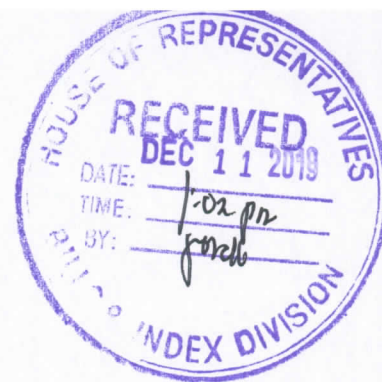


Republic of the Philippines  
HOUSE OF REPRESENTATIVES  
Quezon City

EIGHTEENTH CONGRESS  
1<sup>st</sup> Regular Session

RESOLUTION NO. 597



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Introduced by: CONG. BAYANI "BF" FERNANDO

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**A RESOLUTION DIRECTING THE METRO MANILA DEVELOPMENT  
AUTHORITY (MMDA) TO REVIVE THE ORGANIZED BUS ROUTE  
(OBR) SYSTEM IN METRO MANILA TO AT LEAST ITS  
OPERATIONAL STATUS OF 2009**

**WHEREAS**, Metro Manila is long awaiting of effective and fast solution to its horrible road traffic congestion problem;

**WHEREAS**, with the high expectation of relief with the planned and forthcoming big solution, it should not be overlooked that in all of these infrastructures, interconnected and efficient operating system must be in place to serve their purpose. Foremost is an efficient bus system, to take the bulk of the commuting public to their homes of to the "last mile" on demand, fast, in comfort and affordable;

**WHEREAS**, any transport system must have these basic parameters;

1. That the number of carriers at any given time should be proportionate to the number of passengers on the road and timed to minimize passengers waiting time and long waiting lines;
2. That limited number of carrier's on the road with optimum passenger loads to minimize road space requirement;
3. Effective dispatching is key to any good transport system to serve its mission of service and make good returns on investments

**WHEREAS**, a Bus system was put in place in 2003 by the MMDA which is the ORGANIZED BUS ROUTE SYSTEM (OBR) and by 2009 was fully developed to a full functioning system.

The OBR covers practically the whole Metropolis as far North as Valenzuela, Navotas, Malabon, Caloocan, Quezon City, and as far South as Muntinlupa passing thru the most crowded corridor of EDSA;



Aware of the problem of having too many bus units operated by too many operators and without a common dispatching system, seven bus terminals were established in the perimeter or boundaries of Metro Manila where all buses covered by the system terminates at every end of their trip and wait for their turn to be dispatched by the MMDA timed with the demand on the road.

Two outer lanes in each direction of EDSA was designated as YELLOW LANES exclusively for CITY BUSES. Each lane was provided with Bus Stops with platforms in areas of high Passenger volume and fenced off as a physical restraint to an undisciplined commuting public and to force equally unruly driver to pick up passengers only in designated gates. Drivers were given a limited few seconds to unload and load passengers in any stop. Timers and signals were installed.

PROVINCIAL BUSES (Marked P) were allowed only on the third lane as they are supposed to be point to point service and not allowed to pick up passengers other than in their terminal stations. Arriving provincial buses were allowed to unload incoming passengers in five designated stations under the flyovers where taxis and shirt haul jeepneys can take a provincial passenger with usually some cargos or baggage's with them to their final destinations.

**WHEREAS**, the following can be realized as experienced with the full functioning system before;

1. Higher load factors with 60% to 100% full in every trip thereby reducing the number of required bus trips per day;
2. Higher income for the operators;
3. Higher income for the drivers and spending less time on the road;
4. More order on the road. Discipline of drivers, passengers and enforcers were at its best;
5. More convenience for the commuters;
6. Improve traffic flow.

**WHEREAS**, with the controlled dispatching all units will have the same number of trips daily thereby giving no reason for any driver to break the rules to earn more than the others. This can lead to the extinction of the age old problem of boundary system. the drivers in time may opt to be paid regular salaries and be more abiding road users. The operators in the end may see the wisdom of incorporation and will lead to a very much disorganized system transformed to a single efficiently professionally managed corporation giving better monetary returns to former operators who by then becomes stockholders;

**WHEREAS**, this OBR differs from the BUS RAPID TRANSPORT SYSTEM (BRTS) in other countries where most transport companies are run by



their government and/or are highly subsidized by government. Our buses are not receiving any subsidy from government. This OBR is maintaining the concepts of privatization and not taking away the entrepreneurial opportunities from the private operators;

**WHEREAS**, the MMDA have shown its inability to solve the problem let alone show some relief or even formulate and present solutions worthy of serious consideration;

**WHEREAS**, on numerous occasions the attention of MMDA was called about its neglect of this operation of this OBR system;

**WHEREAS**, an official of the MMDA made a public pronouncement that the OBR is impractical and evidently the agency do not have any interest in pursuing its development;

**WHEREAS**, there being no other tangible operations system or nay better alternative in place nor planned and presented to date to address this horrible road traffic congestion on EDSA, this OBR can be better than nothing and can be immediately made operational;

**WHEREAS**, the following actions can be immediately done to revive the OBR system;

- a. the geometric and all necessary road furnishings like fences and gates, signage's, platforms, markers and monitoring equipment like RFIDs and readers, signals must be put back in place.
- b. busses must be given priority in crossing any intersection. All other vehicles must stop and make way for buses to cross. Proper motorist information and physical perparartions must be done to effectively give the buses priority on all roads.
- c. Buses must not stop at any point except in the bus stops with their doors right in front of the gates of the platforms. Post enforcers to implement the pink flag procedure. Do not allow buses to dwell on the platforms more that the specified period.
- d. Unimpeded, the buses can move more people at any given time and the constancy will make more accurate dispatching forecast to minimize passenger waiting or queuing time as well as reducing the number of idling buses on the road occupying much needed road space;
- e. Effectively use the non-contact apprehension system to effect discipline
- f. Execute all programs, policies as were done before
- g. Employ good management practices
- h. Aim to get the buses running 2 to 3 times faster than any other vehicle at all times

**WHEREAS**, in spite of its shortcomings the MMDA is the only agency that can manage the system. It has the technology and the experience to manage the system

**NOW THEREFORE, BE IT RESOLVED, AS IT IS HEREBY RESOLVED TO URGE THE METROPOLITAN MANILA DEVELOPMENT AUTHORITY TO IMMEDIATELY REVIVE AND STRICTLY IMPLEMENT THE ORGANIZED BUS ROUTE SYSTEM IN METRO MANILA TO AT LEAST ITS OPERATIONAL STATUS OF 2009 WITHIN 150 DAYS HEREOF.**



**Rep. Bayani "BF" F. Fernando**  
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