



BOHOL INTEGRATED TRANSPORT PLAN FRAMEWORK 2013-2020



TABLE OF CONTENTS

INTRODUCTION	4
CONTEXT AND RATIONALE.....	4
METHODOLOGY	5
SITUATIONAL ANALYSIS	7
ROADS AND BRIDGES.....	7
SEAPORTS	8
AIRPORTS.....	8
LAND TRANSPORTATION.....	8
LEGAL BASIS	9
NATIONAL LAWS AND POLICIES.....	9
LOCAL LAWS/ORDINANCES AND POLICIES	9
TRANSPORT POLICY FRAMEWORK.....	9
<i>General Transport Policy Framework/ Values.....</i>	<i>9</i>
<i>Specific Transport Policy Framework.....</i>	<i>10</i>
DEVELOPMENT FRAMEWORK.....	14
BOHOL'S DEVELOPMENT FRAMEWORK.....	14
<i>VISION</i>	<i>14</i>
<i>MISSION.....</i>	<i>14</i>
<i>STRATEGIES.....</i>	<i>14</i>
TRANSPORTATION FRAMEWORK.....	14
<i>VISION</i>	<i>14</i>
<i>GOAL.....</i>	<i>14</i>
<i>OBJECTIVES.....</i>	<i>15</i>
<i>STRATEGIES.....</i>	<i>15</i>
MONITORING AND EVALUATION	23
PLANNING PROCESS FOR THE PREPARATION OF THE INTEGRATED TRANSPORT PLAN	25
SCOPE OF THE STUDY	25
1. <i>Organization of the Planning Team</i>	<i>25</i>
2. <i>Participatory Formulation of the Integrated Transport Plan</i>	<i>26</i>
3. <i>Drafting of the Bohol Integrated Transport Plan.....</i>	<i>27</i>
4. <i>Approval of the Bohol Integrated Transport Plan</i>	<i>27</i>
DATA SOURCES.....	28
METHODOLOGY	30
<i>Data Collection</i>	<i>30</i>
<i>Sampling Methods.....</i>	<i>30</i>
<i>Data Analysis.....</i>	<i>30</i>
IMPACT STUDIES	30

<i>Social Impact</i>	30
<i>Economic Impact</i>	30
<i>Environmental Impact</i>	30
<i>Impact to Infrastructure</i>	31
<i>Institutional Impact</i>	31
COMMUNICATION PLAN OF THE INTEGRATED TRANSPORT PLAN FRAMEWORK.....	32
BUDGET AND FINANCIAL REQUIREMENTS.....	33

INTRODUCTION

CONTEXT AND RATIONALE

- ➔ Bohol needs an Integrated Transport Plan to identify the current and future needs of its people, places, goods and services, and inform decision-makers on the ways to manage transport system and land use to best address these needs.
- ➔ With the expected continuing economic development (specifically, in the agriculture and tourism industries), which is expected to bring greater and larger scope of movement of people and goods, there is an emerging need to proactively address future transport needs in a strategic manner – thus, an Integrated Transport Plan.
- ➔ The preparation of the ITPF has been managed to be in accordance with the Provincial Government's overarching development framework, as enshrined in its Provincial Development and Physical Framework Plan (PDPFP), which will also be updated midway through its implementation.
- ➔ A centerpiece project of Bohol's transport infrastructure development is the New Bohol Airport Construction and Sustainable Environment Protection Project to be constructed in Panglao Island in 2013. This will serve as the main entry point to Bohol from other points around the country and even internationally – thus, once again, the need to strategically plan transport development in the province, recognizing the airport's pivotal role and the need for its integration to the other modes of transport and facilities.
- ➔ However, the Provincial Government of Bohol recognizes the necessity to build the capacities of its human resources for the crafting of an Integrated Transport Plan considering that the organization has not yet formulated one in the past.
- ➔ It is fortunate that the Provincial Roads Management Facility (PRMF), an Australian Government-funded program, has provided the Capacity-Development (CapDev) assistance for such an initiative in support to the Provincial Government's governance reform agenda for the road sector.
- ➔ Similar to other CapDev assistance of PRMF, a Capacity Development Project Implementation Team (CD-PIT) took the lead for this particular capability-building initiative as part of the Road Planning Enhancement (ROPE) Project. One of the deliverables is the preparation of the Integrated Transport Plan Framework (ITPF) for Bohol.
- ➔ As part of this assistance, the Provincial Government with the support of PRMF, conducted an Integrated Transport Plan Framework Orientation and Workshop on July 11-13, 2012. Such orientation and workshop was participated by Provincial Government personnel and officials, National Government Agencies (DPWH, CAAP, LTO, PPA, LTFRB) and representatives of the civil society and the private sector.
- ➔ The activity provided the participants the opportunity to understand and appreciate the concepts and processes in

