



REPUBLIC OF THE PHILIPPINES

NATIONAL ECONOMIC AND DEVELOPMENT AUTHORITY

NEDA Board Resolution No. 5 (s. 2017)

Approving the National Transport Policy

On motion duly seconded, be it resolved, as it is hereby RESOLVED, to approve, as it is hereby APPROVED, the latest version of the National Transport Policy (NTP) embodied in the NEDA Board Resolution below.

NEDA BOARD RESOLUTION

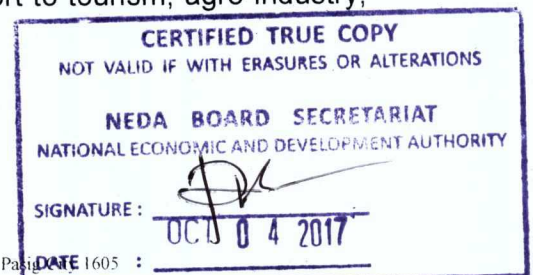
ADOPTING THE NATIONAL TRANSPORT POLICY

WHEREAS, the State recognizes the important role of transportation as an enabler and driver of socioeconomic development towards achieving inclusive and sustainable growth, and attaining the national development goals and objectives;

WHEREAS, the State's Transport Vision is *a safe, secure, reliable, efficient, integrated, intermodal, affordable, cost-effective, environmentally sustainable, and people-oriented* national transport system that ensures improved quality of life of the people;

WHEREAS, analyses of the condition of the Philippine transport system indicate recurring issues such as: (a) lack of integrated and coordinated transport network; (b) overlapping and conflicting functions of transport agencies; (c) transport safety and security concerns; and, (d) inadequate transport facilities particularly in conflict-affected and underdeveloped areas;

WHEREAS, the development of the country's transport system must be guided by a comprehensive National Transport Policy in order to ensure effective and efficient inter-government coordination, local government participation and stakeholders collaboration with the end in view of (a) providing intermodal connectivity among transport infrastructures, (b) effecting good governance through streamlined transport regulations, rationalized transport agency functions, policies aligned with government priorities and programs, ensured adherence to safety standards and compliance with international agreements, (c) promoting green and people-oriented transport systems, (d) creating "new" economic growth centers outside of the country's key cities for inclusive growth through access improvement and support to tourism, agro-industry,



trade and logistics, and other economic sectors, and (e) promoting transport infrastructure investments;

WHEREAS, pending the passage of policies requiring legislative action, it is necessary that policy reforms, which can be administratively undertaken pursuant to existing laws be adopted and implemented to respond to the urgent transport demands and requirements of the national economy;

NOW, THEREFORE, IT IS RESOLVED, AS IT IS HEREBY RESOLVED, by the Chairman and the Board, to approve and adopt the policy thrusts which shall embody the intended reforms in the transport sector, to wit:

SECTION 1. National Transport Policy. To achieve the Transport Vision, the Government hereby adopts the National Transport Policy which all elements of the transport system and all sub-sectors of transportation, including passengers, shippers, service providers, investors, agencies and instrumentalities of government and those involved in the movement of people and goods and in the provision of transport infrastructure, facilities and services, shall abide by and use as guidance in transport development, management, operations, and use.

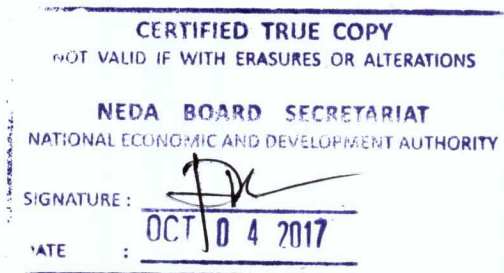
SECTION 2. Areas of Coverage. The National Transport Policy covers the following policy focus areas: (a) Resource Generation, Allocation and Cost Sharing; (b) Program and Project Selection; (c) Cost Recovery and Subsidies; (d) Regulation of Passenger Transport Services; (e) Transportation Management in Urban and Regional Areas; (f) Support to Other Economic Sectors; and, (g) Governance and Institutions.

SECTION 3. Resource Generation, Allocation and Cost Sharing. National transportation agencies and local government units (LGUs) will work together to address transport sector needs. New investments shall be supported by regular maintenance allocations over the economic life of the asset, while asset preservation shall be accorded appropriate attention.

