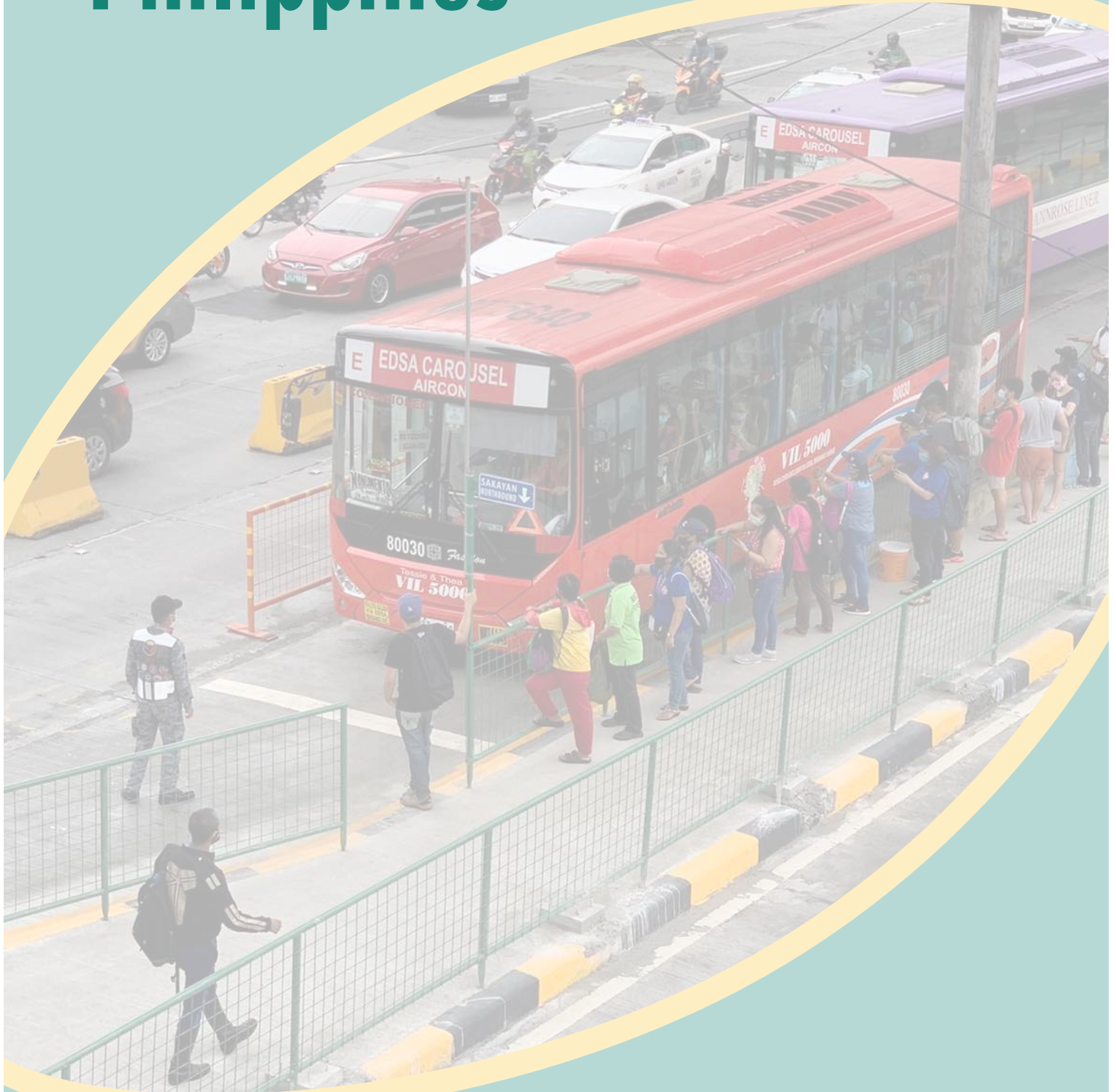
Key Challenges and Opportunities

Several key challenges and opportunities emerge from this narrative:

- Reducing emissions: The reliance on fossil fuels necessitate a comprehensive approach to decarbonize the transport sector. This involves promoting electric mobility, investing in renewable energy, and exploring alternative fuels like biofuels.
- Enhancing resilience: Given the country's vulnerability to climate hazards, strengthening transport infrastructure resilience is paramount. This includes incorporating climate risk assessments into planning processes, upgrading existing infrastructure, and investing in early warning systems.
- Improving public transport: Expanding and improving public transport systems, particularly in urban areas, can reduce reliance on private vehicles, curb congestion, and lower emissions. This requires integrated land-use and transport planning, investment in infrastructure, and innovative approaches to service delivery.
- Mainstreaming climate considerations: Climate change considerations should be integrated into all aspects of transport planning and decision-making. This includes conducting comprehensive climate impact assessments, setting clear emissions reduction targets for the transport sector, and ensuring that policies and investments are aligned with climate goals.

The Philippines faces a critical juncture in its transport sector's development, with the urgent need to mitigate emissions, enhance resilience, and improve accessibility. By addressing these challenges head-on and seizing the available opportunities, the country can chart a path towards a more sustainable, resilient, and equitable transport system that supports its climate goals and contributes to a better future for all.

Data Insights Philippines



Philippines

Transport and Climate Profile

Population (2024)

119.1 million

Urban population

49%

Rural population

51%

Below 18 y.o.

37%

Above 60 y.o.

9%

Population density

394 persons per sqkm

Subregion

(1) **South East Asia**

Income class

Low and lower middle income

Gross domestic product

(1) (GDP PPP, 2023)
1.26 trillion USD

GDP per capita (PPP, 2023)

10,755 USD (1,2)

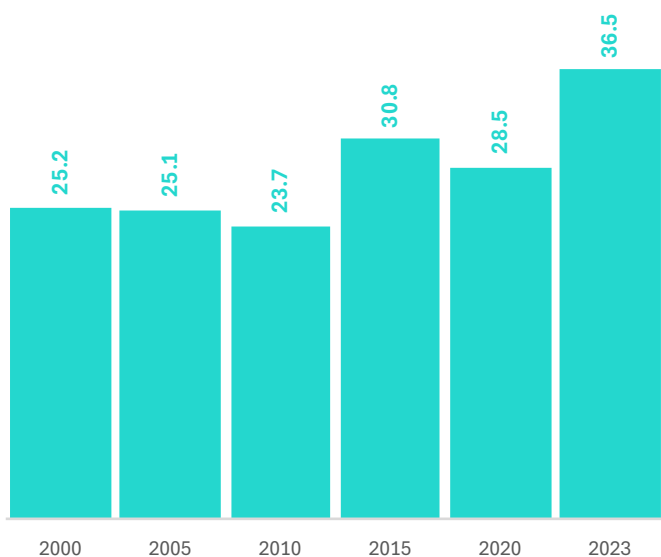
(1) Domestic consumption per capita, tonnes (2024)

8.8 tonnes (3)

(1,2) *Domestic consumption is the total amount of materials directly used in the economy (used domestic extraction plus imports), minus the materials that are exported.*

I. Transport and Climate Change

Transport fossil CO2 emissions, million tonnes



In 2010, transport contributed 28% of total fossil CO2 emissions. By 2023, transport contributed 23%.

Share of transport CO2 emissions by mode (2022)

(4) | Road **90.2%** | Rail **0.0%** (4)

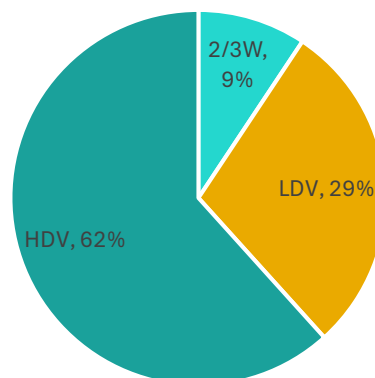
| Navigation **7.3%** | Aviation **2.4%** (4)

Navigation and aviation only includes domestic transportation

Between 2000-2015, road transport contributed 86% in transport fossil CO2 emissions. Between 2016-2022, road transport contributed 88%.

Road transport CO2 emissions (well-to-wheel), share by mode (2022)

(5)



Transport CO2 emissions intensity (2023)

29 gCO₂ per USD

Asia-Pacific average is 32 gCO₂ per USD

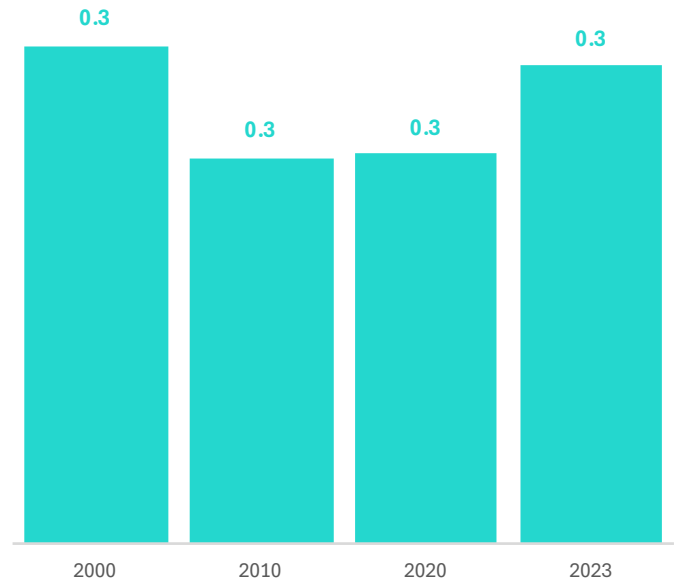
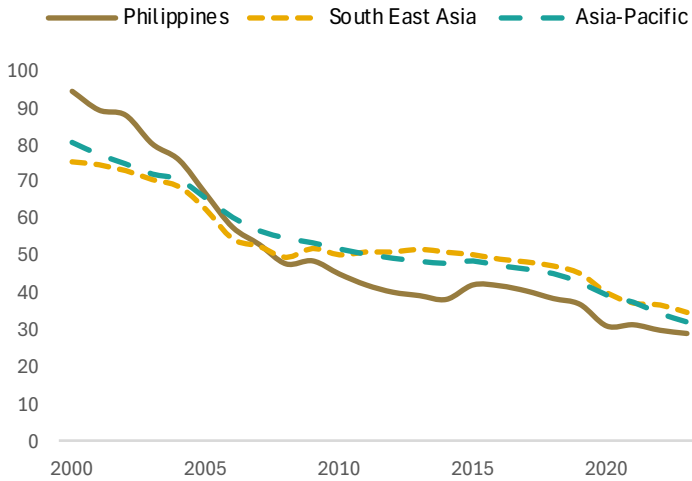
(2,4)

Transport fossil CO2 emissions per capita, tonnes

(1,4)

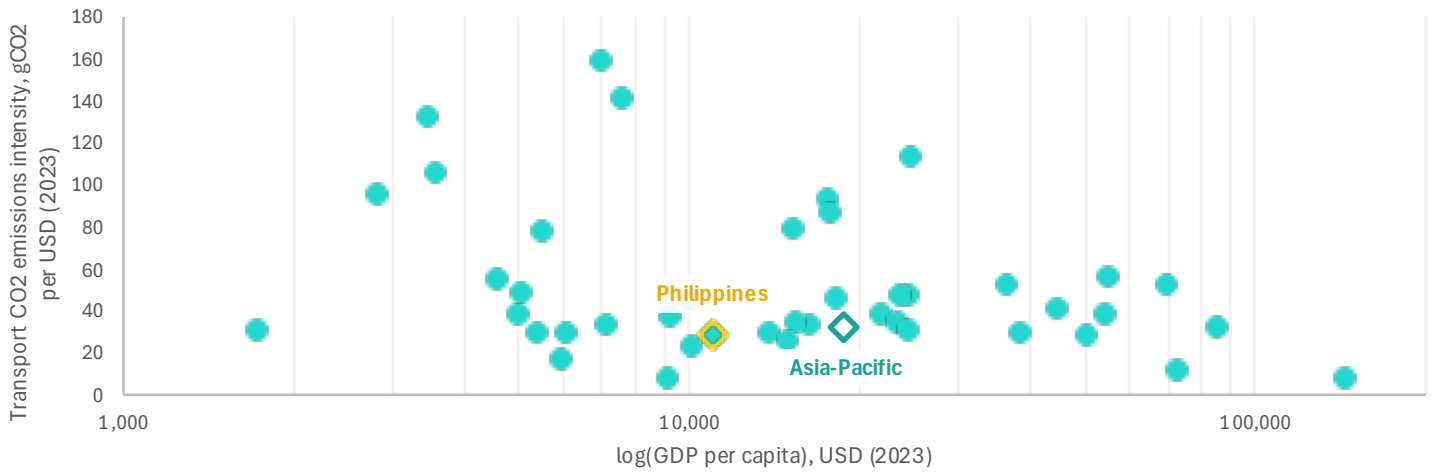
Transport CO2 emissions intensity trend, gCO₂ per USD

(2,4)



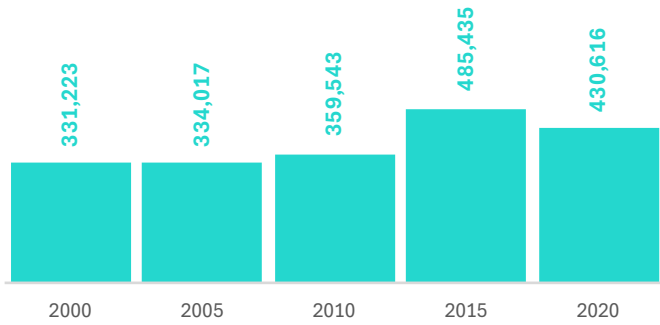
Transport CO2 emissions intensity in Asia-Pacific, gCO₂ per USD

(2,4)



II. Transport Energy Consumption

Transport energy consumption, TJ

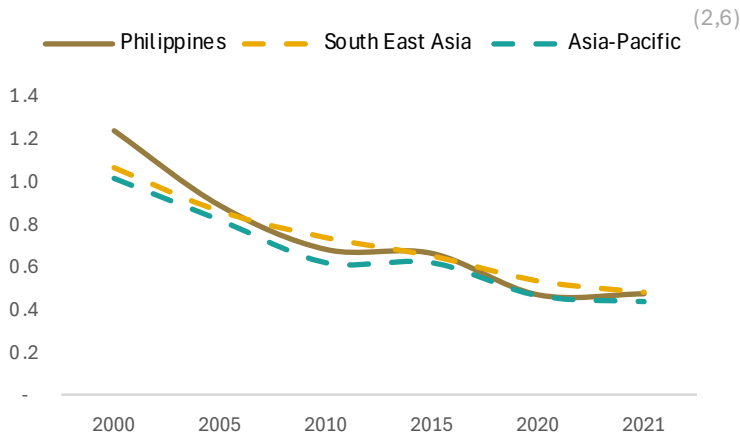


Transport energy intensity (2021)

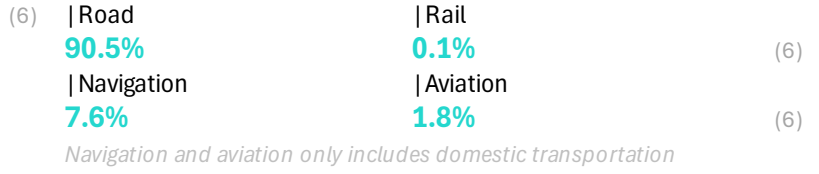
0.5 MJ per USD

Asia-Pacific average is 0.4 MJ per USD

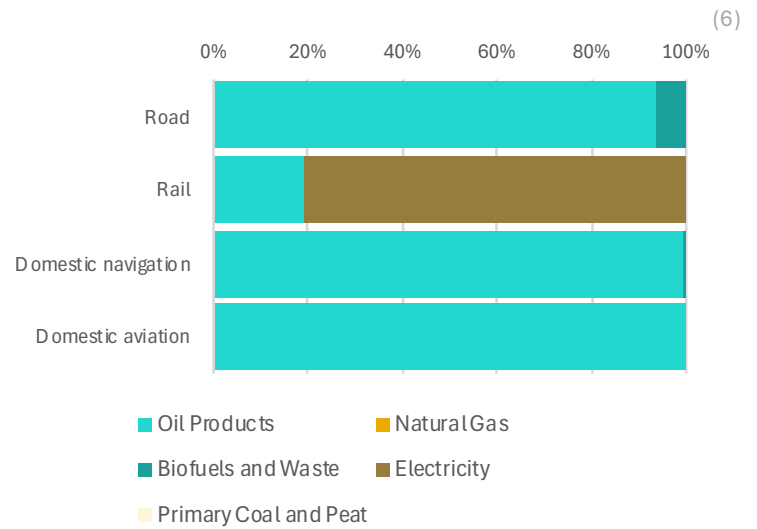
Transport energy intensity trend, MJ per USD



Share of transport energy consumption by mode (2021)



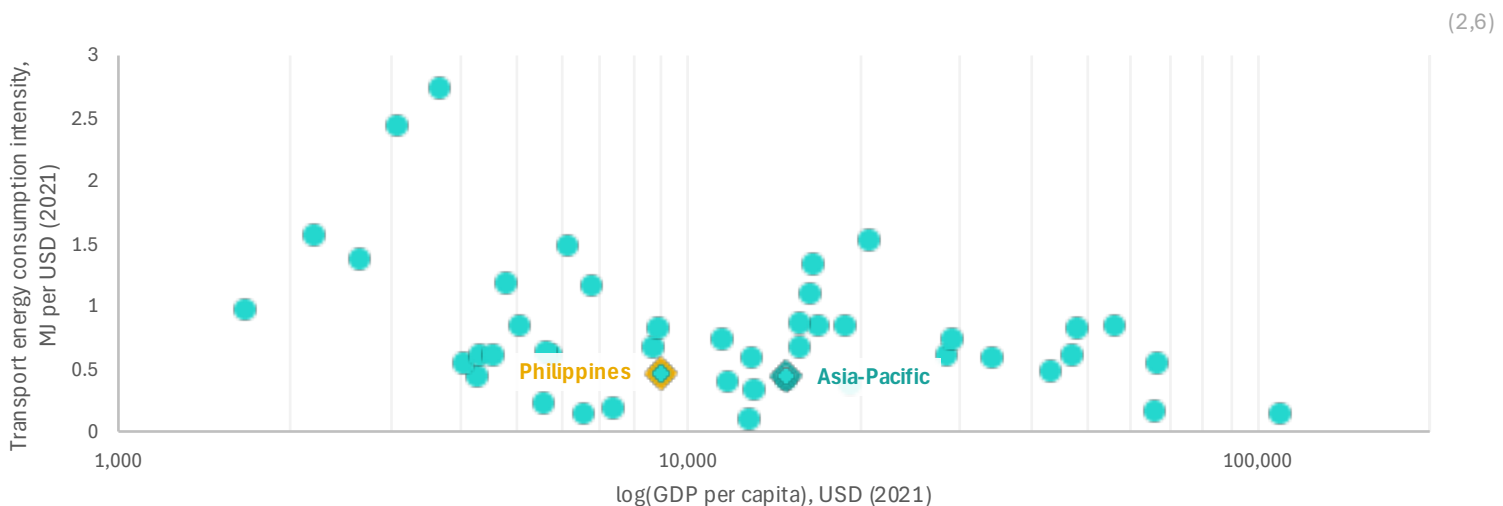
Share of transport energy consumption by source (2021)



