
EXECUTIVE SUMMARY

About 34% of total vehicular population in the Philippines is made up of two- and three-wheelers, which is a popular transport tool for both urban and rural areas. Quezon City, a suburb in the capital of Metro Manila, for instance, registers the highest population of tricycles in the country with 20,316 units. These tricycles are major causes of air and noise pollution, traffic congestion and accidents. In Puerto Princesa City, capital of the province of Palawan, the 2,824 tricycle units plying along the city proper account for about 153 million tons of carbon dioxide emissions. The tricycle subsector is also responsible for noise pollution, with levels measured at 83-97 decibel (dB). The population and speed capacity of tricycles are also causing traffic congestion, especially in the central business district (CBD). The instability and sight obstruction caused by the sidecar also make tricycles more accident prone compared to four-wheeled vehicles. Such risk is further aggravated by the drivers' recklessness.

Despite all the negative impacts of tricycles, they remain a major transport tool to the residents in the local government units (LGUs), especially among students and employees, due to their (i) high accessibility; (ii) availability; (iii) affordability; (iv) comfort, and (v) convenience. Tricycle driving is also the most preferred alternative livelihood among the unemployed as it does not require a huge amount of capital nor an extensive mental skill.

A number of programs aimed at reducing pollution from tricycles have been initiated in the past but most of them failed. This is because of relatively low and ineffective coordination of efforts among concerned stakeholders that boils down to the absence of proper planning on the part of lead agencies. On top of that, reliable baseline data and impact assessments to back-up the programs' effectiveness are absent; thus, their implementation often lead to debates, as they are perceived as threats to the drivers' livelihood.

Quezon City and Puerto Princesa City were selected as study cities due to their different degree of urbanization while sharing the same environmental issues caused by the tricycles. The study tried to identify if the strategies of solving the environmental impacts of the tricycle subsector would be different for various types of cities.

In order to understand the social profile of the tricycle subsector in the two cities, the Study Team conducted questionnaire surveys and consultation workshops through a participatory approach that involved city government officials, tricycle operators and drivers' associations of the two cities, respectively. Roadside noise and emissions of tricycles were also measured on selected road sections in the two cities. The findings are discussed in Chapters II, III and IV, respectively.

A set of strategies for reducing the noise and air pollution of tricycles is proposed for the two cities as the study did not find significant differences of the subsector profile in each city. These strategies include (i) LGU-led maintenance program, (ii) mandatory orientation on traffic management, (iii) tricycle volume reduction program, and (iv) restriction on new/renewal tricycle franchise application. However, the detailed approaches to the implementation of some strategies are different for the two cities due to the unique social and economic status in each city. The details of the strategy and implementation approaches are discussed in Chapter V.