- formulating an Integrated Transport Plan as well as facilitated the crafting of the initial draft of the ITPF and Action Plan for the formulation of the Bohol Integrated Transport Plan.
 - ➔ The ITPF will set out a collaborative, consistent, and sustainable approach to plan the transport system for the entire province. Series of consultations have been conducted with technical people, civil society and other stakeholders through workshops and other avenues such as the Bohol Transportation Forum.
 - ➔ An Integrated Transport Plan aims to sustain economic growth, conserve the environment and supports the quality life of current and future generations of Bohol.
 - ➔ The ITPF will serve as guide to good-practice in transport planning in Bohol. Integrated transport planning has never been done for the Province of Bohol.
 - ➔ The ITPF aims to draw the responsive transport policies that will guide the planning of the transport system in support of the Province's development vision.
- ➔ Presentation and adoption of plan framework (Road Sector Committee, Provincial Development Council, Sangguniang Panlalawigan)

METHODOLOGY

- ➔ Orientation of Stakeholders
- ➔ Organization of the planning team
- ➔ Adoption of participatory approach to planning involving various stakeholders from both the public and private transport sector groups
- ➔ Consultation with stakeholders and technical experts thru orientations/workshops/presentations of draft outputs
- ➔ Utilization of secondary data whenever primary data are not available in data collection and assembly
- ➔ Monitoring and reporting of progress of plan preparation



integrated

An **Integrated Transport Plan** aims to sustain economic growth, conserve the environment and supports the quality life of current and future generations of Bohol.

SITUATIONAL ANALYSIS

ROADS AND BRIDGES

- ➔ The road network in the province consists of the circumferential road along the coastline and in the interior that connects the interior municipalities.
- ➔ The Municipality of Pres. C. P. Garcia is crisscrossed by a network of inland roads.
- ➔ The Panglao Island Road (PIR), connects the Panglao Island, where most of the tourism establishments are located.
- ➔ All of the arterial/primary roads throughout the province have been upgraded as part of the Bohol Circumferential Road Improvement Project (BCRIP).
- ➔ A nautical highway is well-paved covering Tubigon-Sagbayan-Carmen-Sierra Bullones-Jagna road linking the ports of Tubigon and Jagna.
- ➔ The Provincial Government identified the proposed Bohol Tourism Road Improvement Project (Bohol-TRIP) for 39 road sections and 4 bridges that basically lead to tourist destination as well as agriculture areas in the province. It promotes local economic development and support the overall development framework and H.E.A.T. development agenda of the province.
- ➔ In year 2012, Bohol has a total road length of 5,973 kms. of which 12% is classified as national road, 14% provincial roads, 1% city road, 5% municipal and 68% barangay roads.
- ➔ Entire road network is composed of 3% asphalt, 21% concrete, 56% gravel and 20% earth.
- ➔ There are 157 Provincial Road sections maintained by Provincial Engineer's Office (PEO).
- ➔ There are 8,296.26 linear meters of bridges within the road network in the province of which 59% are concrete, 22% are steel, 9% are bailey and 10% are timber bridges.
- ➔ Nineteen percent are temporary bridges such as bailey and timber that needs upgrading into permanent structures.
- ➔ Eighty six bridges or 1,633 linear meters are under the jurisdiction of Provincial Government through the Provincial Engineer's Office.
- ➔ Some of the short span temporary bridges were converted to box culverts.
- ➔ Bohol is among the provinces benefited with the Provincial Road Management Facility (PRMF) supported by the Australian Government Aid Program for rehabilitation and maintenance of prioritized gravel roads.
- ➔ PRMF activities include rehabilitation and maintenance of provincial roads; strengthening provincial administrative capacity, including road planning and management, budgeting, financial management, and procurement; and contracting out of road works.

SEAPORTS

- The seaport facilities in the province are classified into one base port, four terminal ports, nine outports and two private ports.
- The Port of Tagbilaran is considered a major port of entry. The port attends to more or less 5,000 passengers daily coming from Cebu on board fast crafts and regular ferries coming from Cagayan de Oro, Iligan, Dipolog, Dumaguete, Cebu and Manila; not to mention cargo ships.
- The port of Tubigon, the busiest among the terminal ports offer more than ten daily round trips plying the Cebu-Bohol route.
- The port of Jagna offers docking facilities for vessels from Cagayan, Nasipit, and Camiguin (with Ro-Ro).
- The total shipcalls slightly increased from 2010 to 2012. There are already 11 trips of fast sea crafts plying the Cebu-Tagbilaran route and eight daily trips plying Tubigon-Cebu route.
- The total number of passenger's traffic and volume of cargoes are also increased in 2010 to 2012 comprising one baseport, four terminal ports and two outports.

AIRPORTS

- Bohol has two airports, the Tagbilaran Secondary Airport and the Ubay Feeder Airport.
- In 2012, Tagbilaran City Airport was able to accommodate 4,189 carrier flights. These flights ferried a total of 745,457 incoming and outgoing passengers and 3,273,177 kilograms of cargoes .
- An increase in the number of incoming and outgoing passengers was noted, posting 29.3% and 29.4% increase, respectively .

LAND TRANSPORTATION

- Based on the combined data from LTO-Tagbilaran, LTO-Jagna and LTO-Talibon, the province posted a total vehicle registration of 75,758 in 2012.
- Ninety percent of these vehicles is privately-owned, one percent owned by the government while the remaining nine percent is classified as for hire.