Share of transport in renewable energy consumption



Transport energy intensity in Asia-Pacific, MJ per USD



Transport fossil fuel subsidies, cumulative (2010-2022)

None

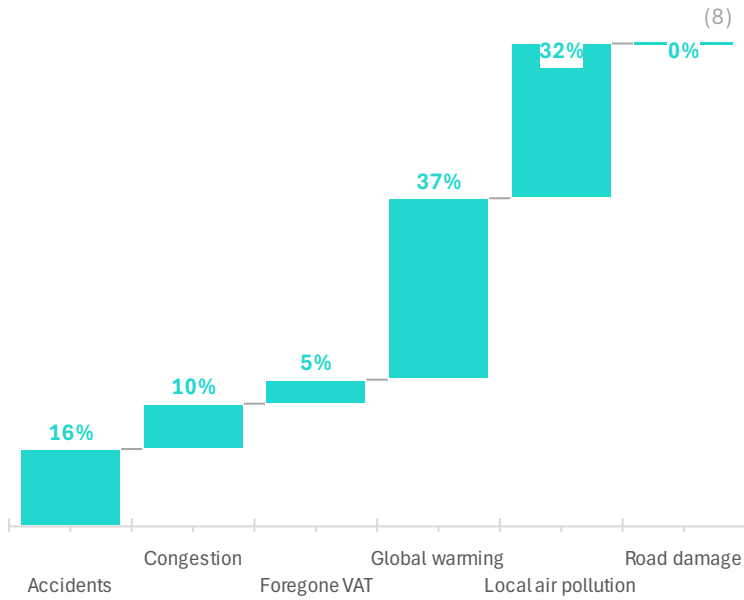
0.0% of Asia-Pacific total

Grid emission factor (2022)

(7) **642 gCO₂ per kWh**

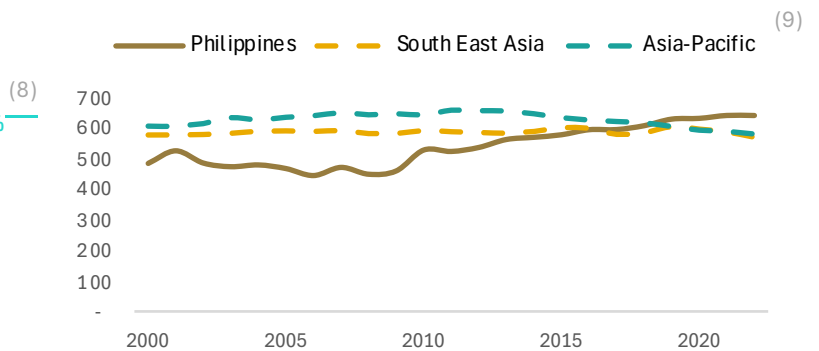
(9)

Estimated externalities due to fossil fuel subsidies

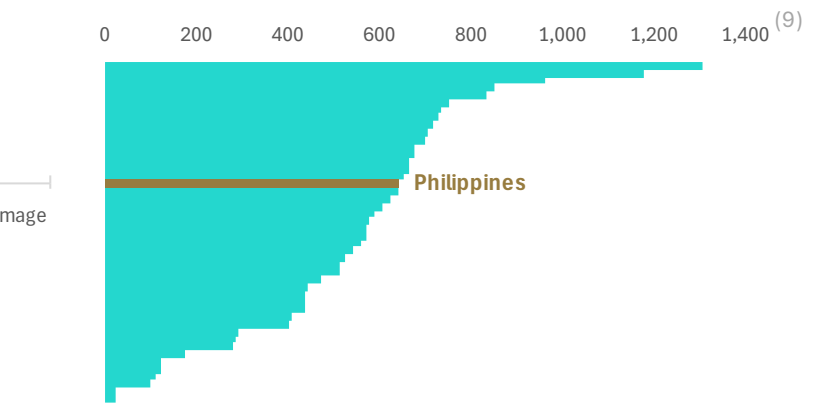


Data includes all sectors and all fuel types

Grid emission factor trend, gCO₂ per kWh



Grid emission factors in Asia-Pacific, gCO₂ per kWh



III. Adaptation and Resilience

Average annual losses to transport infrastructure due to hazards (2023)

348 million USD

Road	Rail
85%	3%
Ports	Airports
8%	3%

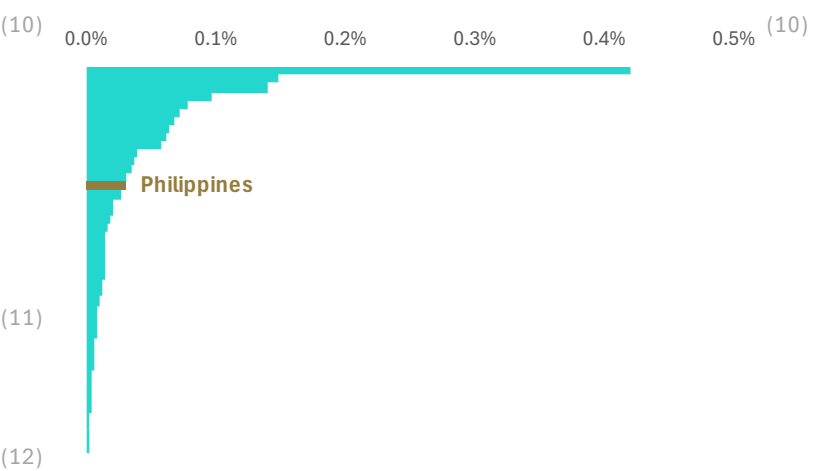
National road vulnerability index ranking (2023)

178th out of 208 countries

Share of population in low elevated coastal zones (2018)

6%

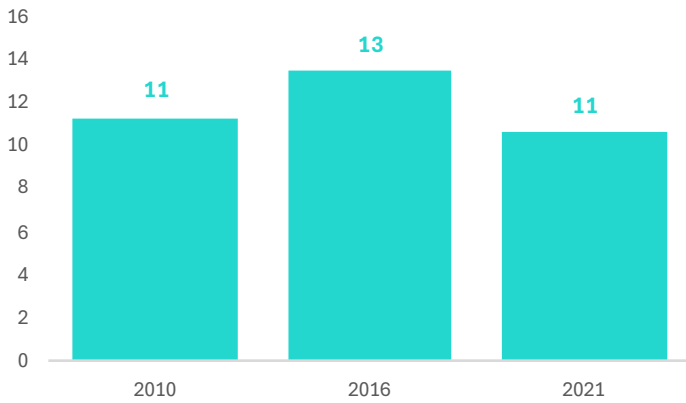
Average annual losses to transport infrastructure due to hazards, as a share of GDP, in Asia-Pacific (2023)



IV. Other Externalities

Road crash fatalities (2021)
11.1 thousand deaths

Road crash fatality rate per 100 thousand population

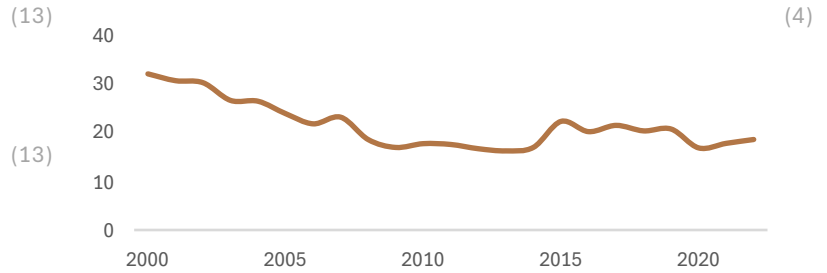


Asia-Pacific average is 16 fatalities per 100 thousand population

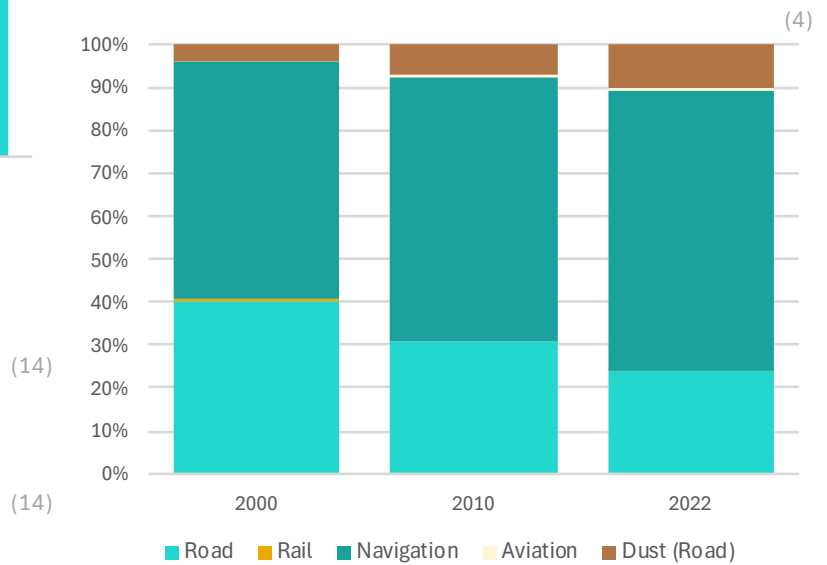
Rural access index (2023)
88%

Rural population without access to all-season roads (2023)
7 million

Transport PM 2.5 emissions trend, thousand tonnes



Transport PM 2.5 emissions share by source



V. Vehicle Fleet

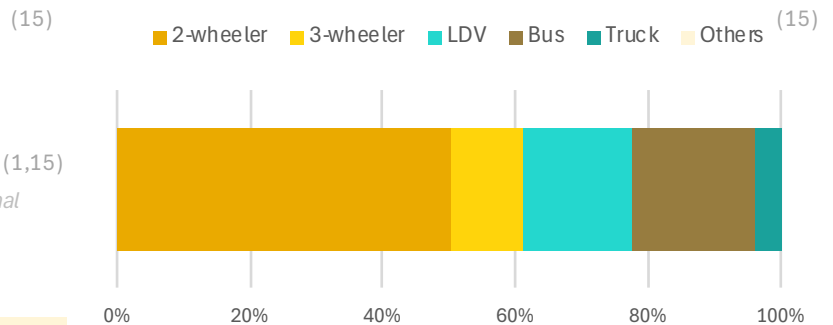
Road vehicles (2022)
13.9 million vehicles

Road vehicle motorization rate (2022)
120 vehicles per thousand population

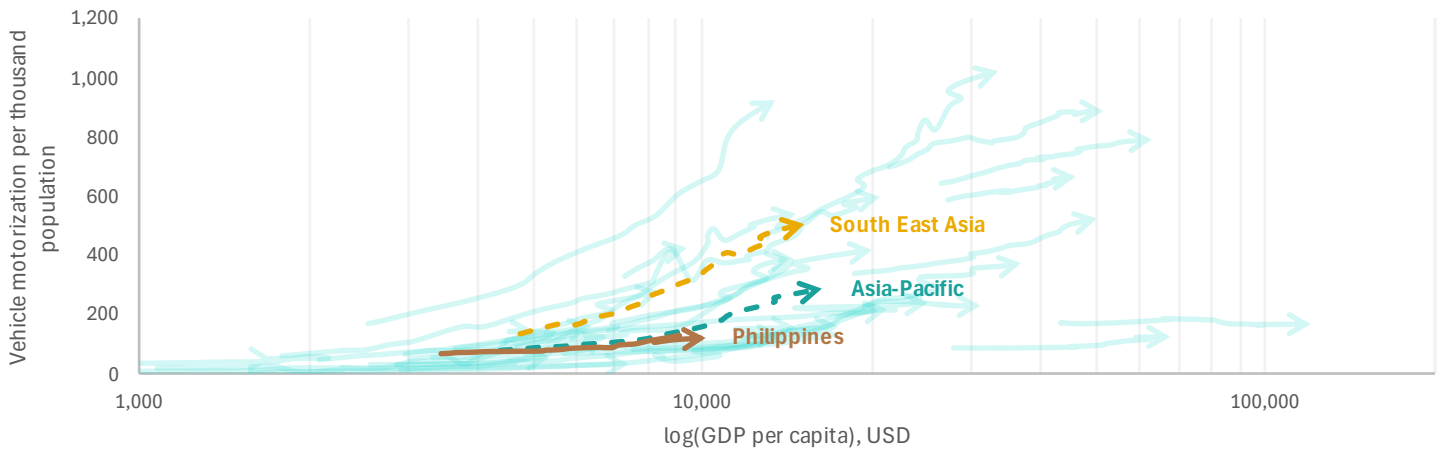
Road vehicles include 2- and 3-wheelers, LDVs, buses and other informal public transport, trucks, and other unclassified types

In 2000, Philippines had 67 vehicles per thousand population. By 2022, this has increased to 120 compared with Asia-Pacific average of 577 in 2022.

Share of vehicles by type



Vehicle motorization per thousand population in Asia-Pacific (2000-2022)



Bus import value (2015-2023)

4.42 billion USD

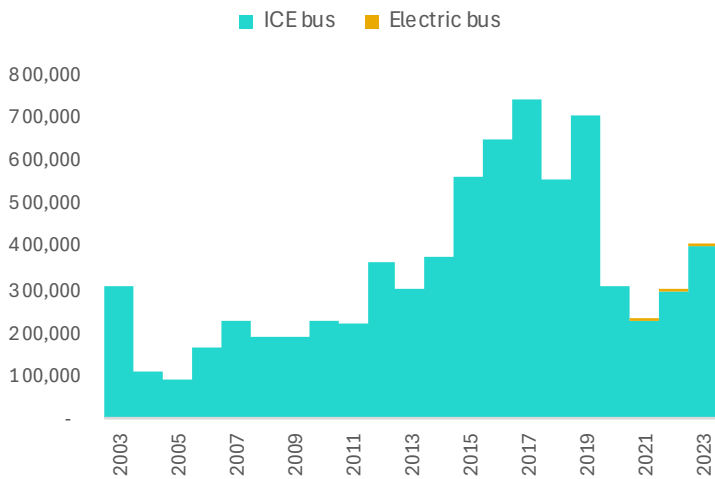
Bus vehicle production, units

(16)

(17)

Bus import value, thousand USD

(16)



E-mobility Readiness Index (2024)

| Technology & Market

18/25

| Policy

15/25

| Energy

20/25

| Financial

24/25

| Overall

77/100

(18)

Electric road vehicle import value (2017-2023)

184.6 million USD

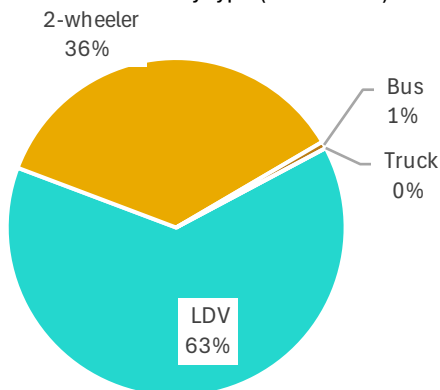
(16)

Electric road vehicle share in total road vehicle import value trend

(16)

Electric road vehicle import share by type (2017-2023)

(16)



VI. Urban Transport

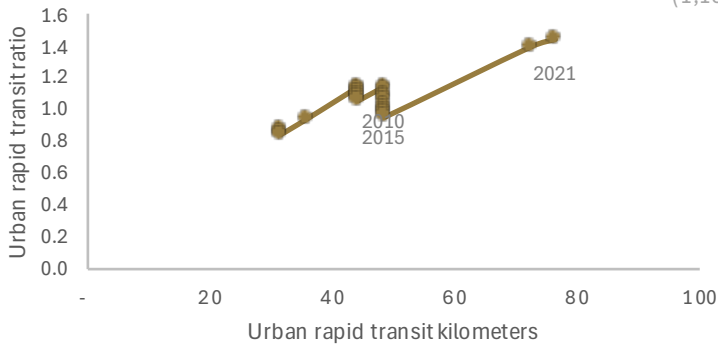
Urban rapid transit length (2021)

| BRT **24 kilometers** | LRT **None**
 | Metro **52 kilometers**

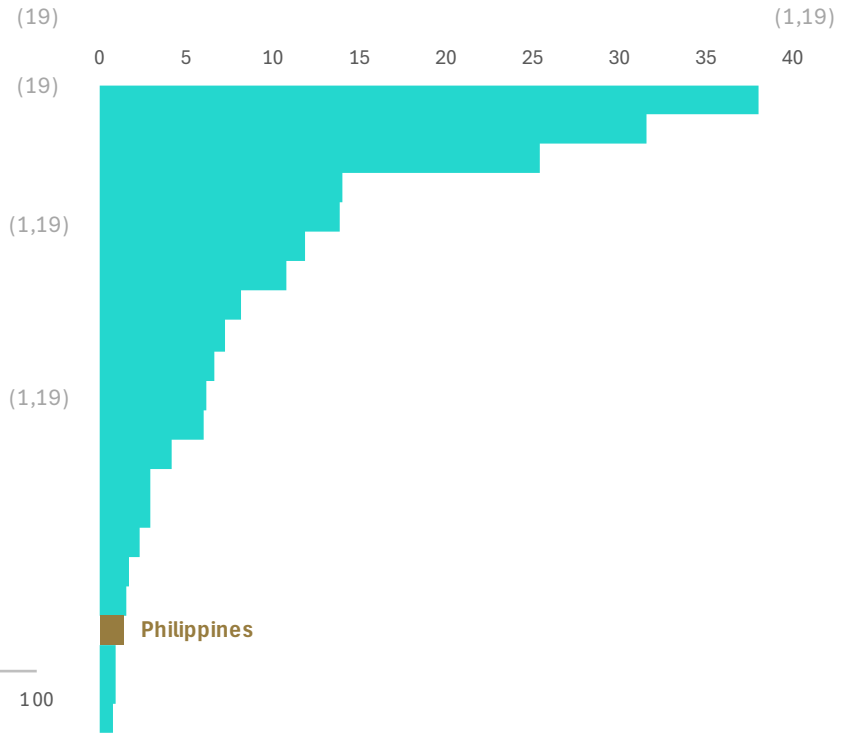
Urban rapid transit ratio (2021)

