

	Strengths	Weaknesses	Opportunities	Threats
<p>Governance</p> <ul style="list-style-type: none"> • Legislative and regulatory framework • Present institutional setup • Policy framework 	<p>Local government code – giving responsibility to LGUs</p>	<p>Highly-centralised structure – DOT staffing capacity limitations, little autonomy of local areas to develop schemes/projects</p> <p>Policy framework weak and overarching transport strategy not well defined</p> <p>LGUs may not have the capacity Unclearly defined roles and responsibilities between DOT and LGUs</p> <p>Procurement capacity</p>	<p>Devolution of planning responsibilities for local transport networks</p> <p>New vehicle legislation and regulation proposed</p>	<p>Capacity at the local government level</p> <p>Significant challenges with complexity of legislative environment, limitations on government support, legal challenges etc.</p> <p>Rush to get things done, without sufficient planning, thought, consultation</p> <p>Social management and environmental issues LGU politics (3 years cycle)</p> <p>If uncertainty in structure and procedures, then even with funds, nothing might get done</p>

<p>Budgeting & Finance</p> <ul style="list-style-type: none"> • Transport budget • Revenue streams • Financing options / barriers • Funding gaps 	<p>Significant increase in budget allocation for DOT</p> <p>Transport sector profitability for larger vehicles</p> <p>Renewed focus on taxation of private mobility to support sustainable transport</p>	<p>Centralised budget, limited autonomy of cities/local gvt</p> <p>Focus on building infrastructure, potential to exacerbate urban problems if not well targeted at PT</p> <p>Limited access to finance for transport sector</p>	<p>Investment in priority infrastructure to support transport sector profitability</p> <p>Need to provide the ideas on what to do with the funds</p> <p>Could channel some funds to universities to increase arms of delivery</p>	<p>Worsening congestion undermining sector profitability, further promoting private vehicle use</p> <p>Ensuring disbursement</p>
<p>Capacity Development</p> <ul style="list-style-type: none"> • Guidance/training documents • Capacity within institutions, training and scale of resources • Research programmes/centres 	<p>Highly educated capable professionals within national government.</p>	<p>Limitation on scale of personnel</p> <p>Capacity more limited in local gvt with regard to transport planning</p> <p>Lack of <i>transport professionals</i></p> <p>DOT academia linkage weak</p>	<p>Capacity building programs as part of devolution of planning responsibilities</p> <p>Planning handbooks</p>	

<ul style="list-style-type: none"> • Knowledge exchange/best practice • Private sector capacity 		<p>Traffic enforcers don't have the skills to effectively manage traffic. No skills development.</p>		
<p>Transport technology and measures</p> <ul style="list-style-type: none"> • Transport standards and regulations • Scale of development of local industrial sectors • Innovation within the industry • development/adoption of new transport systems/technologies • Smart data/big data • Digital planning tools 	<p>History of local innovation – pool taxi, uber, etc.</p>	<p>Low level of vehicle standard at present</p> <p>Limited planning data</p> <p>Certain lobby wanting to maintain status quo</p> <p>Signalling systems outdated</p> <p>Design standards and intersection design not efficient</p>	<p>New regulations will significantly improve standard of vehicles</p> <p>Associated equipment supports wide range of smart data/planning applications once rolled out</p>	<p>Challenge for industry to respond to new regulations with necessary investment</p>