LEGAL BASIS

NATIONAL LAWS AND POLICIES

- Republic Act 7160 "Local Government Code of 1991"
- Republic Act 8749 "Philippine Clean Air Act of 1999"
- Republic Act 7277 "Magna Carta for Disabled Persons"
- Republic Act 4136 "Land Transportation and Traffic Code"
- Republic Act 9184 "Government Procurement Act"
- Republic Act 6541 "Building Code of the Philippines"
- Republic Act 10121 "Philippine Disaster Risk Reduction and Management Act of 2010"
- Republic Act 917 "Philippine Highway Act" / Pres. Decree # 17
- Other Applicable Laws governing land, sea, air transport and travel
- National Transport Policy, National Road Safety Policy, Urban Policy for Sustainable Transport, National Cycling Policy
- Applicable Department Orders of the Department of Transportation and Communication (DOTC) and other relevant agencies

LOCAL LAWS/ORDINANCES AND POLICIES

- Bohol Environment Code
- Bohol Tourism Code
- Bohol Investment Code
- Provincial Ordinance No. 2008-010 - Prohibiting the Construction of

Buildings and Any Structure within the Provincial Road Perimeters

- Zoning Ordinance Other applicable Ordinances of City/ Municipal Local Government Units
- Local laws and policies governing land conversion, biodiversity conservation, pollution control, traffic management, road safety, transport terminals and construction
- Provincial Development and Physical Framework Plan (PDPFP)
- Executive Legislative Agenda (ELA)
- Provincial Road Network Development Plan (PRNDP)

TRANSPORT POLICY FRAMEWORK

General Transport Policy Framework/ Values

- Adopt a holistic perspective to meeting government, industry and community needs and values thru inclusive, transparent and coordinated planning processes;
- Consider transport-system performance and the whole-of-life economic, social and environmental consequences of options;
- Make planning decisions that are financially responsible;
- Share the benefits and costs of the transport system equitably within and across current and future generations
- Integrate infrastructure and services across all modes to create an interconnected and

coordinated transport system thru planning that is coordinated across levels and sectors;

- ➔ Make best use of existing transport infrastructure and services first before considering investment in new infrastructure;
- ➔ Manage demand and influence travel choices for people and goods;
- ➔ Provide an effective policy environment for transport leadership and direction
- ➔ Identify preferred sequences and locations for development to ensure connectivity and efficient provision of infrastructure and service;
- ➔ Match land use activity, location, densities and design with transports routes and servicesq to ensure efficiency, connectivity and amenity;
- ➔ Anticipate and influence transport needs and impacts of future developments through partnerships with industry;
- ➔ Ensure existing transport facilities retain their function and planned capacity, and preserve corridors for future transport facilities;
- ➔ Collaborate across governments and industry to take other planning and priorities into account when making transport decisions;
- ➔ Collaborate across governments and industry to ensure others take transport planning and impacts into account when making decisions;
- ➔ Develop an open and accountable process that actively seeks and considers diverse interests and

views from potentially affected and interested stakeholders;

- ➔ Understand and manage stakeholder needs and expectations;
- ➔ Work across jurisdictions and boundaries to integrate planning and resolve competing issues and interests;
- ➔ Identify and pursue potential opportunities for private-sector involvement in planning, providing and operating the transport system.

Specific Transport Policy Framework

Provincial Development and Physical Framework Plan (PDPFP)

- ➔ All transportation related decisions shall be made in consideration of land use impacts including but not limited to adjacent land use patterns, both existing and planned, and their designated uses and densities;
- ➔ The Province of Bohol shall coordinate and establish close liaison with the DPWH, DOTC, PPA, CAAP, MARINA, Power Producer and Transmission Companies, all local government units, the private utility companies operating in the province, in respect to matters relating to the location, design and programming of roads, public transit facilities, airports, transmission lines, pipelines, waterways, energy corridors and communication facilities to guide and accommodate the emerging development patterns of the province;

- ➔ The Province of Bohol shall, in cooperation with DPWH and the local governments, establish a comprehensive list of recommended road improvement throughout the province, establish a suitable review mechanism for arriving at and amending priorities on a continuing basis and work towards the creation of an on-going capital improvement program closely coordinated with all agencies of government responsible;
- ➔ The Province of Bohol shall appoint a committee, compose of various key stakeholders, to study all roads in the province and inventory and evaluate the aesthetic features of the views from such roads, consider the eligibility of specific sections for designation as scenic areas;
- ➔ The Province of Bohol shall encourage competition among transport service providers for sea, land and air travel to promote better and affordable service to the people;
- ➔ The Province of Bohol, in cooperation with the local government units, and in consultation with relevant national agencies, and private companies providing transit services, make a comprehensive study of public transit possibilities, and if economically found feasible, shall seek such services as are found to be safe, efficient and convenient in serving the transportation needs of the residents of the province;
- ➔ The Province of Bohol shall encourage pedestrian traffic as an

element of the transportation system by coordinating with the

City of Tagbilaran and the rapidly urbanizing municipalities of Tubigon, Talibon, Ubay, Jagna and Carmen to develop an integrated system of safe and convenient pedestrian ways to complement other modes of transportation. In the City of Tagbilaran, measures and strategies shall be implemented for the provision of parking spaces such as multi-level parking and metered parking system;