1.4 kilometers per million urban population

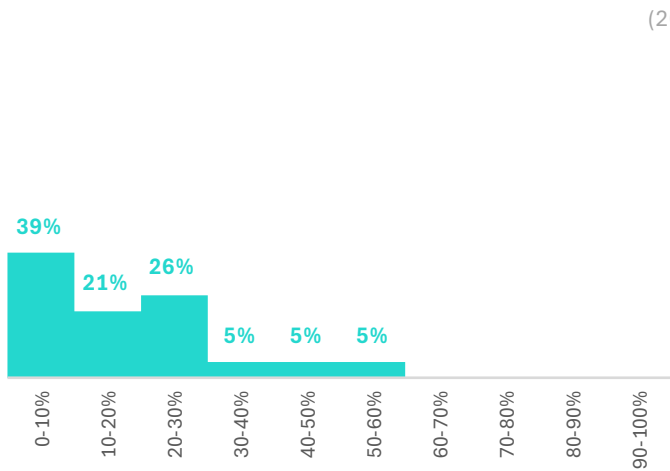
Urban rapid transit ratio, kilometers per million urban population (2000-2021)



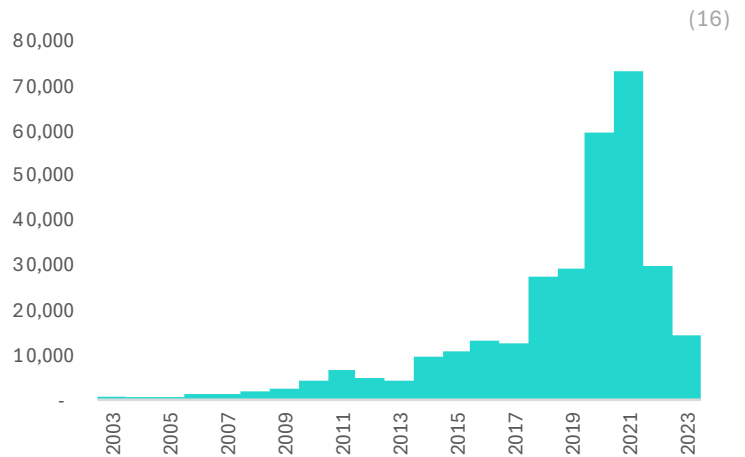
Urban rapid transit ratio in Asia- Pacific, kilometers per million urban population (2021)



Share of cities by level of access to public transport (out of 62 cities)



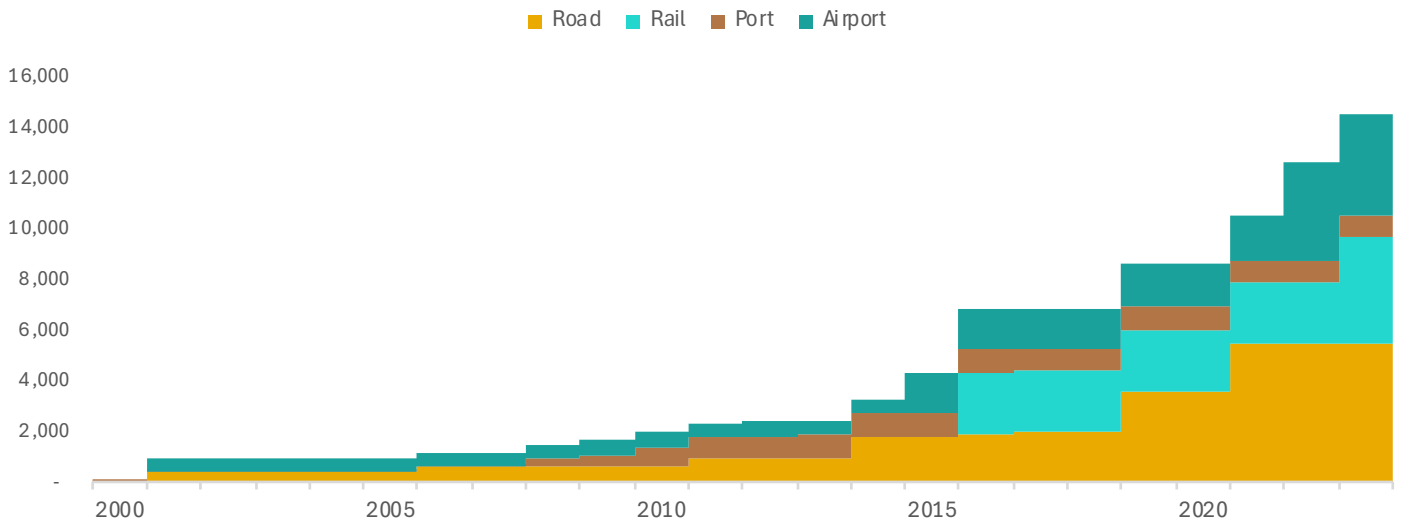
Bicycle import value, thousand USD



VII. Transport Investments

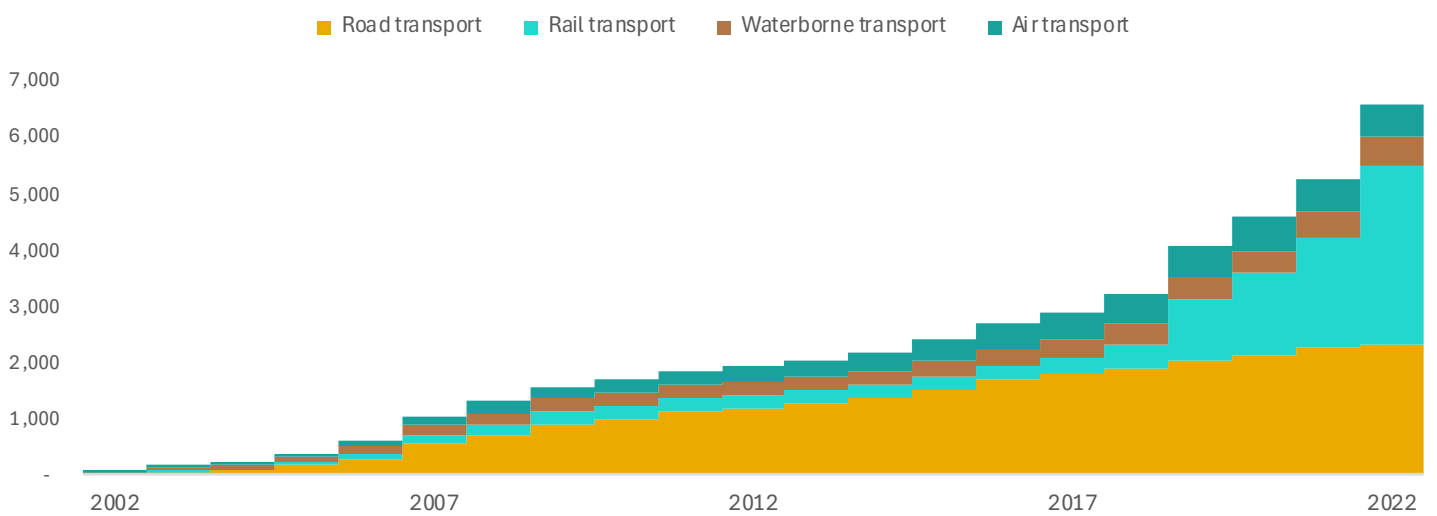
Public-private partnership investments in the transport sector, million USD

(21)

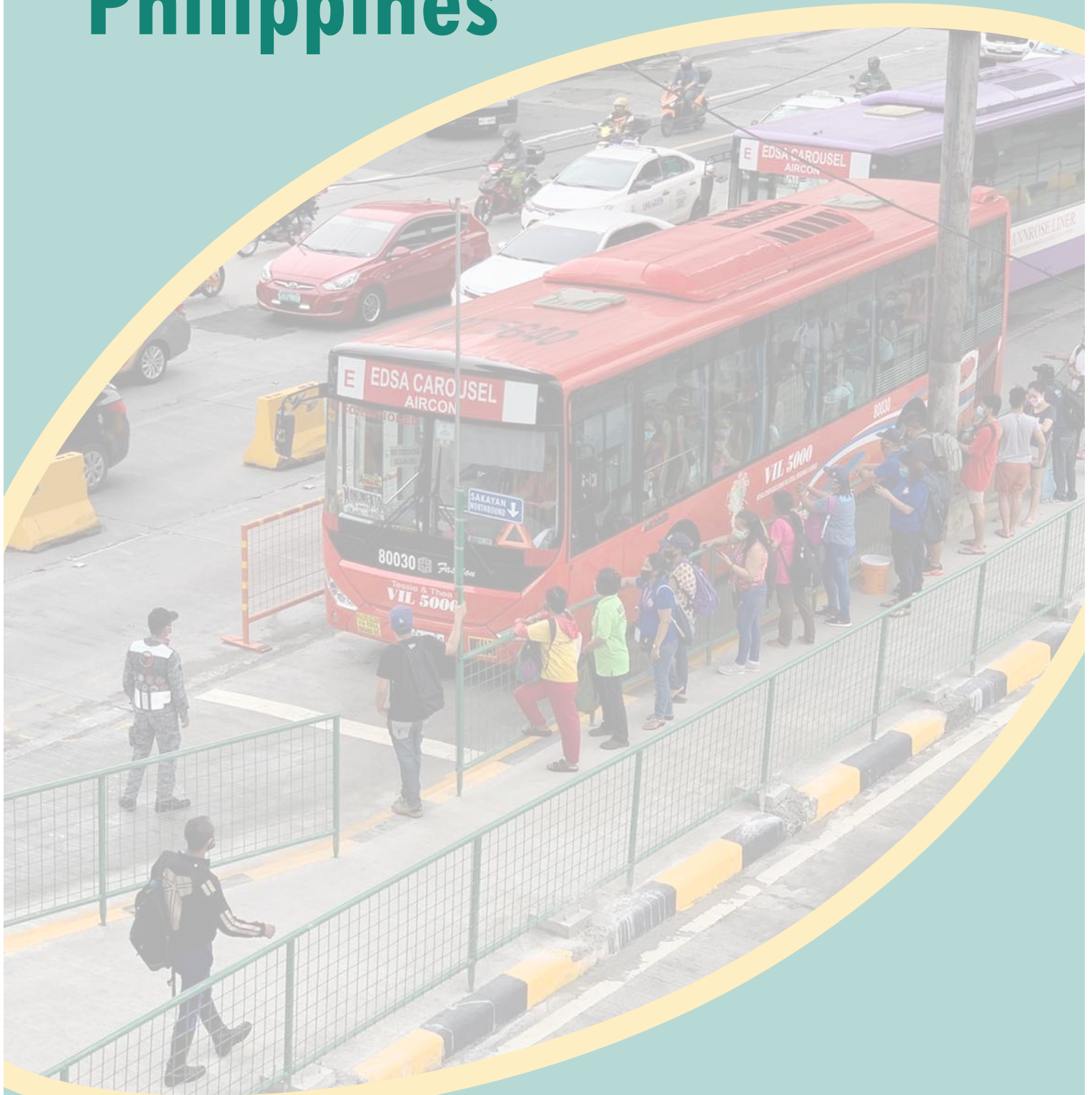


Official development assistance in the transport sector, million USD

(22)



Policy Insights Philippines



VIII. Transport and Climate Policy Documents

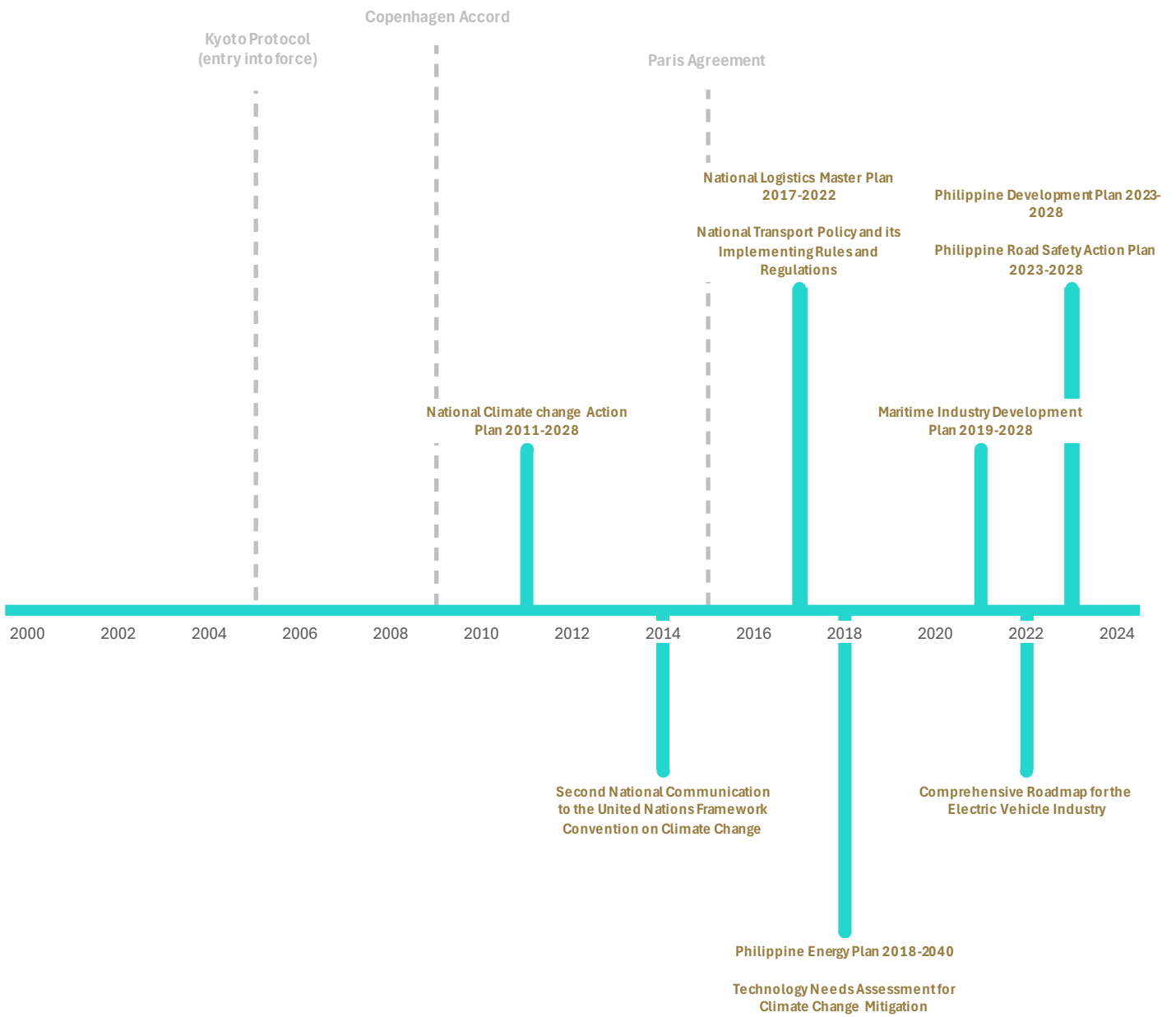
Transport-related policy documents in Philippines

Selection made based on the number of climate change mitigation and adaptation policy measures

Nationally Determined Contributions of Philippines

2015: Intended Nationally Determined Contribution

2021: Nationally Determined Contribution



IX. Representation of Transport in Key Climate Policy Documents

Nationally Determined Contributions

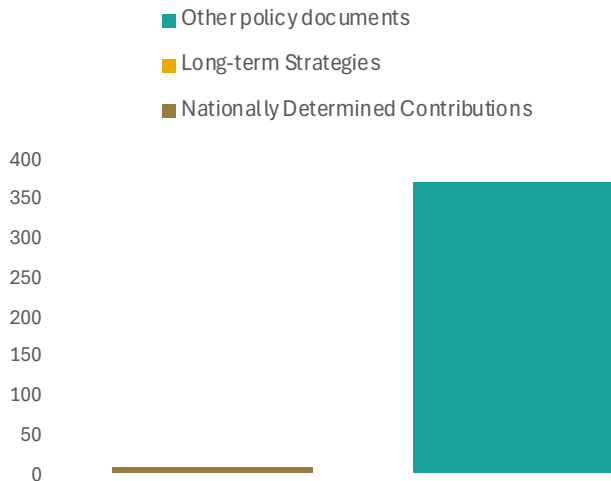
		Road transport	Rail transport	Domestic navigation	Domestic aviation	Urban transport
<i>Nationally Determined Contribution (adopted in 2021)</i>	Mitigation measures Mitigation targets Adaptation measures Adaptation targets					

Long-term Strategies

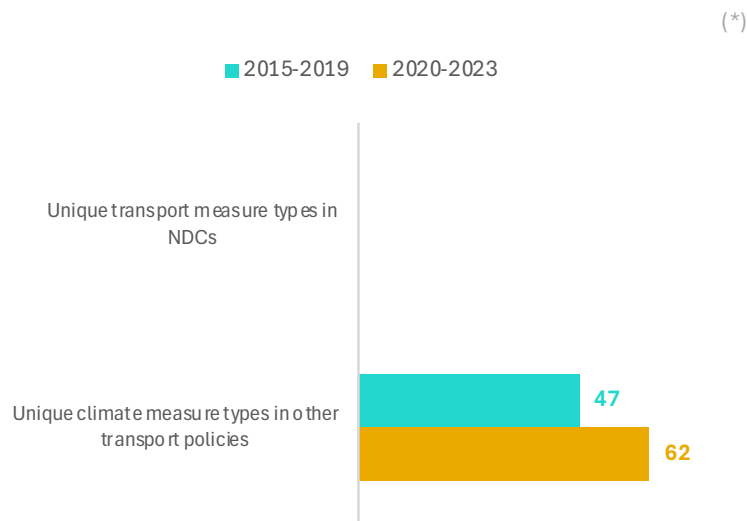
		Road transport	Rail transport	Domestic navigation	Domestic aviation	Urban transport
<i>None</i>	Mitigation measures Mitigation targets Adaptation measures Adaptation targets					

