

PCCI ROADMAP TO RECOVERY - ANNEX A
Allowing Partial Operations of the Public Utility Transport Sector

Prepared by UPPAF RESPOND Project Team (Dr. Enrico L. Basilio, Dr. Hussein Lidasan, and Dr. Gilbert Llanto) and
PCCI Edwin Glindro

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<p style="text-align: center;">PCCI-RESPOND Proposed Transport Protocol (Annex A – PCCI Letter to PRRD) (13 April 2020)</p> <p>Prepared by: (RESPOND) Dr. Enrico Basilio; Dr. Hussein Lidasan; Dr. Gilbert Llanto; (PCCI) Edwin Glindro</p>	<p style="text-align: center;">Single Edsa bus route planned</p> <p style="text-align: center;">House Committee on Transportation Hearing last week</p> <p style="text-align: center;">Philippine Inquirer (11 May 2020)</p>
<p>Recommendation: Premised on the (future) decision of the IATF to partially lift the Luzon ECQ (lockdown), PCCI recommends the (a) partial lifting of the public transport sector in support of the slow but steady journey towards economic normalcy while strictly enforcing the (b) social distancing policy. Following are the proposed guidelines for implementing this recommendation:</p>	
<p>1. Coverage. Only MRTs/LRTs and public utility buses (PUBs) will be allowed to operate and ply the <u>major thoroughfares</u> of Metro Manila for two reasons: (a) high occupancy vehicles and (b) social distancing can be implemented more effectively in these modes of public transport (compared to jeepneys, UV Express). Corollary to this, access and egress modes at major hubs and bus stops along the major thoroughfares, such as EDSA, should be provided to ensure the access of commuters to the public transport systems. The authorities, such as DOTR Road Services and LTFRB, may employ the existing new high capacity jeepney type systems and other proposed prototype systems to service the access and egress modes.</p>	
<p>2. Major Thoroughfares. Only the following routes (considered as “major thoroughfares”) will have bus operations. LTFRB to assign bus companies that will serve these routes. Depending on the volume of passengers, a 1-bus to 3-bus system may be adopted. Dispatch of buses at the start of operation (in the morning) may follow/adopt the “shotgun” approach in golf tournaments – i.e., all buses must be at the designated bus stops. All routes must be exclusive.</p>	<p>Only 29 bus routes out of the 96 existing ones in Metro Manila will be given special franchises when the capital transitions from lockdown to general community quarantine, Samar Rep. Edgar Mary Sarmiento said.</p>

<p>They may intersect but must not have joint segments within their respective routes (e.g., Monumento-Makati via EDSA is one route). Fairview-Alabang via EDSA [joining the Kamuning-Ayala segment in EDSA] must not be permitted. Fairview-Quiapo is another route. Commuters coming from Fairview bound for Makati may take the Fairview-Quiapo bus and alight in EDSA-Quezon Avenue intersection, then transfer to the south bound Monumento-Makati bus. While this system requires transferring from one bus to another, mutually exclusive bus routes can be managed more efficiently. DOTr/LTFRB to identify the routes (major thoroughfares where PUBs will be allowed to operate.</p>	<p>All new routes will be “dedicated and nonoverlapping,” based on the decision of the Land Transportation Franchising and Regulatory Board (LTFRB) that was relayed to Sarmiento’s committee during an online hearing last week.</p> <p>Only buses plying the Monumento-Baclaran route would be able to use the single Edsa route.</p> <p>DOTr/Transport officials will allow only “a single bus route dedicated to Edsa” ... once quarantine rules are relaxed after May 15 as part of efforts to streamline bus operations, the chair of the House transportation committee said on Sunday.</p> <p>Faster turnaround. LTFRB Chair Martin Delgra told the committee that the board decided to seize the opportunity to rationalize all land transport systems and shorten routes to allow faster turnaround of buses and other public utility vehicles. Delgra said the rationalized routes would replace the old ones not only during the quarantine period but also beyond as part of the effort of the Department of Transportation (DOTr) to reform Metro Manila’s outdated public transport system.</p>
<p>3. PUB/P2P Operations Protocol. The IATF, through DOH, can adopt the following set of guidelines for public transport providers to adopt. Second, for both MRT and busses, the headway between vehicles should be three to five minutes, depending on the time of the day, to allow proper social distancing. Dispatching of trains and busses is crucial in this regard.</p> <p>For the possible number of busses to be allowed to ply on the major thoroughfares, the O-D data from MUCEP can be utilized for this purpose.</p>	<p>He expressed support for the LTFRB’s move, noting that the plan was identical to his proposal for a “centralized and synchronized bus dispatch system” in Metro Manila.</p>
<p>2.a. Volume. Given the projected low volume of passengers, <u>only 50%</u> (initially, subject to adjustment based on demand) of the Metro Manila bus fleet will be allowed to operate.</p>	
<p>2.b. One Lane. PUBs should only use one lane (outer) of the road</p>	
<p>2.c. Signaling Protocol. There should be an MMDA officer designated at every bus stop. S/he should</p> <p>2.c.1 Ensure that social distancing at the queuing line (bus stop) is observed by passenger</p>	

<p>2.c.2 Supervise the ingress/egress of passengers to/from the bus</p> <ul style="list-style-type: none"> - Ensure that the bus stops only at designated ‘bus stops’ - Given a period of time allowed for the bus to stay at the ‘bus stop’ (one minute), signals the bus driver so that the bus can proceed to the next stop. The MMDA officer coordinates the stop-go signal system with other officers 	
<p>2.d. Social Distancing Protocol</p> <p>2.d.1 Passengers riding the bus shall take the forward door while those getting off the bus shall only use the rear door.</p> <p>2.d.2 Passengers must wear face mask. Passengers without a face mask must not be allowed to board the bus.</p> <p>2.d.3 Less than half of the bus capacity will be used to ensure social distancing. DOTr to provide seating plan.</p> <p>2.d.4 For the access/egress modes to bus stops, depending on the types of the high occupancy new jeepney type systems, proposed under PUVM project of DOTR, it can be worth exploring the standing occupancy, to ensure the proper social distancing and at the same time ensure maximum allowable capacity. Albeit this suggestion/proposal, there may be a need to look at the requirements of senior citizens and PWDs. The implementation scheme for busses can be applied to access/egress modes, where those with jeepney franchises under the PUVM system. DOTR Road Services and LTFRB can come up with a procedural system of guidelines for jeepney operators to adopt in the provision of services for the respective routes to the bus stops or hubs. The MUCEP data for GCR can be employed for this purpose.</p> <p>2.e Subsidy. Since the buses will only run on at least 30% or maximum of 50% capacity (to effect proper social distancing), the government should provide a subsidy (akin to Viability gap funding or VGF) to the bus operators to reduce the financial impacts to the operators. Subsidy will differ per bus operator since</p>	<p>Jeepneys, however, may be allowed in some areas that cannot be served by buses and tricycles, according to the officials.</p> <p>The new plan could further reduce the profitability of bus operation. Bus operators are already facing reduced income with the cut in capacity imposed by the government to enforce social distancing aboard vehicles to suppress the spread of the coronavirus.</p>

<p>routes cover different distances, hence their variable costs are not the same.</p>	
<p>3. MRT/LRT Operations Protocol</p> <p>3.a. Social Distancing Protocol. MRT/LRT must come up a seating arrangement that will ensure 'social distancing'</p> <p>3.b. Embarkation/Disembarkation. Disembarking passengers must have the 'right of way'. Social distancing must also be observed by embarking passengers</p> <p>3.c. Subsidy. Need to study extent of the subsidy that will be extended to the MRT/LRT operators.</p>	