- ➔ All provincial transportation-related decisions shall be made in particular consideration of energy efficiency and conservation;
- ➔ Transportation needs for women, children and the disadvantage, such as low income, the handicapped, differently-abled persons and the elderly, shall be considered in the development of the provincial transportation system;
- ➔ The Province of Bohol shall utilize existing facilities and right-of-ways to the fullest extent possible provided that such use is consistent with the Provincial Development and Physical Framework Plan (PDPFP);
- ➔ All transportation-related decisions shall be made in support of the efficient and economic movement of people, goods, and services

throughout the province, and shall be based on the location and adequacy of facilities for such goods and services;

- ➔ Concerted efforts shall be pursued in policy formulation and implementation to reduce carbon footprint attributed by transport facilities and services;
- ➔ The status and proposed location or expansion of all airport / seaports/ terminal facilities shall be specifically designated in the PDPFP and CLUP map and shall be accorded a planned-unit development designation in the zoning ordinance, in order to assure a compatible association of airport/ seaport/ terminal growth with surrounding urban development

Philippine Infrastructure Policy

- ➔ National Road Safety Policy
- ➔ National Disability Act
- ➔ Urban policy for Sustainable Transport
- ➔ National Cycling Policy e.g. Bicycle Lane

Integration of Land Use and Transport Planning across various agencies, jurisdictions and government levels to facilitate effective and sustainable implementation

- ➔ Reducing the need to travel and length of journeys
- ➔ Making it safer and easier for people/individuals to access services
- ➔ Reducing the impact of transport on communities
- ➔ Improving freight access to key terminals and flight flows
- ➔ Providing efficient distribution and circulation
- ➔ Providing a choice of travel modes
- ➔ Ensuring flexibility to meet the demands of changing economy and market environments

Local Level Policy

- ➔ Local Government is responsible for the integration of land use and transport planning, economic and social developments.
- ➔ Integrated Transport Planning shall recognize the connection between transport and land use, economic and community well being.



Development

Bohol is a prime eco-cultural tourism destination and a strong, balanced agri-industrial province, with a well educated, God-loving and law-abiding citizenry, proud of their cultural heritage, enjoying a state of well-being and committed to sound environmental management.

VISION

DEVELOPMENT FRAMEWORK

BOHOL'S DEVELOPMENT FRAMEWORK

VISION

Bohol is a prime eco-cultural tourism destination and a strong, balanced agri-industrial province, with a well-educated, God-loving and law-abiding citizenry, proud of their cultural heritage, enjoying a state of well-being and committed to sound environmental management.

MISSION

To enrich Bohol's social, economic, cultural, political and environmental resources through good governance and effective partnerships with stakeholders for increased global competitiveness.

STRATEGIES

- ➔ Livelihood & Tourism. Generate sustainable livelihoods and enterprises
- ➔ Infrastructure. Build/upgrade infrastructure
- ➔ Food. Ensure food sufficiency
- ➔ Education. Promote access to quality education at all levels that uphold cultural heritage and Boholano values.
- ➔ Health. Improve access to quality integrated health services and facilities
- ➔ Environment. Ensure sound environmental management

- ➔ Leadership Development. Promote efficient, transparent and responsive bureaucracy
- ➔ Peace and Order. Maintain peace and order with citizen participation
- ➔ Sports and Youth Development. Integrate sports, youth and vulnerable sectors like the elderly and differently-abled persons in relevant development programs

TRANSPORTATION FRAMEWORK

VISION

An efficient, integrated, inter-modal transport system that facilitates inclusive and sustainable socio-economic development, managed through a collaborative public-private partnership in harmony with Bohol's culture and environment.

GOAL

Establish an efficient, sustainable, safe, convenient and environmentally-friendly inter-modal transport system supportive of Bohol's development thrusts.

Specific Goals:

- ➔ An efficient and effective transport system that supports economic growth
- ➔ A transport system that maintains and enhances the health, safety and

- security of users and the wider community
- ➔ A transport system that provides a reasonable level of access and mobility for all
- ➔ A transport system that values, conserves and enhances our natural environment
- ➔ A transport system that connects communities and contributes to the way people live, work and play

OBJECTIVES

- ➔ To develop an affordable, accessible, reliable and safe transport system
- ➔ To maintain a desirable level of service for all modes of transport
- ➔ To establish an efficient land transport management system
- ➔ To provide world class transport terminal facilities
- ➔ To prevent/reduce road crashes through installation of warning signs and road safety devices
- ➔ To develop an environment-friendly transport system so as to reduce carbon footprint in the province

STRATEGIES

- ➔ Compliance to standard design, specification and other requirements for roads, bridges, buildings and ports
- ➔ Strengthening of coordination and partnership with implementing agencies other stakeholders
- ➔ Private-public partnerships for inter-modal public transport development
- ➔ Upgrading transport system and facilities through the development of a road map of transport programs and projects; Phasing of implementing programs and projects
 - Immediate- aimed at addressing pressing current transport concerns through doable transport projects and programs

- Short-term- programs and projects that can be implemented within 3 years and consistent with ELA
- Medium Term – in support of the PDPFP and addressing economic growth and development of the province
- Long-Term- major projects and programs that entail land use and transport interactions and long-term implementation

- ➔ Formulation and implementation of road rehabilitation and road maintenance strategies
- ➔ Maintaining and developing transport infrastructure facilities
- ➔ Regular maintenance and upgrading of transport facilities
- ➔ Enforcement of Clean Air Act and the Bohol Environment Code
- ➔ Policy support and promotion for the use of renewable energy for vehicles and use of non-motorized transport system
- ➔ Increasing the greening rates in roadways with the observance of adequate setback
- ➔ Regulation of road-right of way (RRROW) encroachment
- ➔ Road safety planning, installation of road safety signs and public awareness campaign on road safety



Establish an efficient,
sustainable, safe, convenient
and environmentally-friendly
inter-modal transport system
supportive of Bohol's
development thrusts.