X. Distribution of Transport and Climate Policy Measures in Policy Documents

Number of policy measures by source



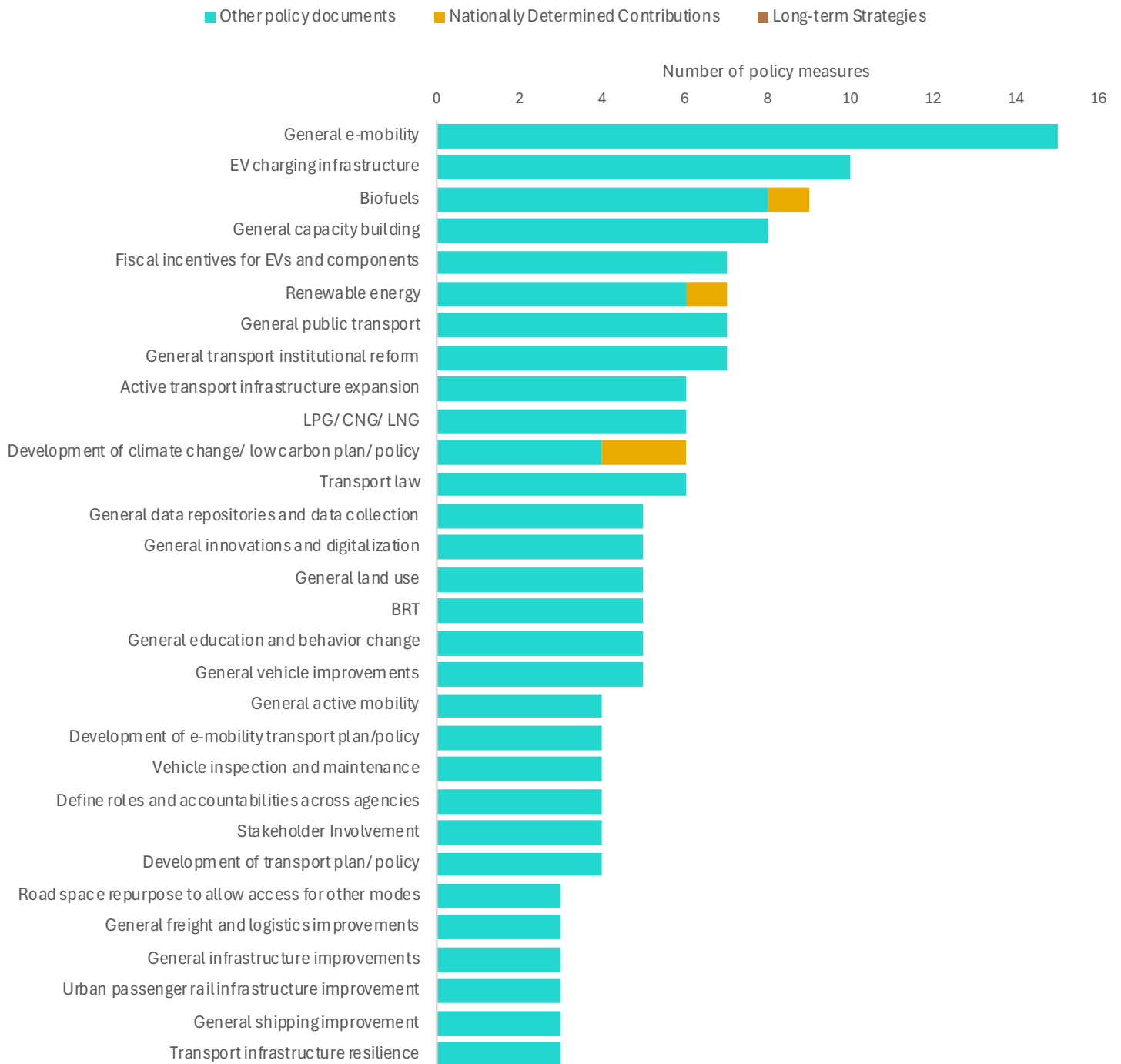
Integration of climate ambition, unique number of policy measures in (*) NDCs and other transport policies



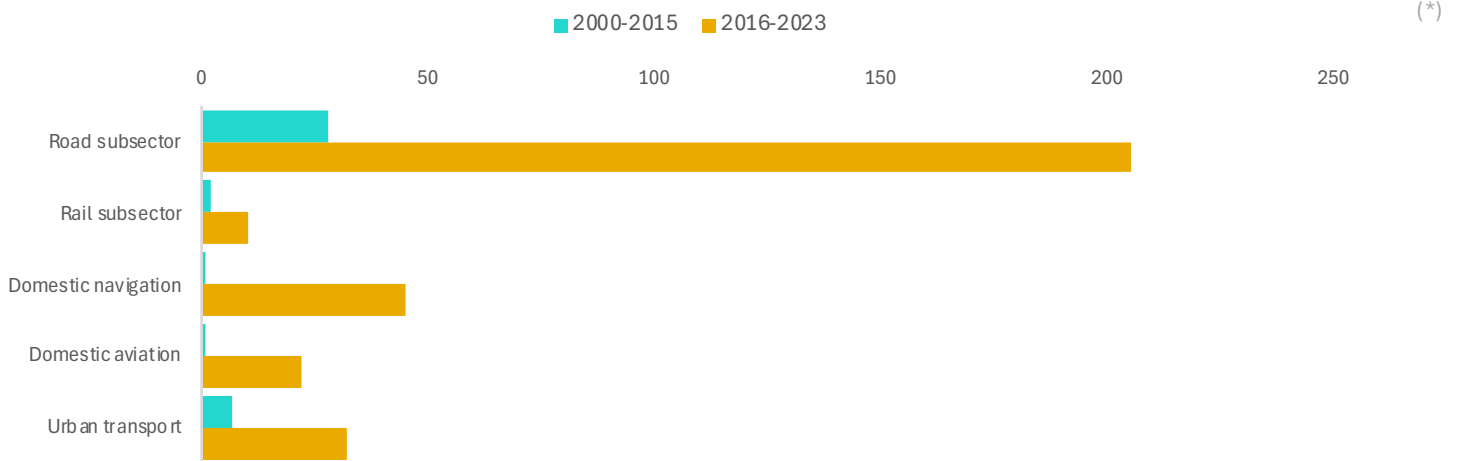
XI. National Policy Priorities on Transport

Priority policy measures on climate change mitigation and adaptation in transport (top 30)

(*)



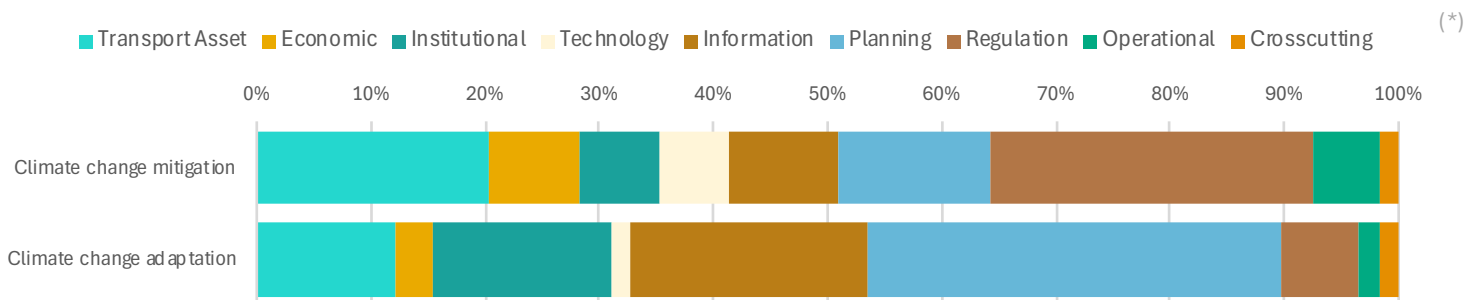
Number of climate change policy measures by subsectors



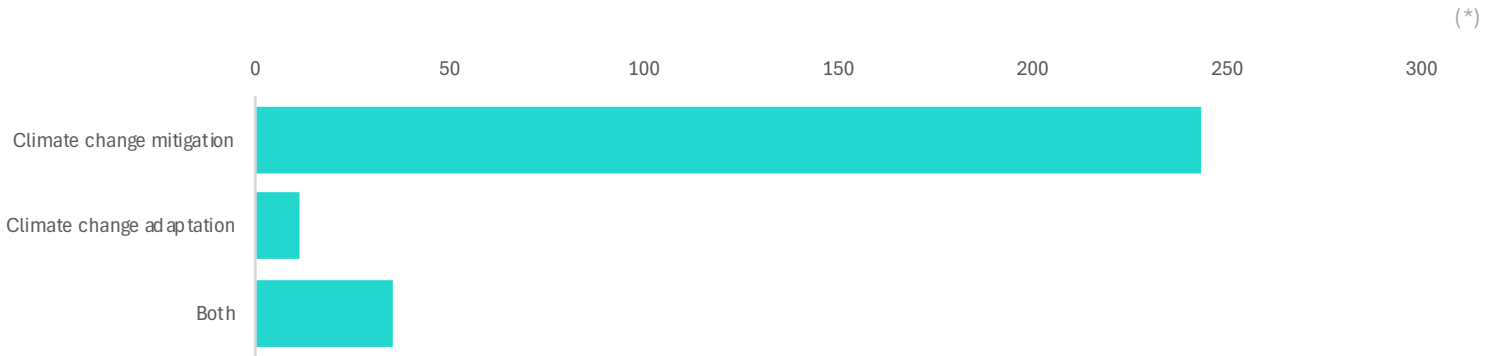
Number of climate change policy measures by passenger vs. freight



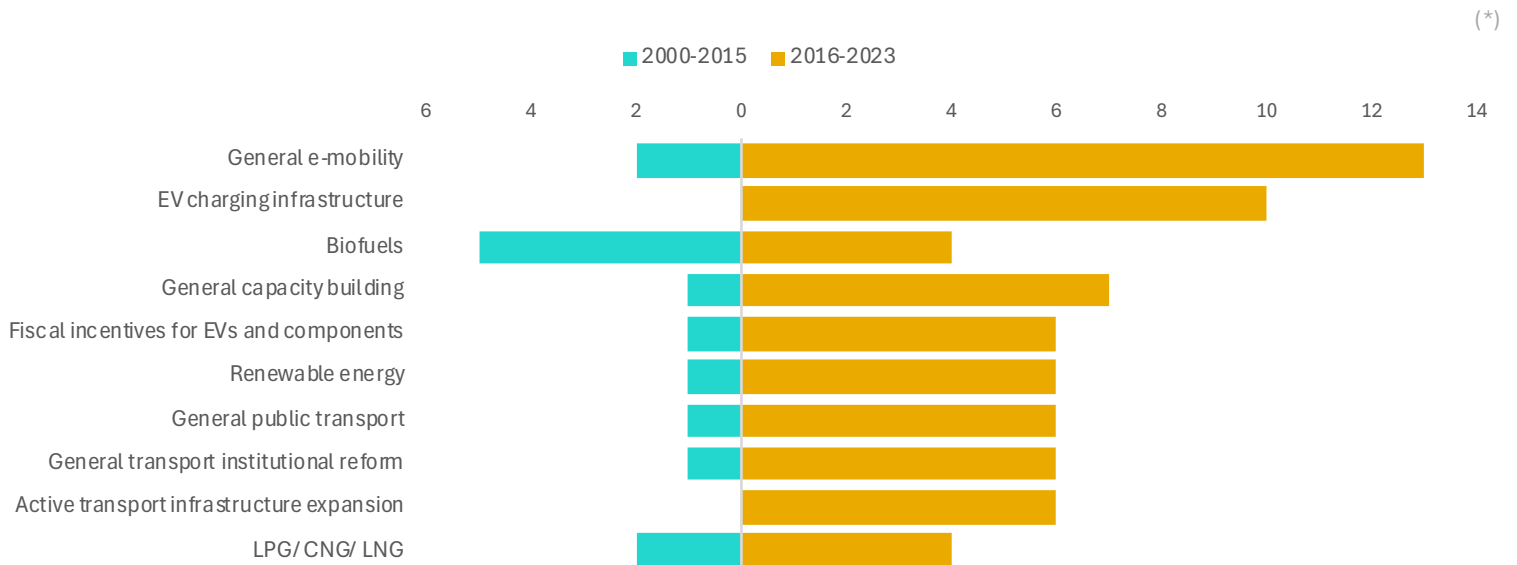
Transport-related climate change policy measures by framework



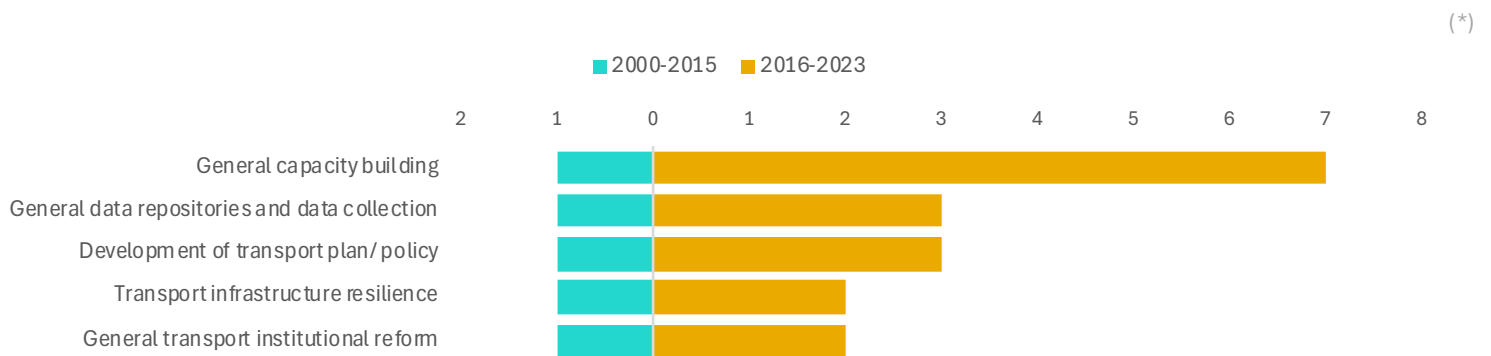
Number of climate change mitigation vs. climate change adaptation policy measures



Climate change mitigation top 10 typology, number of policy measures



Climate change adaptation top 5 typology, number of policy measures



XII. Direct GHG Targets

This table contains transport-relevant (e.g. economy-wide; sector-specific) GHG emissions targets as explicitly mentioned in the policy documents of Philippines

Document	Year published	Target	Target year
Economy-wide emissions			
Intended Nationally Determined Contribution	2015	The Philippines intends to undertake GHG (CO ₂ e) emissions reduction of about 70% by 2030 relative to its BAU scenario of 2000-2030.	2030
Nationally Determined Contribution	2021	The Philippines commits to a projected GHG emissions reduction and avoidance of 75%, of which 2.71% is unconditional and 72.29% is conditional, representing the country's ambition for GHG mitigation for the period 2020 to 2030 for the sectors of agriculture, wastes, industry, transport, and energy. This commitment is referenced against a projected business-as-usual cumulative economy-wide emission of 3,340.3 MtCO ₂ e for the same period.	2030
Voluntary National Review 2022	2022	avoid 75 percent of future greenhouse gas emissions from 2020-2030	2030
Net zero, carbon neutrality, and other long-term climate action			
Transport GHG emission			
Philippine Development Plan 2023-2028	2023	Mitigated GHG emissions increased (MtCO ₂ e) = 26.04 (from 0 in 2019)	2028

XIII. Indirect Transport Climate Change Targets

This table shows non-GHG targets as specified in the policy documents in Philippines which indirectly benefit climate change mitigation and adaptation in the transport sector

Document	Year published	Target	Target year
General active mobility			
Philippine Development Plan 2023-2028	2023	Percentage of cycling households in the Philippines increased (% of total households) = 36 (from 29 in 2020)	2028
General e-mobility			
Comprehensive Roadmap for the Electric Vehicle Industry	2022	achieve at least a 5% EV share in corporate and government fleets, public transport operators, and industrial and commercial companies at the end year of the Medium Term (2034) and increasing to 10% by 2040	2034
Comprehensive Roadmap for the Electric Vehicle Industry	2022	achieve at least a 5% EV share in corporate and government fleets, public transport operators, and industrial and commercial companies at the end year of the Medium Term (2034) and increasing to 10% by 2040	2040
Renewable energy			
Comprehensive Roadmap for the Electric Vehicle Industry	2022	The PEP targets a 35% renewable energy share in the country's total energy mix by 2030.	2030
Philippine Development Plan 2023-2028	2023	Share of renewable energy in the power generation mix increased (%) = 33 (from 22.40 in 2021)	2028
Renewable Energy Roadmap 2017-2040	2017	Increased installed capacity to at least 20,000 MW	2040
Target - Modal shift			
Philippine Development Plan 2023-2028	2023	Passenger trips via rail in Metro Manila increased (% share to total passenger trips, cumulative) = 14 (from 1 in 2021)	2028
Target - Road crash fatalities			
Philippine Development Plan 2023-2028	2023	Death rate due to road traffic accidents decreased (per 100,000 population) = 1.68 (from 8.0 in 2020)	2028
Philippine Development Plan 2023-2028	2023	Road traffic accident (crash) rate reduced (number of incidents per 100,000 population) - incidents of accidents (crash) = 2.50 (from 3.85 in 2021)	2028
Philippine Road Safety Action Plan 2023-2028	2023	Reduce road traffic deaths by at least 35% by 2028	2028
Target - Transport activity			
Philippine Development Plan 2023-2028	2023	Passengers transported via air and sea increased (number of passengers, cumulative) = 202.34 million (from 35.72 in 2021)	2028
Philippine Development Plan 2023-2028	2023	Cargo transported via air and sea increased (international and domestic) (metric ton, cumulative) = 1850 million (from 470.30 in 2021)	2028
Target - Transport energy consumption			
Philippines Energy Efficiency and Conservation Roadmap 2017-2040	2017	Annual energy saved by 2040 (KTOE) = 4,500 Implied annual savings = 1.9% Total savings = 25%	2040
Travel time improvement			
Philippine Development Plan 2023-2028	2023	Travel time (decreased) via land per key corridor (hours) = 3.207 (from 2.38 in 2021)	2028

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Biofuels							
Intended Nationally Determined Contribution	2015	Biofuels Act of 2006					
Department Circular No. 2011-02-0001 of 2011 Mandatory Use of Biofuel Blend	2011	Ten Percent (100/o). The ten percent (10%) blend of bioethanol by volume into all gasoline fuel distributed and sold by each and every oil company in the country, subject to certain exempt gasoline grades. shall commence beginning August 6, 2011.					
National Climate change Action Plan 2011-2028	2011	RA 9367 – Biofuels Act of 2008					
National Climate change Action Plan 2011-2028	2011	Conduct study on feasibility (performance and safety) of biofuels blends in other transport systems, e.g., air and sea transport.	X		X	X	
National Transport Policy and its Implementing Rules and Regulations	2017	The use of clean and energy-efficient transport technology/fuels such as biofuels, natural gas, liquefied petroleum gas, hybrid, electric and Euro IV or higher compliant vehicles, will be promoted. The continuous adoption of technologically responsive and applicable standards for vehicle emissions will be pursued.	X				
Philippine Energy Plan 2018-2040	2018	At the domestic front, the mandated B2 and E10 are being enforced. Pursuing further the development of biofuels has been one of the ongoing activities of the DOE in compliance with Republic Act (RA) 9367 or the Biofuels Act of 2006.					
Philippine Energy Plan 2018-2040	2018	Reference scenario: Maintain 2.0 percent biodiesel and 10.0 percent bioethanol until 2040					
Second National Communication to the United Nations Framework Convention on Climate Change	2014	An Act to Direct the Use of Biofuels, Establishing for This Purpose the Biofuel Program, Appropriating Funds Therefore, and for Other Purposes (Republic Act No. 9367, otherwise known as the Biofuels Act of 2008) Under Executive Order 449, it also reduced import duties on bioethanol products to be used in the program from 10% to 1%.					
Technology Needs Assessment for Climate Change Mitigation	2018	Under Executive Order 449, it also reduced import duties on bioethanol products to be used in the program from 10% to 1%. Biofuels Act of 2006					
Development of climate change/ low carbon plan/ policy							

