

Terminal Evaluation

Asia

1. Outline of the Project

Country:

Philippines

Project title:

Executives' Forum on Urban Environment and Transport Development Management

Issue/Sector:

Transport/Traffic

Cooperation scheme:

Third-country Training Program

Division in charge:

Southeast Asia Division, Regional Department I

Total cost:

42 Million Yen

Period of Cooperation

Fiscal Year 1998 - 2002

Partner Country's Implementing Organization:

The National Center for Transportation Studies, University of the Philippines (NCTS)

Supporting Organization in Japan:**Related Cooperation:**

Project-type Technical Cooperation; "Transport Training Center (TTC)"

Project-type Technical Cooperation; "National Center for Transportation Studies (NCTS)"

Third-country Training Program; "Transportation Development Management Course for Executives"

1-1 Background of the Project

Recent rapid urbanization combined with concentration of the population and the increase of vehicle has worsened transportation conditions in the Philippines as well as in other Asian-Pacific countries. Especially, traffic congestion and the number of traffic accidents have increased, motivating many countries to seek solutions.

Against this background, the Government of Japan has provided cooperation to the Philippines since 1977: Project-type Technical Cooperation, "Transport Training Center(TTC)", to officials of the Department of Transport and Communication at the University of the Philippines (UP) for seven years from 1977 to improve the serious traffic conditions in the Manila metropolitan areas; and Project-type Technical Cooperation, "National Center for Transportation Studies(NCTS)", for seven years from 1997 to assist TTC's reorganization to NCTS, which necessitated providing education and research functions in addition to training officials of governmental agencies.

Subsequently, NCTS served as the implementing organization of the Third-country Training Program, "Transportation Development Management Course for Executives", for five years from 1993, making available the techniques learned and experiences of past cooperation to other Asian-Pacific countries with worsening traffic conditions.

Given the past cooperation, the training program under evaluation set senior level officials in charge of policymaking as the target group and focused on transportation in the urban environment.

1-2 Project Overview

The Training on urban environment and transport policy was implemented for governmental officials from Asia-Pacific countries who were engaged in urban environment and transport development management.

(1) Overall Goal

Transportation Problems in the urban environment in the countries which dispatched trainees to the course are solved.

(2) Project Purpose

The skills of trainees from the Philippines and Asia-Pacific countries in transportation development management are improved to efficiently address the increasing urban environment and transportation problems.

(3) Outputs

- 1) Participants enhance their knowledge and skills in formulating urban environment policy as well as in identifying and analyzing urban environment problems.
- 2) Participants understand the mechanism of the influences of transportation problems on urban environment.
- 3) Participants achieve a thorough understanding of transportation policy planning, transportation project management and evaluation taking the urban environment aspects into consideration.
- 4) Participants gain knowledge and insight from each participant's experiences and techniques in managing transportation development projects.

(4) Inputs

Japanese side:

Short-term Experts	15	Local Cost	42 Million Yen
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Equipments

Philippine Side:

Counterparts

Land and Facilities

Local Cost	3.114 Philippine Pesos (8 Million Yen)
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(5) Participant Countries

Indonesia, Sri Lanka, Philippines, Laos, Bangladesh, Indonesia, Cambodia, Malaysia, Thailand, Vietnam, China, Nepal, Pakistan and Papua New Guinea.

2. Evaluation Team

Members of Evaluation Team	JICA Philippine office (Commissioned to TITO T.ORIA, SR)
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Period of Evaluation	28 December 2001 - 15 March 2002	Type of Evaluation:	Terminal Evaluation By Overseas Offices
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3. Results of Evaluation

3-1 Summary of Evaluation Results

(1) Relevance

The Training was evaluated to be relevant because 90 percent of the ex-participants who responded to the survey said that transport and traffic disorder was an appropriate theme and that it was in line with the needs of participants.

(2) Effectiveness

According to the evaluation by participants at the end of courses and the interviews and questionnaire results from ex-participants, 90 percent of respondents regarded the Training as "very good". Hence, the purpose of the Training was accomplished judging from the fact that the participants learned the how to formulate policy in the field of the urban environment and transport development management and acquired related knowledge from discussions among themselves.

(3) Efficiency

Most participants gained knowledge of urban environment and transport development management taught in the Training because the lectures, textbook, curriculum and observation tour were appropriate and the lecturers had wide-ranging knowledge of the subject. Also, Japanese Experts were also dispatched according to schedule.

(4) Impact

There were a number of positive impacts. Ninety-four percent (94%) of the respondents and interviewees said that they shared the knowledge and skills acquired during the training course with colleagues and higher-ups and circulated textbooks. Also, eighty-eight percent (88%) of the trainees still maintain contact with trainees from other countries.

(5) Sustainability

The Training will be sustainable since the acquired technology and skills were shared among participants as well as within their country through lectures delivered by ex-participants.

3-2 Factors that promoted realization of effects

(1) Factors concerning Planning

JICA selected NCTS as the implementing organizations because NCTC has 26 years of experience providing training, and its management and staff were well trained. The experience of NCTS contributed to smooth inter-agency coordination.

(2) Factors concerning the Implementation Process

N/A

3-3 Factors that impeded realization of effects

(1) Factors concerning Planning

N/A

(2) Factors concerning the Implementation Process

N/A

3-4 Conclusion

The Training has attained the effects as expected from the participants from Asian and surrounding countries and their respective organizations. Ex-participants applied the knowledge and skills gained in the field of urban environment and transport policies to their daily work, such as countermeasures against traffic congestion.

3-5 Recommendations

(1) The third-country training program should be extended five years because the Training was very effective. NTCS is worthy of JICA's cooperation.

(2) NTCS should revise the training curriculum to allow the participants prepare and present an action plan (by each organization in case more than one participant is sent from the same organization) at the end of the training course.

(3) NCTS should conduct pre-testing (a few questions regarding major topics) before starting the Training and post-testing (the same pre-testing questions are added to the final examination) at the end of the course. This allows gauging how much participants have actually gained from the Training in terms of cognitive learning.

(4) Sending some NCTS staff as short-term expert under its Third-country Expert Program (TCEP) should be considered to further support the ex-participants of Vietnam and Cambodia, particularly on Systems for Traffic Demand Analysis (STRADA).

(5) JICA should consider accepting more participants from Indochina countries.

3-6 Lessons Learned

STRADA was the basic software for the Training, however, because participants will not have access to this software after returning home it is viewed as a shortcoming. For training centered on specific software such as STRADA, it would enhance the impact of the training if some way could be devised to deliver the software to each participant so that training results could be easily disseminated.

3-7 Follow-up Situation

N/A