Goal

Theme/Area of Concern	Are there Applicable National Law(s)?	Are there Applicable Provincial/Municipal Ordinance(s)?	Are Future Issuances Required?	
			Ordinance/Resolution	Executive Order
ON ENGINEERING				
Establishment of regular transport routes/ transit services to connect land/ terminals to sea/ air ports	LTFRB Memorandum Circulars and Guidelines on AUV/ Van/ Express/ Public Land Transport		Resolution supporting the establishment of new transport routes connecting	
Street Lighting System, preferably using power saving technology	Republic Act No. 9710: Magna Carta of Women Act Republic Act 7160: Local Government Code		Ordinance or resolution for the installation of lighting system, preferably solar lighting system	
Provision of priority lanes for Persons with Disabilities and Elderly in all terminals	Batas Pambansa 344: Accessibility Law Republic Act No. 7277: Magna Carta for Disabled Persons			
Provision of close circuit TV/ Camera in all major roads in municipalities/ city			Ordinance for the installation of CCTV camera in major roads	
Provision of bike lanes and bus stops (with route maps) in all major road construction			Ordinance especially for roads leading to tourist destination	Executive order to provide bike lanes for roads in the poblacion area
Standard sizes of traffic signs	Republic Act 4136: Land Transportation and Traffic Code			
Towing services through Private-Public Partnership (PPP) arrangements			Bohol PPP Code	

Theme/Area of Concern	Are there Applicable National Law(s)?	Are there Applicable Provincial/Municipal Ordinance(s)?	Are Future Issuances Required?	
			Ordinance/Resolution	Executive Order
Installation of road safety devices along traffic accident prone areas	Republic Act 4136:Land Transportation and Traffic Code741		Local Traffic Code	
Construction of access roads to seaports			Ordinance to fund projects for road construction leading to seaports	
Establishing specific area in seaports/ coastal areas for the departure/ arrival of pumpboats for tourism-related activities			Local ordinance specifying area for arrival and departure of pumpboats	
Provision of restrooms along major routes	Republic Act 917: Philippine Highway Act		Ordinance to fund projects for the construction of restrooms in major routes	
Road Right of Way	DPWH Department Order Number 29 Series of 2012 Removal of Illegal Structures and Obstructions within Right-of-Way of National Roads	Provincial Ordinance No. 2008-010 - Prohibiting the Construction of Buildings and Any Structure within the Provincial Road Perimeters		
Provision of cart in seaports and Airport	Department Order of CAAP and PPA			
Installation of landmarks for Tourism Sites and Destination			Local ordinance for the installation of landmarks in tourism sites	

Theme/Area of Concern	Are there Applicable National Law(s)?	Are there Applicable Provincial/Municipal Ordinance(s)?	Are Future Issuances Required?	
			Ordinance/Resolution	Executive Order
			and destination	
ON ENFORCEMENT				
Prohibition of residential parking/ vulcanizing/ washing of vehicles along roads			Local ordinance prohibiting residential parking/ vulcanizing/ washing of vehicles along roads	
Road Right-of-Way implementation	<p>Republic Act 4136:Land Transportation and Traffic Code</p> <p>Republic Act 917: Philippine Highway Act</p> <p>Republic Act No. 8974</p> <p>An Act to Facilitate the Acquisition of Right-of-Way</p> <p>Republic Act 6541 Building Code of the Philippines</p>	Municipal and City Ordinance		
Regulation of speed limit in land and water transport	<p>Republic Act 4136: Land Transportation and Traffic Code</p> <p>Republic Act No. 5173</p> <p>The Coast Guard Law</p> <p>Republic Act No. 9295: Domestic Shipping Development Act</p>			

Theme/Area of Concern	Are there Applicable National Law(s)?	Are there Applicable Provincial/Municipal Ordinance(s)?	Are Future Issuances Required?	
			Ordinance/Resolution	Executive Order
	of 2004 Applicable regulations of MARINA			
Implementation of Standard Design of Steep roads	Republic Act 4136: Land Transportation and Traffic Code Republic Act 917: Philippine Highway Act Presidential Decree No. 17 Revising the Philippine Highway Act			
Regulation of roadside commercial and domestic activities		Local Traffic Code	Local ordinance controlling and managing roadside activities	
Regulation for installation of water pipeline along roads	Republic Act 917: An Act to Provide Philippine Highway Act	Local Traffic Code	Local ordinance regulating installation of water pipelines along roads	
Construction of Rainwater harvester to minimize overflow of rainwater from houses to roads		Building Code	Local ordinance for the construction of rainwater harvester	
Regulation of uniform/rates for boats for hire/ land-based vehicles for hire	Regulations of MARINA/ LTFRB	Local ordinance regulating rates for boats for hire/ vehicles for hire		
Over-loading of vehicles	Republic Act No. 8794 The Anti-	Local Traffic Code	Local ordinance setting regulations on	