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Intended Nationally Determined Contribution	2015	<p>Passage of the Climate Change Act of 2009 and amended in 2012 which established the Climate Change Commission (CCC) to lead policy development and coordinate, monitor and evaluate climate response. Adoption of the National Framework Strategy on Climate Change (NFSCC) in 2010 laid the foundation and roadmap for addressing climate change. Issuance of the National Climate Change Action Plan (NCCAP) in 2011 set the tone for the Government to implement short, medium and long term actions in seven thematic areas of food security, water security, ecological and environmental stability, human security, climate smart industries and services, sustainable energy, and knowledge and capacity development.</p>					
Nationally Determined Contribution	2021	<p>The National Climate Change Action Plan 2011 - 2028 established the seven thematic areas of government action to address climate change, namely food security, water sufficiency, ecological and environmental stability, human security, climate-smart industries and services, sustainable energy, and knowledge and capacity development, which are pursued coherently with the Sustainable Development Goals and the Sendai Framework for Disaster Risk Reduction.</p>					
National Climate change Action Plan 2011-2028	2011	<p>The National Framework Strategy on Climate Change (NFSCC) was adopted in April 2010 with the following Guiding Principles (Office of the President/Climate Change Commission 2010)</p>					
Philippine Development Plan 2023-2028	2023	<p>The National Framework Strategy on Climate Change and National Climate Change Action Plan (NCCAP) will be updated</p>					
Technology Needs Assessment for Climate Change Mitigation	2018	<p>The CCC was tasked to formulate a Framework Strategy on Climate Change and a National Climate Change Action Plan. Accordingly, CCC issued the National Framework Strategy on Climate Change 2010-2022 (NFSCC 2010-2022) in April 2010. With the Philippines' accession to the Paris Agreement, CCC is taking the lead in developing an NDC framework and roadmap. Climate Change Act 2009 (R.A. 9729/R.A. 10174) National Climate Change Action Plan (NCCAP)</p>					
Voluntary National Review 2022	2022	<p>On 15 April 2021, the Philippines' first Nationally Determined Contribution (PHNDC) was adopted</p>					
Development of transport adaptation/ emergency/ disaster plan/ policy							
Intended Nationally Determined Contribution	2015	<p>Enactment of the National Disaster Risk Reduction and Management Law of 2010 serving as guide to mitigate impacts of disasters and increase resilience in the face of natural disasters.</p>					
National Urban Development and Housing Framework 2017-2022	2017	<p>Strengthen the mainstreaming of disaster risk reduction and management (DRRM) planning and climate change action planning with spatial and sectoral development planning</p>					
Renewable energy							

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Intended Nationally Determined Contribution	2015	Renewable Energy Act of 2008					
Comprehensive Roadmap for the Electric Vehicle Industry	2022	0% Value-Added Tax rate on the sale of fuel or power generated from RE sources. Zero rated VAT on purchases of local supply of goods, properties and services needed by RE developers in the development, construction and installation of its plant facility as well as the exploration and development of RE resources and its conversion into power. This will apply for EVCS with RE power source generation;	x				
Philippine Energy Plan 2018-2040	2018	Reference scenario: Increase renewable energy (RE) installed capacity to at least 20,000 MW by 2040 Consider the aspirational target of 35.0 percent share of renewables to the generation mix by 2030 Clean energy scenario: 10,000 MW additional RE capacity by 2040 1,200 MW from other emerging technologies by 2035					
Technology Needs Assessment for Climate Change Mitigation	2018	15,304.3 MW total capacity					
Access restriction by corridor/ road							
Philippine Development Plan 2023-2028	2023	Safe and well-connected active mobility networks will be established. This will involve, among others, widening of sidewalks; adding segregated micro-mobility corridors; developing greenways, car-free zones and bike-only roads, and other public open spaces; redesigning and reconstructing existing intersections; and re-evaluating interchanges and grade separators to accommodate at-grade pedestrian crossings and bike turning spaces.	x				
Accreditation of vehicle inspection centers							
Guidelines for the Authorization of Private Motor Vehicle Inspection Center (PMVIC) for Additional PMVICs (PMVIC Phase II)	2021	a non-transferable document issued by the Authorization Committee granting authority to a natural or juridical person to establish, engage and operate a Private Motor Vehicle Inspection Center.	x				
Philippine Road Safety Action Plan 2023-2028	2023	Capacitate MVIS and MVRs personnel through the conduct of regular trainings	x				
Active transport infrastructure expansion							
Philippine Development Plan 2023-2028	2023	To address this, the government initiated the development and incubation of new technologies for monitoring air pollutants, and pursued initiatives such as strengthening of motor vehicle inspection, improving mass transport, institutionalizing the promotion of e-vehicles through passing the Electric Vehicle Industry Development Act, and providing the necessary infrastructure to enable active mobility	x				

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Philippine Development Plan 2023-2028	2023	Active transport networks will be developed. Safe and well-connected active mobility networks will be established. This will involve, among others, widening of sidewalks; adding segregated micro-mobility corridors; developing greenways, car-free zones and bike-only roads, and other public open spaces; redesigning and reconstructing existing intersections; and re-evaluating interchanges and grade separators to accommodate at-grade pedestrian crossings and bike turning spaces.	x				x
Philippine Energy Plan 2018-2040	2018	Plans and programs are in progress in the provision of bicycle lanes in existing and future road plans of the DPWH	x				x
Philippine Road Safety Action Plan 2023-2028	2023	The DOTr has rolled out the EDSA Greenways Project to provide pedestrians with improved, environment-friendly elevated walkways in critical areas along EDSA. In terms of infrastructure, the DOTr partnered with the MMDA and the DPWH for the establishment of protected bike lanes.	x				x
Philippine Road Safety Action Plan 2023-2028	2023	Provide sustainable non-motorized transport systems	x				
Voluntary National Review 2022	2022	Metropolitan Bike Lane Networks Project	x				x
Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment and Parts United Nations Regulations 1958							
Harmonization of Motor Vehicle (MV) Classifications of LTO and LTFRB	2010	To conform with the ASEAN direction of harmonizing the classification of motor vehicles based on the United Nations Economic Commission for Europe (UNECE) regulations	x				
Philippine Road Safety Action Plan 2023-2028	2023	The Philip - pines acceded to the WP 29, the World Forum for Harmonization of Vehicle Regulations, in 2022.	x				
Air traffic management							

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Philippines Action Plan on CO2 Reduction	2018	The Philippines developed its Performance-based Navigation (PBN) implementation Plan in 2009, updated in 2011, as a response to the 36s ICAO General Assembly Resolution urging States to develop PBN Implementation Plan with a firm belief that implementing PBN will improve existing conditions in many of its airport, such as congestion, diversion, unstabilized approaches, flight delays and CO2 emission. PBN instrument flight procedures in airports with Conventional Procedure New IFR mted airprts with PBN instrumentflight procedures Continuous Descent Operotion (CDO) / Continuous Climb Operotion (CCO) N*v Communication Navigation Suneillance / Air Tiofic Management (CNS/ATM) Sy stems Dat e loprrnt Proj e ct Ground Delay Program is a program implemented and monitored by Air Traffic Flow Management Unit of Air Traffic Service for compliance. Ground Delay Program (GDP) whereby an EDCT is assigned to ensure that the number ofaircraft per time period does not exceed ATC apacity.				x	
Automated enforcement of speed limits							
Philippine Road Safety Action Plan 2023-2028	2023	Use of innovations/ technologies to enhance enforcement	x				
BRT							
National Logistics Master Plan 2017-2022	2017	Implement the BRT system	x				x
Philippine Development Plan 2023-2028	2023	Bus rapid transit systems will be adopted to enhance the efficient use of public transport vehicles and existing road spaces.	x				x
Philippine Road Safety Action Plan 2023-2028	2023	The DOTr also implemented the EDSA Busway Project which improved the travel time from Monumento to Pasay as well as ensured the safety of the commuters traversing EDSA.	x				x
Second National Communication to the United Nations Framework Convention on Climate Change	2014	This will promote, among other things, the development of the Bus Rapid Transit (BRT) system, expansion of the existing urban rail network in Metro Manila, deployment of hybrid vehicles in the public transport, and fuel switching in public transportation.	x				x
Voluntary National Review 2022	2022	the EDSA Busway System	x				x
Bus fleet renewal							
Philippine Development Plan 2023-2028	2023	These include the strengthening of the existing public utility vehicle modernization program, and expansion of existing mass transport systems and networks.	x				
Convention on Road Traffic 1949							
59 UN Transport Agreements/ and Conventions Serviced by ECE	2021	Ratification, accession, or definite signature by country	x				

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Convention on Road Traffic 1968							
59 UN Transport Agreements/ and Conventions Serviced by ECE	2021	Ratification, accession, or definite signature by country	x				
Coordinate planning across government agencies							
Comprehensive Roadmap for the Electric Vehicle Industry	2022	The Promotion of Low Carbon Urban Transport Systems in the Philippines (LCT) Project	x				x
Philippine Road Safety Action Plan 2023-2028	2023	Strengthen inter-agency involvement and collaboration Establish a functional platform for coordination among agencies involved in data collection Coordinate with utility companies for the relocation of potential hazardous posts and utility lines					
Customs Convention on the Temporary Importation of Private Road Vehicles 1954							
59 UN Transport Agreements/ and Conventions Serviced by ECE	2021	Ratification, accession, or definite signature by country	x				
An Act to Compile the Laws Relative to Land Transportation and Traffic Rules, to Create a Land Transportation Commission and for Other Purposes	1964	Tourists bringing their own motor vehicles to the Philippines may, without registering such motor vehicles, use the same during but not after ninety days of their sojourn;	x				
Define roles and accountabilities across agencies							
Executive Order No. 290 of 2004 Implementing the Natural Gas Vehicle Program for Public Transport	2004	Consistent with Executive Order No. 66, series of 2002, designating the DOE as the lead agency in developing the Philippine natural gas industry, the DOE shall be the lead implementing agency for the NGVPPT. In coordination with different government agencies, institutions and the private sector					
Maritime Industry Development Plan 2019-2028	2021	Review and Revisit roles of agencies in the implementation of ISPS			x		
National Logistics Master Plan 2017-2022	2017	Address overlapping functions among aviation and maritime security agencies Address overlapping functions among regulatory agencies			x	x	
Philippine Road Safety Action Plan 2023-2028	2023	(5) Rationalizing the mandates of transport agencies Designate co-leads for each pillar of this action plan and organize technical working group (TWG) per pillar					
Design standards for sidewalks and bicycle paths							
Global Status Report on Road Safety 2018	2018	Partial	x				
Development density or intensiveness							

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National Urban Development and Housing Framework 2017-2022	2017	Promote compact development Utilize adaptive reuse and urban infill to optimize existing spaces and structures in built-up areas					x
Philippine Road Safety Action Plan 2023-2028	2023	Regulate where to situate high-density establishments and integrate transit-oriented development (TOD) in the local development plans					x
Development of active transport plan/ policy							
Philippine Road Safety Action Plan 2023-2028	2023	“Guidelines on the Proper Use and Promotion of Active Transport During and After the COVID-19 Pandemic” DPWH issued Department Order (DO) No. 88 series of 2020 which seeks to ensure uniform guidelines on bicycle facilities	x				
Philippine Road Safety Action Plan 2023-2028	2023	(4) Enactment of a law institutionalizing the use of bicycles and other active and sustainable modes of transportation; including updating standards for accessible and safe pathways, and green open spaces;	x				
Development of air pollution plan/ policy							
National Climate change Action Plan 2011-2028	2011	The Philippines has started a program on cleaner fuel for the transport sector with the implementation of the Clean Air Act					
Technology Needs Assessment for Climate Change Mitigation	2018	Clean Air Act of 1999					
Development of aviation plan/policy							
National Logistics Master Plan 2017-2022	2017	Issue a Dual Airport policy CAAP to create an Airport Development Plan				x	
Development of e-mobility transport plan/policy							
Comprehensive Roadmap for the Electric Vehicle Industry	2022	E-mobility Development Consulting	x				
Philippine Development Plan 2023-2028	2023	To address this, the government initiated the development and incubation of new technologies for monitoring air pollutants, and pursued initiatives such as strengthening of motor vehicle inspection, improving mass transport, institutionalizing the promotion of e-vehicles through passing the Electric Vehicle Industry Development Act, and providing the necessary infrastructure to enable active mobility	x				
Philippine Road Safety Action Plan 2023-2028	2023	Registration of electric motor vehicles is now required in compliance with RA No. 11697, otherwise known as the Electric Vehicle Industry Development Act (EVIDA), approved by the President on 15 April 2022.	x				

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Philippine Road Safety Action Plan 2023-2028	2023	Promulgate uniform and streamlined policies, rules, and requirements on the use, operation, inspection and registration of EVs used for public transportation consistent with the EVIDA Law. Develop a roadmap for a just transition of the gradual phase-in of electric PUVs in coordination with other relevant public and private stakeholders	x				
Development of national development plan/ policy							
National Logistics Master Plan 2017-2022	2017	NEDA to create an Infrastructure Development Plan					
National Urban Development and Housing Framework 2017-2022	2017	The government has also crafted AmBisyon Natin 2040, which represents the long-term vision and aspirations of the Filipino people for themselves and for the country.					
Technology Needs Assessment for Climate Change Mitigation	2018	Philippine Development Plan (PDP) 2011 – 2016					
Development of national energy plan/ policy							
National Climate change Action Plan 2011-2028	2011	implementation of the National Renewable Energy Law					
Philippine Energy Plan 2018-2040	2018	As opportunities flourish in this sector, the Alternative Fuels and Technologies Roadmap was crafted to ensure a secured and stable supply of energy through a technology-responsive energy sector.					
Development of other transport-related plan/ policy							
National Climate change Action Plan 2011-2028	2011	Review city and municipal land use and comprehensive development plans and delineate management zones (i.e., strict protection to mixed development zones) based on the risk and vulnerability assessment result.					x
National Urban Development and Housing Framework 2017-2022	2017	The Philippines has formulated its Philippine New Urban Agenda (PhiNUA)					x
Development of shipping/ maritime/ inland water transport (IWT) plan/ policy							

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Maritime Industry Development Plan 2019-2028	2021	Project Proposal on the Development of CIWT Rules and regulation on the establishment of missionary routes governing coastal and inland waterways Regulations providing incentives for CIWTS Implementation, Assessment and Review of the Philippine Fishing Vessels Safety Rules and Regulations (PFVSR) for commercial fishing vessels Development and formulation of Policies to amend Bareboat Chartering Program Development, formulation and implementation of policies to promote flexibility in operation of domestic ships Develop and implement a standard Maritime Safety Strategy and Action Plan, and specific versions for each region Enactment of a comprehensive Philippine Ship Registration Act (including incentives, applicable tax regimes, ship mortgage law, marine casualty investigation) Formulation/ Development of Safety Rules and Regulations			X		
National Logistics Master Plan 2017-2022	2017	Enact into law the proposed Omnibus Maritime Code PPA to create a Port Development Plan			X		
Development of transport plan/ policy							
National Logistics Master Plan 2017-2022	2017	Issue a comprehensive National Transport Policy DOTr and NEDA to create a Transport Development Plan					
Philippine Development Plan 2023-2028	2023	A National Transportation Master Plan will be formulated and adopted.					
Second National Communication to the United Nations Framework Convention on Climate Change	2014	In 2011, the national strategy for environmentally sustainable transport (EST) was formulated					
Technology Needs Assessment for Climate Change Mitigation	2018	In 2011, DOTr formulated the National Implementation Plan (NIP) 2016-2020 on Environment Improvement in the Transport Sector, which is the national strategy for environmentally sustainable transport (EST) covering all modes of transportation – Air, Rail, Water, and Road.					
Disaster monitoring and risk assessment for transport infrastructure							
National Climate change Action Plan 2011-2028	2011	Conduct of risk and vulnerability assessments of energy and transport systems.					
Philippine Development Plan 2023-2028	2023	To manage disaster risks, the National Disaster Risk Reduction and Management Plan 2020–2030 will be fully and effectively implemented.					
Philippine Energy Plan 2018-2040	2018	Conduct of impact and vulnerability assessments of the energy systems and infrastructures (i.e. power generation, transmission and distribution, fuel production and transport);					
Disaster notification/ early warning system							
Philippine Development Plan 2023-2028	2023	The government will design and implement an effective Early Warning System					
Emissions trading and carbon pricing							

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National Climate change Action Plan 2011-2028	2011	Design and implement economic instruments following the polluterpays-principle to reduce pollution and GHG emissions from manufacturing, agriculture, tourism, and transport sectors.					
EV charging infrastructure							
Comprehensive Roadmap for the Electric Vehicle Industry	2022	Optimal Placement of Electric Vehicle Charging Stations in a Local Public Infrastructure Operating as a Network Rapid Electric Vehicle Charging Station (CharM)	x				
Comprehensive Roadmap for the Electric Vehicle Industry	2022	charging station requirements such as dedicated parking slots for EVs and installation of dedicated parking slots with charging stations	x				
Comprehensive Roadmap for the Electric Vehicle Industry	2022	By 2028: Business as usual scenario: 7,300 EV Charging Stations Clean energy scenario: 66,500 EV Charging Stations	x				
Comprehensive Roadmap for the Electric Vehicle Industry	2022	By 2034: Business as usual scenario: 14,000 EV Charging Stations Clean energy scenario: 41,800 EV Charging Stations	x				
Comprehensive Roadmap for the Electric Vehicle Industry	2022	By 2040: Business as usual scenario: 20,400 EV Charging Stations Clean energy scenario: 39,800 EV Charging Stations	x				
Electric Vehicle Industry Development Act	2021	Construction or Installation of Charging Stations ni Dedicated Parking Slots C o n s t r u c t i o n o r I n s t a l l a t i o n of C h a r g i n g Stations in Gasoline Stations.	x				
Philippine Development Plan 2023-2028	2023	LGUs shall adopt the use of e-vehicles supported by solar-powered charging stations to service communities	x				
Philippine Energy Plan 2018-2040	2018	In support of the EVs program, charging stations were put in the following LGUs and national government Agencies/Offices (Table 75) The DOE entered into a MOA with the DOST-Science and Technology on Energy Application (STEA) for showcasing and demonstrating technologies that could energize electric vehicles faster than the usual charging methods.	x				
Philippine Energy Plan 2018-2040	2018	a) development of dedicated parking lots with installed charging stations in every public and private establishments installation of public charging stations at gasoline stations, public buildings and establishments	x				
Philippine Road Safety Action Plan 2023-2028	2023	Integrate green routes particularly for electric vehicles, parking spaces, Electric Vehicle Charging Stations in land-use and transport planning	x				x
Financial instruments to support decarbonisation							
National Climate change Action Plan 2011-2028	2011	Study potential financing schemes to encourage EST					
Fiscal incentives for EVs and components							
Comprehensive Roadmap for the Electric Vehicle Industry	2022	Executive Order No. 12 temporarily modifies the rates of import duty on EV, parts, and components under Section 1611 of Republic Act No. 10863, otherwise known as the “Customs Modernization and Tariff Act”.	x				