Public-Private Partnerships (PPP) and privatization of public transport operations shall be considered to augment Government resources, harness private sector expertise, gain technology transfers and operational efficiencies, and assign risks to the party best able to control or influence its occurrence or manage its consequence. The pursuit of PPP for transport projects shall be based on the parameters defined in the PPP policy to be agreed upon by the Government.

SECTION 4. Program and Project Selection. Programs and projects should be fully aligned with national development goals and priorities; compliant with international commitments; supported by adequate studies from a network perspective; convergent with comprehensive frameworks and plans; technically and economically feasible; environmentally sound with due consideration of measures to address Disaster Risk Reduction (DRR) and Climate Change; socially acceptable; and based on public needs.

The "Philippine Transport System Master Plan" (PTSMP), which will guide the rational development of an intermodal transport network in the country through coordinated



planning and operation of projects and programs as an integrated network of intermodal sub-systems, shall be formulated and periodically updated.

Environment-friendly transport systems shall be supported in order to promote environmental sustainability and protection. The use of clean and energy-efficient transport technology/fuels will be pursued. Non-motorized means to achieve inclusive mobility and accessibility shall include transit-oriented development, prioritization of pedestrians, provision of support facilities that mainstream gender considerations, and inclusion of green ways network, i.e., elevated walkways, covered walkways, sidewalks and bike lanes.

Redundancy and resiliency measures shall be implemented especially in key infrastructures such as ports and airports to ensure accessibility, mobility and the unimpeded flow of humanitarian logistics under all circumstances.

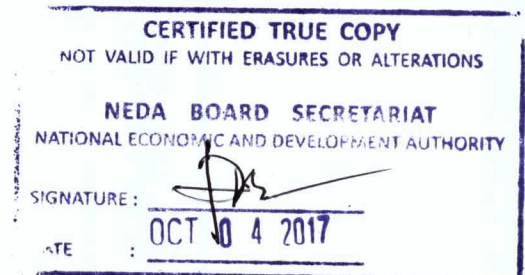
Efficient data collection, management and dissemination shall be promoted through the establishment and maintenance of an open database system for all government agencies to ensure sound and coordinated transport plans and initiatives.

SECTION 5. Cost Recovery and Subsidies. Fares and charges for transportation services, as determined by the appropriate regulatory agency, shall, as far as practicable, be cost-based and shall recover, at a minimum, the operational and maintenance costs net of eligible subsidies. Subsidies, incentives and other Government undertakings, when so justified according to economic, environmental, and/or social grounds and allowed under existing laws, rules and regulations, shall be direct, specific and transparent.

SECTION 6. Regulation of Passenger Transport Services. Transport agencies shall primarily be guided by public interest and safety in the regulation of passenger transport services. Routes and areas for transport operations shall be determined and modified by the regulatory bodies based on the application of technical, environmental, economic and safety standards issued by the Department of Transportation (DOTr). The regulatory bodies may subject the grant of the privilege to operate in a route or area through a competitive selection process such as, but not limited to, public bidding. All franchises or authorities to operate shall be guided by a clear and focused government regulation to be developed and led by DOTr.

All transport agencies and LGUs operating and managing transport facilities shall strictly enforce and regularly update the standards on safety, security, level of service and environmental sustainability in keeping with DOTr and international standards and practices.

SECTION 7. Transportation Management in Urban and Regional Areas. The focus is moving more people than vehicles. Public mass transportation in urban areas shall be given priority over private transport. High capacity public transport systems shall be the preferred mode in high passenger density corridors. Interconnectivity and multimodality within and among public transport modes shall be integrated in the development of the urban public transport system with due consideration of the appropriate public transportation hierarchy. Modal interchange areas that will facilitate



the safe and convenient passenger transfer and uninterrupted vehicular movement on surrounding roads will be provided/improved.

In addressing traffic congestion in urban roads, cost-effective mobility management measures will be preferred over more expensive infrastructure facilities. Travel demand management schemes shall be implemented and traffic engineering solutions such as the use of intelligent transport systems (ITS) in the operation and management of transport projects shall be adopted. Local development of ITS and similar technologies shall be encouraged by the State.