Theme/Area of Concern	Are there Applicable National Law(s)?	Are there Applicable Provincial/Municipal Ordinance(s)?	Are Future Issuances Required?	
			Ordinance/Resolution	Executive Order
	Overloading Act		over-loading	
Phasing out of old PUVs and PUBs	LTFRB Memo Circular No. 2012-0217 and 2012-030 Mandatory Phase Out of Old UV Express Units in All Parts of Country to Ensure the Road-Worthiness of The Vehicles and the Safety of Passenger		Local ordinance setting the regulation of the phasing out of old PUV and PUBs	
Vehicle Carnapping	Republic Act No. 6539 Anti-Carnapping Act of 1972			
ON ENVIRONMENTAL MANAGEMENT				
Natural, Historical and heritage conservation and protection	Republic Act No. 10066 National Cultural Heritage Act of 2009	Bohol Arts Cultural Heritage Code Bohol Environment Code	Environment Code in Municipalities	Implementing Rules and Regulations for the BACH Code and BEC
Use of road versus Historical Sites – when Heritage sites obstruct Road right of Way	Republic Act No. 8974: An Act to Facilitate the Acquisition of Right-of-Way, Site or Location for National Government Infrastructure Projects and for Other Purposes	Municipal/ City Environment Code Municipal/ City Zoning Ordinance		
Regulation for clearing of vegetation in National Parks and Mountain roadsides	Republic Act No. 7586 National Integrated Protected Areas	Bohol Environment Code	Ordinance mandating urban greening and preservation of century old	

Theme/Area of Concern	Are there Applicable National Law(s)?	Are there Applicable Provincial/Municipal Ordinance(s)?	Are Future Issuances Required?	
			Ordinance/Resolution	Executive Order
	System (NIPAS) Act		trees	
Moratorium on Cutting of Trees	<p>Presidential Decree No. 953</p> <p>Requiring the Planting of Trees in Certain Places and Penalizing Unauthorized Cutting, Destruction, Damaging and Injuring of Certain Trees, Plants and Vegetation</p> <p>Presidential Decree No. 705</p> <p>Forestry Reform Code</p>	<p>Bohol Environment Code</p> <p>Municipal/ City Environment Code</p>	Resolution for the exemption of planted trees which are deregulated and exotic species	Implementing Rules and Regulations for the BEC
ON EDUCATION				
Education for Traffic Violators/ Continuing Drivers' Education	<p>Republic Act 4136:</p> <p>Land Transportation and Traffic Code</p>		Local Traffic Ordinance	Executive Order Creating the Provincial Traffic Enforcement Composite Team.
Education for road users on respecting the wildlife	<p>Republic Act 9147</p> <p>Wildlife Resources Conservation and Protection Act</p>	<p>Bohol Environment Code</p> <p>Municipal Environment Code</p>	Local Environment Code	

MONITORING AND EVALUATION

- ➔ Monitoring and evaluation (M&E) shall be conducted through the Provincial Monitoring and Evaluation System (ProMES) to facilitate implementation, monitoring and evaluation of the Bohol Integrated Transport Plan (BITP)
- ➔ The ProMES is an M&E system established through Executive Order No. 25-2010 to monitor and evaluate programs, projects and activities undertaken, among others, by the Provincial Government.
- ➔ The ProMES uses comprehensive M&E Framework, tools and guidelines, employs regular participatory M&E process and uses the PMEC monitoring procedures and general guidelines for reporting
- ➔ The ProMES aims to provide up-to-date information on the overall status of project implementation as basis for planning and budget allocation; identify problems, issues and concerns that impede project implementation for remedial actions; assess whether projects implemented are supportive of the priority development agenda of the province;
- ➔ An Inter-agency M&E Team shall be created for the BITP, whenever necessary, training and capability-building activities on M&E shall be provided for such team;
- ➔ Roles, functions and responsibilities of the M&E Team for the BITP shall be defined within the scope and guidelines of ProMES;
- ➔ M&E activities, shall, if practicable, cover community impact evaluation.



transport

VISION

An efficient, integrated, inter-modal transport system that facilitates inclusive and sustainable socio-economic development, managed through a collaborative public-private partnership in harmony with Bohol's culture and environment.



PLANNING PROCESS FOR THE PREPARATION OF THE INTEGRATED TRANSPORT PLAN

SCOPE OF THE STUDY

1. Organization of the Planning Team

Organization of the Planning Team. This shall include the establishment of a Technical Working Group, the determination of functions, setting of targets, milestones, activities and timelines for the preparation of the Integrated Transport Plan. The Planning Team shall be composed of representatives from relevant National and Provincial Government Agencies, Municipal Governments, Civil Society Organizations and the Private Sector. At the minimum, the following offices/ organizations/ groups shall be represented in the Planning Team:

Provincial Government Offices

- ➔ Provincial Planning and Development Office
- ➔ Provincial Engineer's Office
- ➔ Bohol Environment Management Office
- ➔ Bohol Tourism Office
- ➔ Office of the Provincial Agriculturist