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Comprehensive Roadmap for the Electric Vehicle Industry	2022	As provided for under Section 24 of EVIDA, the government will create a targeted incentives program, similar to the CARS Program, through the EVIS, to attractive huge investments in the sector that would build the domestic EV industry and position the Philippines as a future regional player in the emerging global electric vehicle value chain.	x				
Electric Vehicle Industry Development Act	2021	The following activities shall undergo an evaluation process to determine their inclusion in the strategic investment priority plan and possible entitlement of the incentives and for the length of time sa provided under Executive Order No. 226, otherwise known as the "Omnibus Investments Code of 1987", as amended yb Republic Act No. 11534, otherwise known as the "Corporate Recovery and Tax Incentives for Enterprises Act" and Title XIII of the National Internal Revenue Code of 1997 as amended by the Corporate Recovery and Tax Incentives for Enterprises Act, and other applicable laws: (1) Manufacture and assembly of EVs, charging stations, batteries, and parts and components; and (2) The establishment and operations of charging stations and other related support infrastructure such as research and development centers, training centers, testing centers, and waste treatment facilities. In addition, the DTI, through the BOL, shall recommend an EV incentive strategy ot the Fiscal Incentives Review Board or approval, as part of the manufacturing component of the CREVI, similar to Executive Ord er No. 182, s e r i e s of 2015, otherwise known as the "Comprehensive Automotive Resurgence Strategy Program". The incentive strategy shall (1) Narrow the c o s t gap between EVs and traditional motor vehicles and enable the shift of the local traditional motor vehicle industry ot EVs; 2() Provide time-bound, targeted, performance-based, and transparent fiscal and non-fiscal support in order to attract EV and EV parts manufacturing, particularly electronic parts and other strategic components, batteries, charging stations, and the establishment of testing facilities; and (3) S e t l o c a l p r o d u c t i o n t a r g e t s to be a c h i e v e d w i t h i n eight (8) years from the promulgation of the EV incentive strategy, subject to extension as determined by hte DTI. The importation of completely built units of EVs shall be entitled ot the incentives under Republic Act No. 10963, otherwise known as the "Tax Reform for Acceleration and Inclusion (TRAIN)": Provided, That in the case of imported electric jeepneys and electric tricycles, the Department of Finance, upon recommendation Ol the DTI The importation of completely built units of charging stations shalst be exempt e from the payment of duties for eight (8) years from the effectivity of this Act A thirty percent (30%) discount for BEVs and fifteen percent (15%) discount for HEVs from the payment of the motor vehicle user's charge imposed by the LTO under Republic Act No. 8794, otherwise known as "Motor Vehicle User's Charge Act", as well as vehicle registration and inspection fees shall be available for eight (8) years from the effectivity of this Act.	x				

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Philippine Energy Plan 2018-2040	2018	EO 226 or the “Omnibus Investments Code of 1987” offers Income Tax Holiday of six (6) years to a maximum of eight (8) years for new registered pioneering firms that will engage in the business of EVs, Alternative Fuels Vehicles, charging stations and environment/climate change-related projects as well as Duty Free importation of capital equipment, spare parts and supplies; EO 488 (s. 2006) modifies the rates of import duty on components, parts and accessories for the assembly of hybrid, electric, flexible fuel and CNG motor vehicles to zero rate, thereby allowing electric vehicle manufacturers to import components at a more affordable price; and, TRAIN Act provides tax incentives for pure EVs and hybrid vehicles. Several policies support the purchase and modernization of government vehicles, such as Administrative Order (AO) 14, and Republic Act (RA) 11285 or the Energy Efficiency and Conservation Act of 2019 (EE&C Act)	x				
Philippine Road Safety Action Plan 2023-2028	2023	Implement harmonized rules, policies, and incentives on the use of Electric Vehicles (e.g., coding exemption, waving of registration fees, etc.)	x				
Second National Communication to the United Nations Framework Convention on Climate Change	2014	For the transport sector, the government, through Executive Order 488, has introduced zero percent import duty on parts and components that will be used for the assembly and manufacture of vehicles powered by alternative fuels.	x				
Technology Needs Assessment for Climate Change Mitigation	2018	For the transport sector, the government, through Executive Order 488, has introduced zero percent import duty on parts and components that will be used for the assembly and manufacture of vehicles powered by alternative fuels.	x				
Freight rail infrastructure improvement							
National Logistics Master Plan 2017-2022	2017	Implement rail development projects (LRT, Mindanao Railway)		x			
Philippine Development Plan 2023-2028	2023	Cargo and freight rail infrastructure to connect strategic infrastructure such as ports will be developed and expanded.		x	x		
Fuel quality							
National Climate change Action Plan 2011-2028	2011	Review current standards for fuel quality (appropriateness and affordability) to support clean fleet program and fuel efficiency labeling for vehicles.	x				
National Transport Policy and its Implementing Rules and Regulations	2017	The use of clean and energy-efficient transport technology/fuels will be pursued.					
Fuel tax							
National Climate change Action Plan 2011-2028	2011	Conduct study on various financing mechanisms such as parking levees, fuel pricing, time-of-day automated road user charging, and others	x				

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General active mobility							
Philippine Development Plan 2023-2028	2023	LGUs shall integrate in their land use plans and infrastructure program the allocation and development of local road networks that adopt active mobility options, such as walking and cycling. Local government units and private developers will be incentivized to have pedestrian-friendly and bikeable developments and programs. LGUs will also be encouraged to measure walk scores, walkability, bikeability, and accessibility within their jurisdictions.	x				x
Philippine Road Safety Action Plan 2023-2028	2023	The MMDA also contributed to the improvement of roads and maintained a road safety park for children.	x				x
Philippine Road Safety Action Plan 2023-2028	2023	Develop and implement component standards for electric vehicles and support facilities, nonmotorized vehicles, and two and three wheeled vehicles Review and update integration of road safety in the school curriculum in basic (K-12) and higher education (expanded) with promotion of Active Transport in all levels	x				
General alternative fuels							
Philippine Energy Plan 2018-2040	2018	As a long-term strategy, the DOE seeks to deploy applicable AFETs for transport to further decarbonize the sector and reduce dependence on oil.					
General aviation improvements							
Philippines Action Plan on CO2 Reduction	2018	The solutions to reduce emissions can be found in all areas. The CAAP already implemented the use of LED lighting in some airports which has replaced traditional lighting thereby reducing light pollution as well as CO2 emissions and energy costs.				x	
Philippines Action Plan on CO2 Reduction	2018	The airline companies plan to purchase new aircraft. With the implementation of PCAR 7, 1 and 9, it is part of CAAP'S oversight function to ensure that avionics equipment meet current navigational requirement on aircraft to be operated in Performance Based Navigation. Guidelines for this type of operation are also made available in the published CAAP Advisory Circular (AC) for aircraft operators. Compliance by adopting Annex 16 Part 1 Noise into national regulation under PCAR 5 Noise. Deploying tablet computer A simple migration of using consumer electronic devices such as iPadS and other tablet computer to replace the heavy paper flight manual maps and charts that pilots are required to carry.				x	
General capacity building							

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Maritime Industry Development Plan 2019-2028	2021	Develop and implement capacity building program for maritime tourism crew/ personnel and boatbuilding manpower Develop and implement training modules/courses on maritime safety and marine environmental protection standards Transformation of existing government maritime educational institutions to be Centers for Advanced Maritime Education and Research in the Asian Region Education and Training Relating to Marine Casualty Investigation; NSPS Policy and IRR/ISPS Code; Flag State Implementation; Port State Control and Other relevant training programs maritime security Regular Conduct Marine Environment Protection Awareness to reduce and prevent marine pollution Upgrading the competence of domestic seafarers Development, review, and implementation of appropriate and suitable maritime education curriculum Develop and implement capacity building programs on marine environment protection standards for maritime administration Continuing Capacity Building of Technical Personnel involved in the implementation of the Regulation Shipyard manpower development and upgrading			x		
National Climate change Action Plan 2011-2028	2011	Conduct capacity building at local level on integrated land-use and transport planning in the local comprehensive development plan					
National Logistics Master Plan 2017-2022	2017	Establish programs to professionalize logistics practitioners					
National Transport Policy and its Implementing Rules and Regulations	2017	In the near term, the DOTr will submit to the DBM a restructuring and rationalization plan to augment its technical skills and staff resources, which include a major program to recruit new staff and to provide capacity building in transportation planning, policy making, and research and development for its personnel.					
Philippine Development Plan 2023-2028	2023	Harmonize accreditation processes between DTI and concerned agencies such as the Civil Aeronautics Board for freight forwarding companies.				x	
Philippine Energy Plan 2018-2040	2018	Development of Training Module for EV/HEV Technician. To help sustain the EV industry, the development of effective training modules for EV/HEV technicians is highly significant. This module will help produce well-trained technicians to have the necessary skills to repair electric vehicles safely from basic maintenance to full diagnostic and repair. Conduct of relevant policy studies on emerging AFET. To advocate and promote the use of AFETs, the DOE will strengthen research activities for its local adoption. This will come in the form of building up local capability for R&D and partnership with the DOST, state universities, and other research institutions.	x				

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Philippine Road Safety Action Plan 2023-2028	2023	Increase capacity and participation of LGUs on road safety Develop a manual on the use of DRIVERS Develop training modules and conduct trainings on the use of DRIVERS Conduct training for government and private hospitals on ONEISS Develop research agenda on road safety Engage academic/ research institutions and CSOs on road safety research Develop emergency response teams Establish trauma centers and units in target tertiary hospitals Conduct capacity building activities for affected PUV operators, drivers, and technicians Establish and/or enhance EMSS in LGUs	X				
Philippines Action Plan on CO2 Reduction	2018	The CAAP actively participates in conferences and seminars for the aviation industry to educate and increase the awareness of the public in the aviation sector. As of the moment, a drive for the "Green Airport" is on-going.				X	
General data repositories and data collection							
Maritime Industry Development Plan 2019-2028	2021	Conduct Data Gathering relating to the Philippine Fishing Industry/ Benchmarking with other ASEAN Countries Development and Maintenance of integrated system and databases Integration with the Global Integrated Shipping Information System (GISIS) Development of database system on marine pollution incidents and other related information Establish and operate database and M&E system on maritime safety and marine environmental protection Development of MOC Databank Develop and maintain database on registered fishing vessels and crew, and fishing accidents/ incidents			X		
National Climate change Action Plan 2011-2028	2011	Develop monitoring and reporting system and database.					
National Transport Policy and its Implementing Rules and Regulations	2017	Pursuant to the Data Privacy Act (RA 10173), transport-related data will be made available to the public as open data, to encourage the participation of the private sector in the development of apps and other IT-based services that can enhance passenger welfare and convenience.					
Philippine Development Plan 2023-2028	2023	Collection of sex-disaggregated data and other gender and social inclusion data will be strengthened.					
Philippines Action Plan on CO2 Reduction	2018	One of the action plan is a centralized data management system that would aid the general public in gathering relevant information on climate change. As an initiative by the CAAP and in parallel with the CCC action plan, carbon reporting will be recommended to be part of the amendment of the PCAR.				X	
General e-mobility							
Comprehensive Roadmap for the Electric Vehicle Industry	2022	Safe, Efficient, and Sustainable Solar-Assisted Plug-In Electric Boat (Sessy E-Boat) Prototype e-Boat for Inland Waterways to Address Urban Congestion Viability Study of Conversion of Conventional Tricycle to E-Trike Development of a 23-seater electric jeepney AdVICE: Ad-hoc Vehicle Infrastructure Cooperative Environment E-trike Deployment and Utilization Study In addition, the MMDA has approved, for non-fiscal incentives, the exemption of EVs from all numbercoding schemes.	X		X		X

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Comprehensive Roadmap for the Electric Vehicle Industry	2022	inclusion in the local government units' development plan, particularly with the identification of the Green Routes in their respective LPTRP	x				
Comprehensive Roadmap for the Electric Vehicle Industry	2022	By 2028: Business as usual scenario: 311,700 EVs Cars: 81,500 HEV 13,600 PHEV 13,600 BEV Tricycle: 37,500 BEV Motorcycle: 164,900 BEV Bus: 600 BEV Clean energy scenario: 2,454,200 EVs Cars: 415,000 HEV 69,000 PHEV 69,000 BEV Tricycle: 419,000 BEV Motorcycle: 1,480,000 BEV Bus: 2,200 BEV	x				
Comprehensive Roadmap for the Electric Vehicle Industry	2022	By 2034: Business as usual scenario: 580,600 EVs Cars: 49,000 HEV 24,600 PHEV 123,000 BEV Tricycle: 71,000 BEV Motorcycle: 311,800 BEV Bus: 1,200 BEV Clean energy scenario: 1,851,500 EVs Cars: 234,000 HEV 80,000 PHEV 327,000 BEV Tricycle: 262,000 BEV Motorcycle: 947,000 BEV Bus: 1,500 BEV	x				
Comprehensive Roadmap for the Electric Vehicle Industry	2022	By 2040: Business as usual scenario: 10% EV share 852,100 EVs Cars: 36,600 HEV 36,600 PHEV 219,400 BEV Tricycle: 103,400 BEV Motorcycle: 45,4400 BEV Bus: 1,800 BEV Clean energy scenario: 50% EV share 2,001,600 EVs Cars: 107,000 HEV 107,000 PHEV 641,000 BEV Tricycle: 223,000 BEV Motorcycle: 992,000 BEV Bus: 1,600 BEV	x				
Electric Vehicle Industry Development Act	2021	Mandatory EV Share in Corporate and Government Fleets. Dedicated Parking Slots for Electric Vehicles in Private and Public Buildings and Establishments	x				
National Climate change Action Plan 2011-2028	2011	Conduct studies on hybrid systems, e.g., fuel cells and electric vehicles.	x				
National Transport Policy and its Implementing Rules and Regulations	2017	The use of clean and energy-efficient transport technology/fuels such as biofuels, natural gas, liquefied petroleum gas, hybrid, electric and Euro IV or higher compliant vehicles, will be promoted. The continuous adoption of technologically responsive and applicable standards for vehicle emissions will be pursued.	x				
Philippine Development Plan 2023-2028	2023	LGUs shall adopt the use of e-vehicles supported by solar-powered charging stations to service communities The shift from vehicles that rely on conventional fuel modes to electric vehicles will be pursued	x				
Philippine Energy Plan 2018-2040	2018	Drafted a Department Circular (DC) prescribing the Policy Framework for the Development of the Fuel Economy Rating, Fuel Economy Performance, and Related Energy Efficiency and Conservation Policies for the Transport Sector and Other Support Infrastructures. This is an energy efficiency and conservation (EE&C)-related policy framework in the transport sector including the development and operation of electric vehicles (EVs) and electric vehicle charging station (EVCS) infrastructures. The said Circular is anchored on the Energy Efficiency and Conservation Act of 2019. Signed four (4) Memoranda of Agreement (MOA) and 36 Deeds of Donation with qualified local government units (LGUs) and national government agencies (NGAs) in Regions I, II, III, IV-A, IV-B, V, VI, ARMM and the National Capital Region (NCR) regarding the deployment of 3,000 electric tricycles (e-trikes) under the Market Transformation through the Introduction of Energy Efficient Electric Vehicles Project.	x				

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Philippine Energy Plan 2018-2040	2018	The said roadmap prioritizes the use of EVs, HEVs, auto-LPG vehicles and CNG-fed vehicles. Other initiatives involve the development of solar-powered motorized boats, government vehicle re-fleeting using “Next Generation Vehicles,” prototyping of Original Engine Manufacture for Auto-LPG jeepneys and the mainstreaming of Alternative Fuels Vehicle in the transport sector. Clean energy scenario: 10.0 percent penetration rate for electric vehicles for road transport (motorcycles, cars, jeepneys) by 2040. Conduct a study on higher penetration of EVs on the trade-off between the possible reduction in GHG emission in the transport sector and the potential increase in GHG emission from increased electricity production. Ensure public support in government programs for the implementation of alternative fuels for the transport sector, such as the promotion of EVs and other vehicle modernization programs. Development of Emergency Response Protocol. To ensure safety use of efficient AFVs (e.g. EV, HEV, PHEV, etc.), the development of emergency response protocol is needed. Together with the Bureau of Fire Protection (BFP), the response protocol will be adopted by the regional BFP sub-units to respond on the issues and concerns related to the AFVs, while maintaining its safety and reliability as alternative mode of transport. Performance Testing of EV/HEV. In compliance with the PELP and the MEP requirement as mandated by the EE&C Act, the DOE will continue to conduct performance testing of EVs in collaboration with DOST, UP-Diliman and the Cagayan State University. Performance testing is necessary to gather benchmark data for EV technology modeling and EV development programs, including the development of the required MEP. The LGUs will be mandated to create or identify the feasible green routes in their local public transport plan. As a long-term strategy, the DOE seeks to deploy applicable AFETs for transport to further decarbonize the sector and reduce dependence on oil. The EVs shall be continuously promoted by encouraging investments especially in after sales services such as charging stations, parts and supply service centers, among others, to make it more commercially competitive and be integrated in the transportation network.	x				
Philippine Road Safety Action Plan 2023-2028	2023	Develop and implement component standards for electric vehicles and support facilities, nonmotorized vehicles, and two and three wheeled vehicles. Accelerate deployment of EVs in the PUV Modernization Program and provide additional support to EV PUVs	x				
Second National Communication to the United Nations Framework Convention on Climate Change	2014	This will promote, among other things, the development of the Bus Rapid Transit (BRT) system, expansion of the existing urban rail network in Metro Manila, deployment of hybrid vehicles in the public transport, and fuel switching in public transportation.	x				x