With the assistance of Regional Offices of transport agencies, LGUs shall periodically develop transport and traffic management plans to ensure integration with the area's land use plans, taking into consideration external accessibility needs and alignment to regional/national development goals. They are likewise expected to implement the same and shall be monitored by the appropriate regulatory body.

SECTION 8. Support to Other Economic Sectors. DOTr shall coordinate with Government agencies and the private sector in establishing a seamless, intermodal tourism, agro-industry and trade and logistics transport network through the implementation of Convergence Programs, among others, to ensure adequate transport infrastructure support, including the efficient and unimpeded flow of people, goods, and services especially during emergencies.

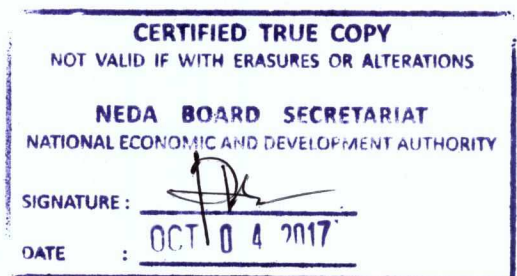
DOTr shall lead the development of a single transport document and one-stop procedures to expedite the cost-efficient processing of cargo shipments while optimizing the use of available information technologies. The laws, rules and regulations on the levy of local taxes, fees, charges and other impositions on the transport of goods and passengers carried into or out, or passing through the respective jurisdictions, will be strictly enforced.

SECTION 9. Governance and Institutions. Legislative action or administrative modification shall be undertaken, as appropriate, in cases where transport agencies have overlapping or conflicting functions or possess both regulatory and operating functions.

The DOTr, in the exercise of its mandate, shall work closely with other transport agencies to ensure that all transport modes are integrated and intermodal, even those that fall within the mandates of other agencies.

All concerned agencies, the LGUs, and the academe shall work together in enhancing institutional capacities and capabilities, encouraging and supporting transparency and accountability initiatives, and effectively engaging the private sector and civil society in the development of transport projects.

SECTION 10. Implementation of the National Transport Policy. The National Economic and Development Authority (NEDA), DOTr and the Department of Public Works and Highways (DPWH), through the Inter-Agency Technical Committee on Transport Planning (IATCTP) and NEDA Board-Committee on Infrastructure (INFRACOM), shall undertake the necessary measures to implement the National Transport Policy.



Departments, agencies and instrumentalities, including Government Owned and/or Controlled Corporations exercising transportation development functions shall prepare their respective plans, projects, and programs for submission to the IATCTP/INFRACOM for review in accordance with the approved methodology and procedure and the provisions of this Resolution. Plans, projects, and programs prepared in violation hereof shall be deemed unauthorized, and any expenditure therefor shall be deliberated.

To ensure that the National Transport Policy guides the long-term development of the transport sector, NEDA, DOTr, and DPWH shall undertake appropriate measures for legislative action to achieve said purpose.

SECTION 11. Implementing Rules and Regulations. Within thirty (30) days from the effectivity of this Resolution, the INFRACOM, through the IATCTP, shall formulate and issue the accompanying Implementing Rules and Regulations (IRR) of this Resolution to effectively carry out its provisions.

SECTION 12. Transitory Clause. All valid and existing contracts entered into by the Government prior to the effectivity of this Resolution shall not be impaired and shall be upheld.

SECTION 13. Separability Clause. Any portion or provisions of this Resolution that may be declared unconstitutional or invalid shall not have the effect of nullifying other portions or provisions hereof as long as such remaining portions or provisions can still subsist and be given effect in their entirety.

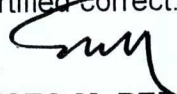
SECTION 14. Repealing Clause. All orders, memoranda, circulars and other issuances or parts thereof, which are inconsistent with this Resolution, are hereby repealed or modified accordingly.

SECTION 15. Effectivity. This Resolution shall take effect immediately after its publication in a newspaper of general circulation.

UNANIMOUSLY APPROVED.


September 12, 2017.

Certified correct:



ERNESTO M. PERNIA

Secretary of Socioeconomic Planning
and Director-General, NEDA Secretariat

CERTIFIED TRUE COPY	
NOT VALID IF WITH ERASURES OR ALTERATIONS	
NEDA BOARD SECRETARIAT	
NATIONAL ECONOMIC AND DEVELOPMENT AUTHORITY	
SIGNATURE:	
DATE:	OCT 04 2017