- ➔ Office of the Provincial Veterinarian
- ➔ Governor's Office
- ➔ Sangguniang Panlalawigan

National Government Agencies

- ➔ Department of Public Works and Highways
- ➔ Civil Aviation Authority of the Philippines (CAAP) - Tagbilaran
- ➔ Philippine Ports Authority
- ➔ Land Transportation Office
- ➔ Land Transportation Franchising Regulatory Board
- ➔ Maritime Industry Authority
- ➔ Philippine Coast Guard
- ➔ Philippine National Police
- ➔ Department of Transportation and Communication
- ➔ Department of the Environment and Natural Resources
- ➔ Department of Tourism
- ➔ Department of Trade and Industry

League of Municipalities

League of Barangays

League of Local Planners

League of Local Engineers

Transport Groups/ Public Transport Companies

Non-Government Organizations

Professional Groups

Academe

Tour Guide Association

2. Participatory Formulation of the Integrated Transport Plan

- ➔ Identification of baseline information necessary to determine the current and future situation of all modes of transportation in the province of Bohol
- ➔ Review and updating of list of national, regional and provincial directives and policies relative to transportation planning, development and management
- ➔ Conduct of necessary surveys and gathering of primary and secondary data on modes of transport. The following surveys, wherever practical and applicable, may be done: Traffic movement survey, Average daily traffic survey to include vehicle composition survey and peak hour survey, travel time and distance survey, Number of lanes survey, Provincial route survey, Terminal facilities survey, Road crashes (using TARAS), Cargo and passenger survey by Port and Airport, Top commodities survey.
- ➔ Other information that may be required include data on commodity and land use, land/ shipping/ air travel links, berth occupancy, Roll-on Roll-off (RORO) vehicle traffic.
- ➔ Detailed situational analysis, analysis of current situation, existing transport system/ facilities, identification of issues and gaps, on Bohol's transportation sector to include its relationship with the development of other sectors in the province. This shall be done through consultative process using available data and information.
- ➔ Future outlook, projections and forecast, travel demand and facilities requirements for all modes of transport at the provincial, regional and even at the national scope
- ➔ Elaboration on the socio-economic, environmental and political aspect of development including population and employment growth, projected land uses, major growth areas for tourism, agriculture, industries, housing and other social facilities
- ➔ Review and possibly updating of the Transport Development Framework (Goals, principles, objectives, targets, strategies). This shall be done through multi-stakeholder participation and shall consider concerns across all sectors.
- ➔ Identification of Alternative Transport Mode options to effectively respond to the forecasted travel demand
- ➔ Identification of Programs, Projects and Activities (PPAs). These PPAs shall be classified into immediate, short-term, medium-term and long-term phase.
- ➔ Investment Programming and Fund Sourcing. Matching financial requirements to cover costs of implementing the PPAs with the projected revenues/ fund sources of concerned agencies and organization. This can be done through project prioritization and

ranking using the NEDA –PDIP guidelines.

- ➔ Formulation of new policies to support the implementation of the Bohol Integrated Transport Plan (BITP)
- ➔ Formulation of Monitoring and Evaluation (M&E) System for the implementation of the BITP. The M&E system shall include mechanisms and tools for tracking PPA implementation, the outputs, outcomes and impact on the socio-economic development and the environment.
- ➔ Formulation of Sustainability Mechanisms to manage and address foreseen issues and concerns in the implementation of the BITP. This shall also include the setting of organizational arrangements between government agencies in coordinating the implementation of transportation programs.
- ➔ Formulation of the BITP Communication Plan

3. Drafting of the Bohol Integrated Transport Plan

- ➔ Conduct of writeshops for the drafting of the BITP using prescribed format
- ➔ Presentation of Draft BITP to stakeholders for comments and suggestions

4. Approval of the Bohol Integrated Transport Plan

- ➔ Presentation of the BITP to the Road Sector Committee for endorsement
- ➔ Presentation of the BITP to the Provincial Development Council for endorsement
- ➔ Presentation of BITP to the Sangguniang Panlalawigan for approval
- ➔ Implementation of the communication plan

DATA SOURCES

DATA	SOURCES
General Land Use Map, Provincial Route Map Terminal Facilities Map	PPDO, PPA, LGU , DENR
List of National Roads with AADT/ Road Condition	DPWH
List of Provincial Roads with AADT/ Road Condition	PEO
List of City Roads with AADT/ Road Condition	CEO
List of Municipal/ Barangay Roads with AADT/ Road Condition	Municipal Engineer/ LGU
Report on the Improvements/Upgrading of Roads	DPWH/PEO/MEO
List of Accident-Prone Roads that Need Road Safety Signs	PEO, DPWH, LGU, PNP, PROTECT
Priority Infrastructure Development Programs and Projects	PEO, PPDO, DPWH, PPA, CAAP, DOT
Road Maps (Road Network, Major Tourist Destinations)	PPDO, PEO, BTO, DOT
Regulatory laws/guidelines	LTO, LGUs, PPA, CAAP, DENR, LTFRB, DPWH, DOTC, MARINA, PCG
Land Transport Routes	LTFRB, PEO, PPDO, LGU
Transport Rates/Fares	LTFRB, LGUs
Evaluation Report of PUV and Private Vehicles' Status upon Annual Registration	LTO
Ports (Classification, Shipcalls, Flight Calls, Berth Occupancy, Cargo - including Top Commodities, Passengers Inbound and Outbound)	CAAP, PPA, PPDO
Terminal Facilities (Location, Area, Classification, Capacity)	PPA, LGU, CAAP, DOT
Connectivity with Regional and National Destinations	PPA, CAAP, PPDO
Cargo Rates	PPA, CAAP
Tourist Arrivals, Tourism Destinations	BTO, DOT, CAAP, PPA, BAHRR
Current and Forthcoming Investments	BIPC, DTI, BCCI, BIB
List of Public Transport Providers, Associations, Groups	LGU, LTFRB, BTO, DTI, Association of Transport Providers