General economic instruments

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An order for the implementation of the fuel subsidy program and other related activities	2022	The Republic Act No. 11639, otherwise known as the General Appropriations Act (GAA) for Fiscal year (FY) 2022, appropriated an amount of Two Billion Five Hundred Million Pesos (Php 2,500,000,000.00) to be used to provide financial assistance/fuel vouchers to qualified PUVs, taxi, tricycle, and full-time ride-hailing and delivery services drivers nationwide, when the average Dubai crude oil price based on Mean of Platts Singapore (MOPS) for three (3) months reaches or exceeds eighty US dollars (USD 80) per barrel.	x				
National Climate change Action Plan 2011-2028	2011	Design incentive system, e.g., regulatory relief from the Clean Air Act and Pollution Law, for mass transport fleet and company fleet implementing a clean fleet program.					
Philippine Development Plan 2023-2028	2023	LGUs shall also reflect in their local public transport route plans the transit options for their communities and adopt mechanisms to offset the impact of increased transportation costs arising from relocation.					
General education and behavior change							
Maritime Industry Development Plan 2019-2028	2021	Generation of public awareness and support for ratification/ accession through quad media campaign (print, radio, tv and digital) Development of a short- and medium-term communication plan			x		
National Climate change Action Plan 2011-2028	2011	Conduct public awareness campaign to all levels of government and public through outreach, promotional campaigns, timely reporting of monitored indicators, and participatory processes					
Philippine Road Safety Action Plan 2023-2028	2023	The civil society, on the other hand, conducted road safety awareness programs for various local government units, barangays, companies, and schools	x				
Philippine Road Safety Action Plan 2023-2028	2023	Develop, finance, and implement a Communication Plan to promote compliance with road safety laws, rules, and regulations Develop and update Information, Education, and Communication (IEC) materials for quad - media platform Engage media and implement mass media campaigns Conduct media forums on road safety Review and update integration of road safety in the school curriculum in basic (K-12) and higher education (expanded) with promotion of Active Transport in all levels Engage children and youth in road safety advocacy	x				
Philippines Energy Efficiency and Conservation Roadmap 2017-2040	2017	Driver education and fleet management programs	x				
General freight and logistics improvements							
National Transport Policy and its Implementing Rules and Regulations	2017	For cargo shipments, the DOTr will work with the DTI, DA, DOF, Bureau of Customs, and other appropriate government agencies in the establishment of the following systems and procedures to ensure transparent and expeditious processing of cargo shipments	x	x	x	x	

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Philippine Development Plan 2023-2028	2023	To upgrade the country’s logistics network, Unified Logistics Pass (ULP) was launched in 2022 that features a quick response (QR) code issued to cargo trucks. In addition, a single Transport Accreditation Permit and Pass for Ports (TAPPP) is being implemented in all ports under the jurisdiction of the Philippine Ports Authority.	x		x		
Philippine Development Plan 2023-2028	2023	Promote 24/7 operations of businesses, including brokerage houses, distribution centers, warehouses, shipping lines offices, and banking facilities. Advocate the BOC and partner agencies such as BAI, BPI, and BFAR to shift to 24/7 services and match the 24/7 port operations. This initiative of the Logistics Services Philippines aims to ensure seamless, secure, and timely flow and delivery of goods to customers. Increase utilization of technology in logistics processes to improve coordination among stakeholders (brokers, shipping lines, airlines, cargo consolidator and freight forwarders, and government). Cold chain logistics and management facilities will be developed. The implementation of the ULP and Transport Accreditation, Permit and Pass for Ports (TAPPP) will be made seamless and well-integrated.	x		x	x	
General infrastructure improvements							
National Urban Development and Housing Framework 2017-2022	2017	Ensure efficient and safe urban transportation infrastructure in support of enhanced mobility Improve in-city internal systems and other infrastructure necessary for integration					x
Philippine Development Plan 2023-2028	2023	Road systems shall be designed to provide safe routes in time of emergencies, ample drainage, and sufficient allocation for motorized vehicles, bicycles, and pedestrian uses. Expand participation in the modernization of existing airports, ports, and land transport terminals to reduce overall transportation costs and shipment delays	x		x	x	
Philippine Road Safety Action Plan 2023-2028	2023	Improve existing transport network infrastructure to ensure safe travel and intermodal connectivity Provide green spaces Clear road signage and road markings that are intuitive Establish Road Safety Parks	x				
General inland waterways (IWT) improvement							
Philippine Development Plan 2023-2028	2023	Existing ferry systems will be upgraded and other coastal and inland waterways transport systems will be established as an alternative sustainable transport mode to further improve the connectivity of ports to the national transport system.			x		
General innovations and digitalization							
Maritime Industry Development Plan 2019-2028	2021	Deployment of enabling technologies Development of Science and Technology for Maritime Transport Applications			x		
National Urban Development and Housing Framework 2017-2022	2017	Utilize ICT in the development of smart cities and improvement of services to support transport and disaster planning					x

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Philippine Road Safety Action Plan 2023-2028	2023	The LTO Traffic Safety Division also conducted training for enforcers of road safety laws where they were equipped with body cameras and e-handled devices to automate enforcement through the real-time transmission of reports and violations into their database.					
Philippine Road Safety Action Plan 2023-2028	2023	Identify, research and examine other emerging technological developments Procure road safety law enforcement equipment, including but not limited to: speed guns, breathalyzers, smart phones, and body cameras.	x				
Philippines Energy Efficiency and Conservation Roadmap 2017-2040	2017	Promotion of key vehicle technologies	x				
General international conventions							
Maritime Industry Development Plan 2019-2028	2021	Accession to the Convention on Facilitation of International Maritime Traffic 1965 (FAL Convention) International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel (STCW-F), 1995			x		
Philippine Road Safety Action Plan 2023-2028	2023	Identify and/or sign applicable international road safety conventions, agreements, treaties, and other similar instruments and determine mode of participation Issue resolutions and other policy instruments necessary for adherence to conventions, treaties, and international agreements Include adherence to international road safety agreements as part of legislative priorities					
General land use							
National Climate change Action Plan 2011-2028	2011	Formally adopt a socially equitable and integrated land-use and transport planning processes at the national and local levels. Implement an integrate land use transport plans to reduce average travel distance and time between work and residence, and promote energy conservation.					x
National Urban Development and Housing Framework 2017-2022	2017	Prioritize allocation of land for utilities and critical infrastructure in an archipelagic setting Integrate mobility and transport planning in land use planning Promote planned urban expansion as a means to control urban sprawl					x
Philippine New Urban Agenda (PhiNUA)	2016	Foster more effective gender mainstreaming in urban development. Incorporate climate change action (CCA) and disaster risk reduction and management (DRRM) in urban planning.					x
Philippine Road Safety Action Plan 2023-2028	2023	Develop and implement policies that promote proper urban design for high density areas					x
Philippines Energy Efficiency and Conservation Roadmap 2017-2040	2017	Reintegration of urban planning and transport energy use					x
General public transport							

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Comprehensive Roadmap for the Electric Vehicle Industry	2022	Davao Bus Project	x				x
National Climate change Action Plan 2011-2028	2011	Conduct IEC and capacity building program on clean fleet for public mass transport (i.e., bus fleet, taxi fleet)	x				
Philippine Development Plan 2023-2028	2023	To address this, the government initiated the development and incubation of new technologies for monitoring air pollutants, and pursued initiatives such as strengthening of motor vehicle inspection, improving mass transport, institutionalizing the promotion of e-vehicles through passing the Electric Vehicle Industry Development Act, and providing the necessary infrastructure to enable active mobility	x				
Philippine Development Plan 2023-2028	2023	These include the strengthening of the existing public utility vehicle modernization program, and expansion of existing mass transport systems and networks. LGUs shall also reflect in their local public transport route plans the transit options for their communities and adopt mechanisms to offset the impact of increased transportation costs arising from relocation. The standards and regulation for a national automated fare collection system shall be adopted to establish interoperability across all transport modes. Applicable mass transportation systems (i.e., railways, road-based, and ferry systems) will be developed in metropolitan areas. Performanceand incentive-based service plans and alternative financing arrangements will be explored. Transition of public transport operations from competition among individual operators toward industry consolidation and common fleet management using higher capacity and environmentally sustainable vehicles will be facilitated. The Public Utility Vehicle Modernization Program will be re-designed so that the supply of modern public transport can be increased while managing its resulting fiscal impact.	x	x	x		
Philippine New Urban Agenda (PhiNUA)	2016	Promote the shift to a demand-based, low carbon yielding urban transport system.					
Philippine Road Safety Action Plan 2023-2028	2023	Support the integration of inclusive and sustainable road transport and in the Comprehensive Land Use Plan (CLUP) in LGUs Integrate green routes particularly for electric vehicles, parking spaces, Electric Vehicle Charging Stations in land- use and transport planning	x				x
Voluntary National Review 2022	2022	Some examples of these are the Public Utility Vehicle (PUV) Service Contracting Program (SCP)	x				
General rail improvement							
Philippine Development Plan 2023-2028	2023	Policies will be adopted to ensure availability of highly specialized spare parts and supplies.		x			
General regulations for app-based mobility							

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Authority of the Land Transportation Franchising Board (LTRFB) to regulate the transport network companies (TNCs) and Transportation Network Vehicles Service (TNVS)	2018	CeortifcaPtue b h e Convenience shall be granted by the LTFRE to the TICs and totheir accredited TNVS upon full compliance of jurisdictional requirerents, publication, and hearing, as may be determined yb the ITTRB.	x				
General shipping improvement							
Maritime Industry Development Plan 2019-2028	2021	Establish potential sea routes Develop and implement an effective Route Capacity Measurement (RCM) System for maritime transportation Provide a more efficient, safe, and quality shipping service Set goals for the promotion of the maritime industry Provide a comprehensive Financing Program for domestic shipping companies/ operators Promotion of shipyard facilities in international markets Emergency Response • Execution of MOAs between MARINA and PN, PNP-Maritime Group, Port Police, LGU, PCG, and BOC Design a clientdriven marketing strategy and marketing mix Provide incentives/ privileges to domestic shipping companies/ operators Review, amend or develop, and implement policies and guidelines on maritime safety for all Philippineregistered vessels Acquisition and Procurement of facilities, systems and equipment Implement relevant international & National marine environment protection conventions/ policies/ standards Enforcement of marine environment protection rules and regulations to protect and conserve the marine environment Establishment of an Eco-Industrial Maritime Park Provide financing scheme/package for affected motor banca operators Provide Incentives to affected motor banca operators Operate and maintain ports/landing s/terminals including search and rescue (S&R) measures			x		
National Logistics Master Plan 2017-2022	2017	Provide new set of shipping incentives			x		
Philippine Development Plan 2023-2028	2023	The application of electronic terminal management systems such as electronic ticketing and manifest submissions will be streamlined.			x		
General transport asset management							
Philippine Development Plan 2023-2028	2023	To ensure the cost-effective management of assets, the government will analyze the lifecycle, capacity, and utilization of infrastructure assets individually and collectively, with the view to optimizing government funds and targeting scarce resources to the most critical asset needs. The government will ensure that infrastructure assets will be efficiently and effectively maintained and rehabilitated, as necessary, to maximize their economic life.					
General transport finance							
Maritime Industry Development Plan 2019-2028	2021	Partnership with GFIs for financing incentives			x		

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Philippine Development Plan 2023-2028	2023	Foreign capital shall be utilized to increase the capacity of the aviation, maritime, and shipping companies to: (a) invest in green, modern, and resilient hubs, equipment, and fleet; (b) build capabilities to participate in the transportation GVCs (design, maintenance, repair, and overhaul); (c) upgrade and align education and training programs with international standards; (d) promote best safety and security practices; and (e) develop modernized gateways and clusters to attract international logistics, retail, IT-BPM, and tourism companies. Over the next Plan implementation period, annual spending on infrastructure will be sustained at 5 percent to 6 percent of GDP. The government will continue to strategically engage multilateral and bilateral development partners for external financing to capitalize on their comparative advantages and benefit from knowledge and technology transfers.			X	X	
General transport institutional reform							
Maritime Industry Development Plan 2019-2028	2021	Creation of a unit/ office focusing on fishing and 150 plantilla positions responsible for the implementation and enforcement of the PFVSRR Establishment of National Maritime Policy and Research Institute MARINA Reorganization/R restructuring			X		
National Climate change Action Plan 2011-2028	2011	Establishment of a Climate Change Commission, an independent and autonomous body that has the same status as that of a national government agency					
National Logistics Master Plan 2017-2022	2017	Lodge regulatory functions for freight forwarders in a single agency Establish a National Transport Safety Board					
National Transport Policy and its Implementing Rules and Regulations	2017	Each city will establish a transport and traffic management unit with the following functions: 27.1 Provide transportation sector inputs in the city’s CDP, CLUP, and other relevant plans; 27.2 Prepare the city’s Local Public Transport Route Plan; 27.3 Plan and implement policies, projects, and programs that will improve the mobility of its citizens and visitors; 27.4 Coordinate with the DOTr, LTRFB, LTO, PNR, LRTA, PPA, MARINA, PCG, CAAP, other LGUs, and public transport operators in all aspects of public transport network development, as may be necessary; and 27.5 Discharge functions to LGUs that are mandated by the Local Government Code in the areas of transport planning and traffic engineering and management. The DOTr will pursue legislative action to create an independent body that will investigate transport incidents and crashes and provide transport safety recommendations where necessary.	X	X	X	X	X
Philippine Development Plan 2023-2028	2023	Establish a Transportation Safety Board to serve as an independent investigatory, research, and standards-setting agency dedicated to promoting safety in all modes of transportation (i.e., land, sea, air, and railway).					

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Philippine Road Safety Action Plan 2023-2028	2023	The Committee on the Harmonization of Vehicle Standards and Regulations (CHVSR) was reactivated in 2021 to continue its efforts towards integrating initiatives concerning the harmonization of vehicle standards and technical regulations in the country.	x				
Technology Needs Assessment for Climate Change Mitigation	2018	Republic Act (RA) 9729 (as amended by RA 10174) or the Climate Change Act (CCA) of 2009 created the Climate Change Commission (CCC) as the sole policy-making body of the government with the mandate to coordinate, monitor and evaluate the programs and action plans of the government relating to climate change.					
General vehicle improvements							
Maritime Industry Development Plan 2019-2028	2021	Develop design and standards for safe operation of recreational boats Development of prescribed design and safety standards for boats/ships to be deployed. Construction of the prototype of fishing boats			x		
National Climate change Action Plan 2011-2028	2011	Implementation of a clean fleet program.	x				
National Transport Policy and its Implementing Rules and Regulations	2017	The use of clean and energy-efficient transport technology/fuels will be pursued.					
Philippine Road Safety Action Plan 2023-2028	2023	modernizing the fleet and providing quality ancillary service Establish and/or update safety standards for motor vehicles Implement the motor vehicle standards under the PUV Modernization Program	x				
Philippines Energy Efficiency and Conservation Roadmap 2017-2040	2017	Driver education and fleet management programs	x				
Implementation of horizontal deflections on roads							
Philippine Road Safety Action Plan 2023-2028	2023	Use of roundabouts and traffic calming designs	x				
Implementation of vertical deflections on roads							
Philippine Road Safety Action Plan 2023-2028	2023	Use of roundabouts and traffic calming designs	x				
Intermodality measures							
Maritime Industry Development Plan 2019-2028	2021	Improve/ maintain existing road infrastructure	x		x		
Philippine Development Plan 2023-2028	2023	Intermodal transport facilities will be constructed and upgraded to achieve seamless connectivity. The construction, expansion, and upgrading of roads and routes that are aligned with the nautical highway network will be pursued. Road transport corridors leading to airports and ports will be upgraded, including installation of weighbridges to prevent overloading. Existing airports will be upgraded to meet aerodrome design safety standards set by international and local airport authorities, including development and improvement of access roads.	x		x	x	

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Involvement of subnational government for transport activities							
National Transport Policy and its Implementing Rules and Regulations	2017	As an initial step in this direction, LGUs will be required to prepare a transportation sector plan as part of their respective Comprehensive Development Plan (CDP)					
Philippine Road Safety Action Plan 2023-2028	2023	Support LGUs on their strategic planning and implementation of road safety programs adopting best practices Support the LGUS in adopting road safety laws as local ordinances	x				
Jet fuel policies							
Philippines Action Plan on CO2 Reduction	2018	Development of Bio-Fuel or other fuel with lower carbon lifecycle content and associated standards for alternative fuel.				x	
Philippines Energy Efficiency and Conservation Roadmap 2017-2040	2017	EE programs beyond road transport (passenger and cargo ships, aviation fuels)				x	
Local authorities have the power to modify national speed limits							
Global Status Report on Road Safety 2018	2018	Yes	x				
Guidelines and Standards for the Classification of Roads, Setting of Speed Limits Under Republic Act No. 4136, and Collection of Road Crash Data	2018	City and Municipal Governments may impose a speed limit lower than the maximum allowable speed limits under Section 35 of RA 4136 for National, City, Municipal or Barangay Roads when the actual road condition, road furniture, road use or road user mix require, for public safety, in accordance with Volume IV of the 2015 DPWH Design Guidelines, Criteria and Standards;	x				
Logistics hub							
Maritime Industry Development Plan 2019-2028	2021	Feasibility study on the establishment of new international transshipment hub or upgrading of existing international port including bunkering facility Establishment of a new terminal or upgrading of existing port to be a transshipment hub Promotion of the transshipment hub to encourage maritime-related businesses and services			x		
Philippine Development Plan 2023-2028	2023	Dry ports and other inland cargo terminals will be connected by freight rail to ease the movement of goods to or from the ports.					
LPG/ CNG/ LNG							

XIV. Transport and Climate Policy Measures

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Executive Order No. 290 of 2004 Implementing the Natural Gas Vehicle Program for Public Transport	2004	CNG refueling stations and all related facilities shall be established in strategic locations along major thoroughfares in Metro Manila and Luzon to serve the fuel needs of CNG-powered public utility vehicles (PUVs). The public transport sector, which includes public utility buses (PUBs), public utility jeepneys (PUJs), taxis and other PUVs, shall be encouraged to use natural gas fuel. Existing NGV technology in the world for refueling systems and transport vehicles shall be adopted locally in compliance with applicable local and international standards. The NGVPPT shall develop and offer incentive packages for all NGV industry stakeholders. Local technical capability and expertise on NGV retrofitting; conversion; fabrication of conversion systems; NGV and refueling station operation and maintenance; and other related activities as well as the capability to locally produce NGV chassis, bodies and engines shall be pursued through technology transfer and training. The standards, codes of practice and other regulatory procedures shall be established by the relevant agencies to ensure the integrity of the NGVPPT and public safety.	x				
National Transport Policy and its Implementing Rules and Regulations	2017	The use of clean and energy-efficient transport technology/fuels such as biofuels, natural gas, liquefied petroleum gas, hybrid, electric and Euro IV or higher compliant vehicles, will be promoted. The continuous adoption of technologically responsive and applicable standards for vehicle emissions will be pursued.	x				
Philippine Energy Plan 2018-2040	2018	Facilitated the promulgation of the Philippine National Standards (PNS) 05:2019 - Road Vehicles – Code of Conduct for the use of Liquefied Petroleum Gas (LPG) by the DTI-Bureau of Philippine Standards (DTIBPS) as revised and updated by the Auto-LPG Technical Working Group (TWG) under the supervision of the DTI- Technical Committee on Road Transport. In view of the escalating prices of petroleum products, the promotion of auto-LPG is being pursued as a viable option for transport fuel	x				

