MDO 4: RAIL TRANSPORT PASSENGER SERVICES

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. of passenger kilometers travelled (per day)</td>
<td>4,483,725</td>
</tr>
<tr>
<td>Average travel speed</td>
<td>48 kph</td>
</tr>
<tr>
<td>No. of passenger unloading incidents (annual)</td>
<td>300</td>
</tr>
<tr>
<td>Compliance with approved time table</td>
<td>90%</td>
</tr>
</tbody>
</table>

NOTE: Exclusive of Targets funded from other sources, e.g. Special Account in the General Fund.

B. CIVIL AERONAUTICS BOARD

STRATEGIC OBJECTIVES

MANDATE

The Civil Aeronautics Board (CAB) is mandated by R.A. 776, as amended by P.D. 1462, to regulate, promote and develop the economic aspect of air transportation in the Philippines and vests the CAB with supervision, jurisdiction and control over all carriers in the Philippines, including their properties, equipment and facilities. This regulation involves assuring the fitness and capability of air carriers to render air transportation services, and assuring free, fair and healthy competition, with the end in view of attaining a fully developed air transportation network that provides adequate direct connectivities and air service availability that can support the requirements of trade, tourism and overall economic development.

VISION

It shall promote the Philippines as a regional key player in civil air transport - creating and developing service connections and tourism networks by adopting policies geared towards growth, fair competition, and public convenience.

MISSION

To provide business-friendly strategies in our policy framework by adopting international standards and best practices in the air transport industry, and to provide responsive regulation in processing operating rights, fares, rates and tariffs and all other permits related to air transport.

KEY RESULT AREAS

Rapid, inclusive and sustained economic growth

SECTOR OUTCOME

Access to markets and seamless interconnection of the entire country

ORGANIZATIONAL OUTCOME

1. Access to air services improved
2. Passenger traffic increased
3. Air passenger rights protected
PERFORMANCE INFORMATION

KEY STRATEGIES

1. Policy and legislative reform that would take stock of the patchwork of old and new statutes, issuances and rules and regulations, and synthesize a comprehensive and rational regulatory framework that is in step with the current demands of global aviation.
2. Continuous staff training, acquisition of technology and update of hardware/software to align with demands and requirements based on latest technology, information-sharing/transfer and interconnectivity.
3. Further liberalize and expand the exchange of traffic rights in existing and new air services agreement and to promote pocket open skies.
5. Undertake orientation, training and awareness programs and provide passenger assistance in various airport terminals in the Philippines.

ORGANIZATIONAL OUTCOMES (OOs) / PERFORMANCE INDICATORS (PIs)  |  BASELINE  |  2015 TARGETS
--- | --- | ---
**Access to air services improved**

% increase in number of seats offered
- 27,612,527 domestic seats 5% (28,993,153)
- 25,362,438 international seats 5% (26,630,560)

% increase in the number of operated routes
- 84 domestic routes 1% (85)
- 79 international routes 3% (81)

**Passenger traffic increased**

% increase in the total number of passengers
- 20,334,850 domestic passengers 5% (21,351,592)
- 17,322,963 international passengers 5% (18,189,111)

**Air passenger rights protected**

% change in the number of air passenger complaints
- 644 air passenger complaints 5% increase (676)

% change in the number of violations of airlines
- 105 violations of airlines 5% increase (110)

MAJOR FINAL OUTPUTS (MFOs) / PERFORMANCE INDICATORS (PIs)

| 2015 Targets |
--- | --- |
MFO 1: AIR TRANSPORT POLICY AND DEVELOPMENT SERVICES

No. of plans and policies reviewed, updated, issued and disseminated
Average % of clients who rate the plans and policies as satisfactory or better
% of policies reviewed and updated over the last three years

2 80% 80%

MFO 2: AIR TRANSPORT REGULATORY AND ENFORCEMENT SERVICES

Licensing

No. of air agreements negotiated/air consultation talks conducted, reviewed and updated
No. of new applications/renewals of operating permits acted upon
No. of countries with entitlements concluded as a % of total number of countries with whom air talks were conducted/negotiated
% of operating permit holders with one or more recorded incidents in the last three years
% of air agreements negotiation/air consultation talks initiated or acted upon within a year
% of applications for operating permits acted upon within twenty days from receipt of applications

6 1,950 2 10% 75% 80%
C. MARITIME INDUSTRY AUTHORITY

STRATEGIC OBJECTIVES

MANDATE

The Maritime Industry Authority (MARINA) develops Philippine domestic shipping, shipbuilding, ship repair and ship breaking through investment incentives, deregulation of rates/operation, enhancement of safety standards, compulsory insurance coverage for passengers and cargoes, reasonable fines and penalties, and constructive measures for a strong and competitive merchant fleet. Republic Act (R.A.) No. 10635 established MARINA as the single maritime administration responsible for the implementation and enforcement of the 1978 international convention of Standards of Training, Certification and Watchkeeping (STCW) Convention for Seafarers, as amended.

VISION

It shall be a premier maritime administration in Southeast Asia propelling the Philippine maritime industry to global competitiveness.

MISSION

To effectively administer an integrated and sustainable maritime industry.

KEY RESULT AREAS

Rapid, inclusive and sustained economic growth

SECTOR OUTCOME

Access to markets and seamless interconnection of the entire country

ORGANIZATIONAL OUTCOME

1. Accessibility, safety and efficiency of domestic maritime transport services improved
2. Globally competitive Filipino seafarers sustained

PERFORMANCE INFORMATION

KEY STRATEGIES

1. Foster a globally competitive maritime industry.
2. Provide timely and efficient quality service to clients and maritime transport users.
3. Strengthen stakeholders' ownership of maritime policies, programs and projects.
4. Ensure compliance with safety and environmental standards.
5. Ensure sufficient manpower complement.
6. Develop strategic competencies.
7. Develop an IT-enabled agency.
8. Rationalize budgeting process for optimum use.
9. Augment resources through use of income, trust funds and other sources.