DATA	SOURCES
Responsibilities and Obligation of Transport Providers	LTFRB, LTO, CAAP, PPA
Boat and airplane frequency of travel	CAAP, PPA, PPDO
Outlook on the following major projects: New Bohol Airport Construction And Sustainable Environment Protection Project Alternate Circumferential Road Easy land routes and access to potential development areas in the Province Public Transport Development	CAAP, DOTC, DPWH, PEO, LGUs, Private Transport Group/ Companies

METHODOLOGY

The following methods may be employed to go through the entire process of the formulation of the Integrated Transport Plan:

Data Collection

Documentary and observational searches, personal interview, group surveys, household self-completion surveys

Sampling Methods

Simple random sampling, cluster sampling, stratified random sampling, systematic sampling, non-random sampling methods

Data Analysis

Spatial analysis, network analysis, transport demand analysis, capacity analysis, accessibility modeling

IMPACT STUDIES

Studies and analyses shall be conducted to determine the impact of the implemented programs and projects covered in the Integrated Transport Plan.

These studies, which may be undertaken at the immediate term (1 year), medium-term (3 years) or long term (6-10 years), shall focus on the effects of the project on the social, economic and environmental dimension of a locality.

Specifically, the impact study shall determine, among others, the following aspects that may be influenced by the implementation of the transportation strategies:

Social Impact

- Accessibility to education and training facilities, health facilities and wide range of activities and services to people without access to transport
- Reduction of congestion through the modal shift towards more sustainable forms of transport
- Accessibility to urban and rural landscapes, public open space / recreational areas and leisure and cultural facilities for all in a more sustainable way
- Impact on people's health on the use of more active modes of travel such as integrated pedestrian and cycle networks
- Safety and security
- Impact on the cost of occurrence of accidents
- Impact of relocation caused by transport projects

Economic Impact

- Employment generated and economic opportunities created
- Income generated
- Contribution to industry, business and local economy
- Consumer access to markets
- Effects on agricultural production and marketing
- Tourism development
- Investment opportunities
- MSME development
- Fuel consumption and supply
- Travel time and costs of transporting people and goods

Environmental Impact

Land Resources:

- Natural Landscape
- Natural Heritage
- Institutional Areas
- Urban Habitat
- Agriculture Areas
- Protected Areas

Water Resource (H2O quality)

- ➔ River System
- ➔ Coastal Marine
- ➔ Springs and wells

Biodiversity

Forest Resource

Marine Resource

Air Quality (Emission of GHG)

Impact to Infrastructure

- ➔ Power demand and demand
- ➔ Water demand and supply
- ➔ Drainage, sewerage requirements
- ➔ Communication facilities
- ➔ Accessibility to and linkages between socio-economic facilities

Institutional Impact

- ➔ Financial
- ➔ Enforcement of Laws
- ➔ Human Resources
- ➔ Policy formulation and implementation

COMMUNICATION PLAN OF THE INTEGRATED TRANSPORT PLAN FRAMEWORK

	Activities	Date	Responsible Office
1	Validation and Review Workshop of the Integrated Transport Plan Framework (ITPF) by the Multi-Stakeholders	April 22 – 23, 2013	ITPF TWG
2	Presentation to the Road Sector Committee	May 24, 2013	ITPF TWG
3	Presentation to the Provincial Development Council (PDC)	June 15, 2013	ITPF TWG
4	Website Publication of the ITPF	June 17, 2013	PPDO and BICTU

BUDGET AND FINANCIAL REQUIREMENTS

Activities	Estimated Budgetary Requirements (Pesos) *
I. Organization	15,000.00
II. Participatory Formulation of the Integrated Transportation Plan (includes conduct of surveys)	1,295,000.00
III. Drafting of the Bohol Integrated Transportation Plan	120,000.00
IV. Approval of the Bohol Integrated Transportation Plan	80,000.00
V. Implementation of a Communication Plan - BITP	100,000.00
TOTAL	1,610,000.00
* The above figures are just estimates and may be adjusted if proper cost on the conduct of surveys and detailed activities will be determined.	

The ITPF will set out a collaborative, consistent, and sustainable approach to plan the transport system for the entire province. Series of consultations have been conducted with technical people, civil society and other stakeholders through workshops and other avenues such as the Bohol Transportation Forum.

.....➤

BOHOL INTEGRATED TRANSPORT PLAN FRAMEWORK 2013-2020

Copyright ©2013 All rights reserved.