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Philippine Energy Plan 2018-2040	2018	The said roadmap prioritizes the use of EVs, HEVs, auto-LPG vehicles and CNG-fed vehicles. Other initiatives involve the development of solar-powered motorized boats, government vehicle re-fleeting using “Next Generation Vehicles,” prototyping of Original Engine Manufacture for Auto-LPG jeepneys and the mainstreaming of Alternative Fuels Vehicle in the transport sector. Clean energy scenario: 3.0 percent increase in aggregate natural gas demand between 2018 and 2040. The commercial viability of CNG shall be demonstrated, as well as its technical requirements, market demand, and impact of incentives and public acceptance to the public transport sector. Policies and various fiscal and non-fiscal incentives shall be formulated and provided to cover the standards regarding the vehicle, refueling station, gas cylinder, and gas quality to support the implementation of the program. The DOE shall continue to validate performance of LPG as a fuel for vehicles and formulate standards and policies to ensure public safety and welfare of the public. Likewise, research and studies for other application of LPG shall be undertaken. Accelerate the policy mechanisms for LNG under the Philippine Downstream Natural Gas Regulation (PDNGR), which include the Gas Policy Development Program (GPDP), among others.	x				
Second National Communication to the United Nations Framework Convention on Climate Change	2014	It also promotes the use of compressed natural gas (CNG) and liquefied petroleum gas (LPG) to decrease carbon emissions in the atmosphere. And under Executive Order 396, it reduced the rates of import duty on related equipment, parts and components being used by the compressed gas motor vehicles and natural gas vehicle industry.	x				
Technology Needs Assessment for Climate Change Mitigation	2018	Executive Order 396 also reduced the rates of import duty on related equipment, parts and components being used by the compressed gas motor vehicles and natural gas vehicle industry.	x				
Market entry regulations for app-based mobility							
Authority of the Land Transportation Franchising Board (LTRFB) to regulate the transport network companies (TNCs) and Transportation Network Vehicles Service (TNVS)	2018	The INCs and TNVS are subject to the full regulation and supervision by the Land Transportation Franchising and Regulatory Board (LIFRB), including but not limited to application and approval/denial of franchise, setting of fares, routes, operating conditions, and imposition of fines, suspension and cancellation of franchise.	x				
Mixed use							
National Climate change Action Plan 2011-2028	2011	Develop and implement policy requiring mixed-use, medium-to-high density development with integrated transport master plan that include non-motorized transport component and other transportation demand management measures.					x

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An Act to Compile the Laws Relative to Land Transportation and Traffic Rules, to Create a Land Transportation Commission and for Other Purposes	1964	Section 35.b	x				
Global Status Report on Road Safety 2018	2018	Yes	x				
Guidelines and Standards for the Classification of Roads, Setting of Speed Limits Under Republic Act No. 4136, and Collection of Road Crash Data	2018	Table 1	x				
Non-urban passenger rail infrastructure improvement							
Philippine Development Plan 2023-2028	2023	Inter-city rails will be built in metropolitan regions across the country.		x			x
Parking pricing							
National Climate change Action Plan 2011-2028	2011	Conduct study on various financing mechanisms such as parking levees, fuel pricing, time-of-day automated road user charging, and others	x				
Port infrastructure improvements							
Maritime Industry Development Plan 2019-2028	2021	Develop/ construct and operate ports/ terminals/ facilities/ marinas in identified TDAs Improve/ maintain existing terminals, ports and other port facilities Design and construct ports/landing s/terminals Including technical maintenance and operation management			x		
National Logistics Master Plan 2017-2022	2017	Develop/expand/modernize seaports Develop new RORO ports/facilities Develop cruise berthing facilities			x		
Philippine Development Plan 2023-2028	2023	Seaports will be constructed and expanded to support economic sectors such as agriculture and trade. The capacity of RORO facilities will be increased and processes digitized to address congestion and delays. Larger RORO ports will be constructed to accommodate larger-capacity RORO vessels. These will be supported with modern ancillary facilities for passengers.			x		
Pricing control for app-based mobility							
Authority of the Land Transportation Franchising Board (LTRFB) to regulate the transport network companies (TNCs) and Transportation Network Vehicles Service (TNVS)	2018	The fare for the TNVS shall be determined by the LTRFB, after public hearing or in consultation with the TNCs and TWVS.	x				
Public transit integration							

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Philippine Development Plan 2023-2028	2023	Develop and expand inter- and multi-modal tourism routes (air, shipping and maritime, land) supported by the DOT, Department of Transportation, and Department of Public Works and Highways. Last mile connectivity through active transport shall be enhanced to improve access to transit stations and encourage mass transportation usage.	x		x	x	
Rail infrastructure expansion							
Philippine Development Plan 2023-2028	2023	The roll-out of the planned rail infrastructure projects will be pursued aggressively. Railways will be expanded from north to south and from east to west, connecting growth nodes and strategic infrastructure.		x			
Reporting, transparency, feedback mechanism							
Maritime Industry Development Plan 2019-2028	2021	Publication of the Results of Policy Gap Assessment and Analysis Publication of the Rules and Regulations in a Newspaper of General Circulation			x		
Philippine Road Safety Action Plan 2023-2028	2023	Monitor the implementation of the PRSAP 2023-2028 Promote transparency in DPWH’s selection, prioritization, and approval of projects for safer road infrastructure	x				
Road charging and tolls							
National Climate change Action Plan 2011-2028	2011	Conduct study on various financing mechanisms such as parking levees, fuel pricing, time-of-day automated road user charging, and others	x				
Philippines Energy Efficiency and Conservation Roadmap 2017-2040	2017	Congestion taxes	x				
Road infrastructure expansion							
Philippine Development Plan 2023-2028	2023	The missing links in the road network will be completed and viable inter-island bridges will be constructed.	x				
Road space repurpose to allow access for other modes							
Philippine Development Plan 2023-2028	2023	Existing thoroughfares and bridges will be redesigned and retrofitted for the protection and expansion of bikers and pedestrians.	x				
Philippine Energy Plan 2018-2040	2018	provision of green routes or alternate lanes where EVs and other alternative transport such as bicycles, e-bikes, e-scooters will exclusively pass through.	x				
Philippine Road Safety Action Plan 2023-2028	2023	Physical separation of road users including use of protected bicycle lanes and pedestrian only zones	x				
Road-side checks on overloading							
Philippine Development Plan 2023-2028	2023	Road transport corridors leading to airports and ports will be upgraded, including installation of weighbridges to prevent overloading.	x		x	x	

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Ship efficiency improvements							
Maritime Industry Development Plan 2019-2028	2021	Improving Energy Efficiency and Environmental Footprint of Domestic Passenger ships in the Philippines			X		
Philippines Energy Efficiency and Conservation Roadmap 2017-2040	2017	EE programs beyond road transport (passenger and cargo ships, aviation fuels)			X		
Speed limit on rural roads <= 70 kph							
Global Status Report on Road Safety 2018	2018	80 km/h	X				
Speed limits on urban roads <= 30 kph							
Global Status Report on Road Safety 2018	2018	40 km/h	X				X
Stakeholder Involvement							
Maritime Industry Development Plan 2019-2028	2021	Conduct of nationwide stakeholders' public consultation Lead Focus Group Discussions and Data Gathering to support Philippine accession to the CTA and STCW-F (10 FDGs)			X		
National Transport Policy and its Implementing Rules and Regulations	2017	Meaningful participation of civil society and civic organizations shall be encouraged, and social awareness will be pursued to promote safe and responsible driving behavior and people-oriented mobility approaches.	X				
Philippine Energy Plan 2018-2040	2018	Strong collaboration with stakeholders – government agencies, private sector, LGUs, investors, funders, entrepreneurs, transport groups and academe – shall be intensified to achieve greater adoption and commercialization of AFETs with full government support					
Philippine Road Safety Action Plan 2023-2028	2023	Engage and collaborate with partners and stakeholders					
Technical standards for general transport infrastructure							
Philippine Development Plan 2023-2028	2023	Design standards for transit stations and interchanges shall be adopted with emphasis on convenient transfers, high levels of service, universal accessibility, gender inclusivity, and sustainability.					
Training of enforcement authorities							

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Philippine Road Safety Action Plan 2023-2028	2023	The LTO Traffic Safety Division also conducted training for enforcers of road safety laws where they were equipped with body cameras and e-handled devices to automate enforcement through the real-time transmission of reports and violations into their database. Aside from the LTO, the MMDA also organized training on law enforcement and management on road safety with stricter requirements for applicant enforcers. NGOs such as Imagine Law and The Policy Center supported the conduct of CRS fitters’ training sessions for law enforcement officers and information dissemination to LGUs regarding RA No. 11229. Some of the adaptive strategies done included the conduct of trainings and meetings online during the pandemic and use of technology for road safety enforcement and improved training modules for enforcers.	x				
Philippine Road Safety Action Plan 2023-2028	2023	Build competency and capacity of enforcers in communicating road safety Conduct capacity building for law enforcers on road safety laws, investigation, and reporting.	x				
Transit-oriented development (TOD)							
Philippine Road Safety Action Plan 2023-2028	2023	Regulate where to situate high-density establishments and integrate transit-oriented development (TOD) in the local development plans					x
Transport asset condition assessment							
National Climate change Action Plan 2011-2028	2011	Conduct gendered vulnerability and risk assessments of vital local infrastructures and develop short and medium term plan to rehabilitate and retrofit those found to be vulnerable, or to build new ones when retrofitting will be found relatively more expensive					
Transport infrastructure resilience							
National Climate change Action Plan 2011-2028	2011	Climate-proofing of infrastructures in ecotowns Climate-proofing, rehabilitation and improvement in the country’s energy systems and transport infrastructures					
National Logistics Master Plan 2017-2022	2017	Ensure the building of resilient transport and logistics infrastructure that is adequately prepared when calamity and disaster strikes					
Philippine Development Plan 2023-2028	2023	Climate resilience will be mainstreamed in infrastructure planning and investment so that climate risks are considered and managed across all types of infrastructure and throughout the lifecycle of infrastructure assets and operations. Moreover, innovative technologies, including nature-based solutions (NBS), will be employed in infrastructure planning and design.					

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Comprehensive Roadmap for the Electric Vehicle Industry	2022	The Philippine Green Jobs Act of 2016, also known as Republic Act No. 10771, is an important piece of legislation that provides incentives and funding for training and research development in the field of renewable energy. Further, Republic Act No. 11285, also known as the Energy Efficiency and Conservation Act, provides not only regulation through the Minimum Energy Performance (MEP) but also entitlement to investments. This is in consideration of the Omnibus Investments Code (EO 226) and technical assistance from the government for energy efficiency projects related to EVs. This Act serves as an important complement to the Philippine Green Jobs Act of 2016 by promoting the development of a highly skilled workforce capable of meeting the demands of the EV industry.					
Maritime Industry Development Plan 2019-2028	2021	Streamline regulatory requirements and processes Drafting of the required Bill and its Implementing Rules and Regulations Enactment of a Law for the full and effective implementation of IMO Instruments Review, amend or develop, and implement policies and guidelines on maritime safety for all Philippineregistered vessels safety conventions			x		
National Logistics Master Plan 2017-2022	2017	Repeal of EO on Sea Freight Forwarders IRR on Resolve Right-of-Way Law approved by DPWH	x		x		
Philippine Road Safety Action Plan 2023-2028	2023	“Guidelines and Standards for the Classification of Roads, Setting of Speed Limits Under Republic Act No. 4136 and Collection of Road Crash Data”	x				
Philippine Road Safety Action Plan 2023-2028	2023	Legislative agenda includes priority bills on the following: (1) Public–Private Partnership (PPP) Act; (2) National Transport Policy Act; (3) Magna Carta for Commuters; Strengthen implementation of ONEISS through revision of existing policies Issue regulations to promote safe and accessible transportation alternatives Inventory and review of road safety policies and legislation Develop priority legislative agenda for road safety Prioritize, enact or revise laws adopting relevant global best practices and issue necessary policies such as rules, regulations and guidelines Develop evidence-based national standards for emergency medical service system (EMSS) Advocate for the enactment of EMSS Law Review and update OHS standards on road safety for safe operations of public and private transport operators Develop and implement standards and protocols to ensure safe operations of transport fleets	x				
Technology Needs Assessment for Climate Change Mitigation	2018	Land Transport and Traffic code (RA 4136) Committee on Fuel Conservation and Efficiency in Road Transport (EO No. 472)	x				
Urban passenger rail infrastructure improvement							
National Logistics Master Plan 2017-2022	2017	Implement rail development projects (LRT, Mindanao Railway)		x			x

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Second National Communication to the United Nations Framework Convention on Climate Change	2014	In order to decongest Metro Manila streets and improve air quality from decreasing fuel use, the government launched the Strong Republic Transit System which entails the construction of seven links to integrate the existing Light Rail Transit (LRT) and Metro Rail Transit (MRT) lines.		x			x
Second National Communication to the United Nations Framework Convention on Climate Change	2014	This will promote, among other things, the development of the Bus Rapid Transit (BRT) system, expansion of the existing urban rail network in Metro Manila, deployment of hybrid vehicles in the public transport, and fuel switching in public transportation.		x			x
Vehicle air pollution emission standards							
Clean Air Act	1999	Section 21, Section 22, Section 23	x				
National Transport Policy and its Implementing Rules and Regulations	2017	The use of clean and energy-efficient transport technology/fuels such as biofuels, natural gas, liquefied petroleum gas, hybrid, electric and Euro IV or higher compliant vehicles, will be promoted. The continuous adoption of technologically responsive and applicable standards for vehicle emissions will be pursued.	x				
Vehicle efficiency standards							
National Climate change Action Plan 2011-2028	2011	Establish and implement fuel economy standards on both imported and locally assembled vehicles in partnership with the private sector.	x				
Vehicle import inspections							
Road Safety Opportunities and Challenges: Low- and Middle-Income Country Profiles	2020	Yes	x				
Vehicle inspection and maintenance							
Guidelines for the Authorization of Private Motor Vehicle Inspection Center (PMVIC) for Additional PMVICs (PMVIC Phase II)	2021	"Implementing Rules and Regulations of the Philippine Clean Air Act of 1999" provides that all private in-use motor vehicles and vehicles with updated/ enhanced engine whose chassis are pre-registered with L TO will only be allowed renewal of annual registration when, upon inspection by the LTO or other authorized private Motor Vehicle Inspection Station;	x				
Philippine Development Plan 2023-2028	2023	To address this, the government initiated the development and incubation of new technologies for monitoring air pollutants, and pursued initiatives such as strengthening of motor vehicle inspection, improving mass transport, institutionalizing the promotion of e-vehicles through passing the Electric Vehicle Industry Development Act, and providing the necessary infrastructure to enable active mobility	x				
Philippine Road Safety Action Plan 2023-2028	2023	The LTO pursued the establishment of Private Motor Vehicle Inspection Centers (PMVIC) which check the roadworthiness of motor vehicles and not just the CO emissions.	x				

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Philippine Road Safety Action Plan 2023-2028	2023	Conduct annual and random inspection of Motor Vehicle Inspection System (MVIS) facilities and Private Motor Vehicle Inspection Centers (PMVICS) Ensure system Integration of MVIS and MVRS Conduct inspection of PUV and private fleets	x				
Road Safety Opportunities and Challenges: Low- and Middle-Income Country Profiles	2020	Periodic inspection is in effect	x				
Vehicle labelling							
National Climate change Action Plan 2011-2028	2011	Implement energy efficiency labeling for new vehicles Conduct technical study on the development of standards on energy efficiency labeling for vehicles	x				
Vehicle manufacturing							
Maritime Industry Development Plan 2019-2028	2021	Design and production of modern, safe, and environmentfriendly Philippine ships to achieve global competitiveness			x		
Vehicle restrictions (import, age, access, sale, taxation)							
Maritime Industry Development Plan 2019-2028	2021	Full implementation of laws/ policies on vessel retirement and progressive restriction of vessel importation and existing program on Philippine Navy modernization, etc.) to create greater opportunities for SBSR projects			x		
Philippine Road Safety Action Plan 2023-2028	2023	Update regulations for import of used vehicles that are accompanied by inspections at entry point	x				
Road Safety Opportunities and Challenges: Low- and Middle-Income Country Profiles	2020	Import is regulated with vehicle age restriction	x				
Vehicle scrappage scheme							
Guidelines for the scrapping of old Public Utility Vehicle Units (PUVS) under the Department Order 2017-011 otherwise known as the Omnibus Franchising Guidelines	2020	2.4. The cooperatives/corporations shall surrender the Certificate of Registration (CR) and the latest Registration documents of the units to be scrapped to the Regional Secretariat concerned for the blacklisting of the chassis and the engine; 2.5. The cooperatives/corporations shall submit the acknowledgement letter to their selected scrapping facility, and ensure that the scrapping of old units be executed on the prescribed timeline as stated on the duly stamped letter of intent; 2.6. The interim scrapping facilities shall then issue a Scrapping Certificate (Annex A) stating that the old PUV units were already disposed of in accordance with the guidelines and other existing laws and policies; and	x				

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Philippine Road Safety Action Plan 2023-2028	2023	This Program began with the issuance of DOTr DO No. 2017-011 on 19 June 2017, with the subject “Omnibus Guidelines on the Planning and Identification of Public Road Transportation Services and Franchise Issuance”. It prohibits public transport vehicles over 15 years old from public service and requires operators to utilize new vehicles conforming with the new minimum standards in relation to safety and emission, and equipped with in-vehicle technology requirements in order to be issued with route franchises.	x				
Vehicle taxes							
Philippine Development Plan 2023-2028	2023	The inclusion of other motor vehicles, such as motorcycles and pick-up trucks, under the excise tax regime will be considered. The progressivity of the excise tax rates on motor vehicles will also be reviewed, especially on high-priced vehicles.	x				
Technology Needs Assessment for Climate Change Mitigation	2018	Imposing A Motor Vehicle User’s Charge 2000 (R.A. 8794)	x				
Vessel scrappage and retrofit schemes							
Maritime Industry Development Plan 2019-2028	2021	Develop standard boat design to replace wooden-hulled ships (per navigational area) Develop a VRP for obsolescent and unseaworthy ships Modernization and Upgrading of Domestic Vessels			x		
Philippine Development Plan 2023-2028	2023	Aging fleets will also be replaced or retrofitted to mitigate the risk of maritime accidents.			x		

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