

Republic of the Philippines  
HOUSE OF REPRESENTATIVES  
Quezon City, Metro Manila



**EIGHTEENTH CONGRESS**  
**First Regular Session**

House Resolution No. 2

---

Introduced by Hon. **RONNIE L. ONG** and Hon. **ALFRED "APID" C. DELOS SANTOS**

---

**RESOLUTION STRONGLY URGING THE DOTR, LTFRB, MMC AND MMDA TO SUSPEND THE PLANNED CLOSURE OF PROVINCIAL BUS TERMINALS ALONG EDSA, REVISIT THE IMPLEMENTATION OF THE INTEGRATED TERMINAL SCHEME AND TO FIND NON-OPPRESIVE AND LESS INTRUSIVE SOLUTIONS THAT WILL IMPROVE THE TRAFFIC CONDITION ALONG EDSA WITHOUT UNDULY BURDENING MILLIONS OF PROBINSYANOS FROM LUZON, VISAYAS AND MINDANAO**

**WHEREAS**, Section 5, Article II of the 1987 Constitution provides that the promotion of the general welfare is essential for the enjoyment by all the people of the blessings of democracy;

**WHEREAS**, it has been observed that the "right to mobility is universal to all human beings and is essential for the effective practical realization of most other basic human rights."<sup>1</sup>

**WHEREAS**, in the Philippine setup, the said right to access other fundamental rights such as education, health and employment, is currently impaired by traffic congestion, which, according to JICA, not only costs the economy PhP3.5 billion daily (as of 2017) but also affects the "function and livability of Metro Manila"<sup>2</sup>;

**WHEREAS**, the National Transport Policy, as promulgated by the NEDA Board, recognizes the importance of transportation in achieving inclusive and sustainable growth and also zeroes in on recurring transport issues such as "lack of integrated and coordinated transport network" and "overlapping and conflicting functions of transport agencies;"

**WHEREAS**, to address the lack of integrated and coordinated transport network, the Department of Transportation (DOTr), through Department Orders No. 2017-011 and 2018-025, and the Land Transportation Franchising and Regulatory Board (LTFRB), through its various circulars/regulations, are now implementing the integrated terminal scheme, the current concept of which originated during the previous Administration;<sup>3</sup>

**WHEREAS**, the said project envisions seamless transport connections by establishing permanent intermodal terminals at the outskirts of Metro Manila - one in the North, one in the South and one in the Southwest - with only the Southwest being

---

<sup>1</sup> As cited in the preamble of the Council of European Municipalities and Regions and in the Global Report on Human Settlements 2013 by the UN Habitat

<sup>2</sup> JICA's Roadmap for Transport Infrastructure Development for Metro Manila and its Surrounding Areas (2014)

<sup>3</sup> EO 67, s. 2012 (following the need for it as mentioned in the Philippine Development Plan 2011-2016) and AO 40, s. 2013



completed to date with the establishment of the Parañaque Integrated Terminal Exchange (PITx) in November 2018;

**WHEREAS**, on the other hand, the Metro Manila Council (MMC)/Metropolitan Manila Development Authority (MMDA), last 26 March 2019, passed Regulation No. 19-002, prohibiting or revoking the issuance of business permits to all public utility bus terminals along EDSA, numbering to around 46 terminals;

**WHEREAS**, the said prohibition is connected to DOTr's integrated terminal scheme, only that, pending the construction of permanent terminals, the MMDA is endorsing the use of the interim terminal in Valenzuela City for provincial buses from the north and of the terminal in Sta. Rosa City, Laguna for those coming from the south;

**WHEREAS**, the MMC/MMDA is pursuing the closure of the provincial bus terminals along EDSA and the use of the interim terminals to address the traffic congestion along EDSA, citing as one of its bases the computerized simulation generating favorable results - reduction in travel time of 14% and increase in speed of 24%;

**WHEREAS**, reportedly, the LTFRB is urgently crafting the guidelines to modify the routes of provincial buses to coincide with the above-mentioned plan of the MMDA;

**WHEREAS**, the plan of the MMDA, however, was met with heavy public criticisms and/or oppositions, the same being called as anti-poor since it will increase the probinsyano's travel cost and travel time; as unfair since the plan lacks study and consultation; and as unsustainable and undemocratic since, while there are around 3,665 affected buses from the north and 3,680 affected buses from the south, which are fewer in number compared to other types of vehicles, these buses, however, are more efficient as they move more people or carry the greater number of road users/commuters;

**WHEREAS**, the plan is also being questioned before the Supreme Court with the filing of 3 complaints, one of which is by Albay 2<sup>nd</sup> District Congressman Joey Salceda who pointed out the following arguments, among others:

- a) The MMC/MMDA has no police power, much less legislative power, to prohibit or revoke the issuance of business permits to public utility bus terminals;
- b) The plan is utterly oppressive, unfair and will result in added burden to ordinary Filipinos (e.g. increase in cost and travel time, distance of Sta. Rosa City terminal to their desired destination, etc.);
- c) Banning provincial buses will have negligible effect on the traffic situation in EDSA since they only comprise a small percentage of the total vehicular traffic; and
- d) Traffic congestion in EDSA during rush hours or office hours are caused by private vehicles and city buses;

**WHEREAS**, despite the criticisms and complaints, the MMDA maintained that, in the absence of a court order, it will still push through with the plan pursuant to the directive of the President; and

**WHEREAS**, the House of Representatives has the power to provide a venue where it can oversee the implementation of the plan, gather all concerned government agencies and stakeholders, continue the consultations and exchange of ideas, thresh

out issues and recommend solutions, promote the welfare of all affected commuters and hear the sentiments especially of the probinsyanos through their duly-elected representatives.

**NOW, BE IT RESOLVED, AS IT IS HEREBY RESOLVED**, that the House of Representatives, strongly urges the DOTr, LTFRB, MMC and MMDA to suspend the planned closure of provincial bus terminals along EDSA, revisit the implementation of the integrated terminal scheme, and to find and implement **non-oppressive and less intrusive solutions** that will improve the traffic condition along EDSA **without unduly burdening millions of probinsyanos from Luzon, Visayas and Mindanao**.

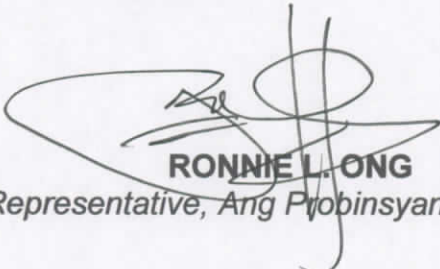
**RESOLVED FURTHER**, that, to shift from the current trial and error approach to an informed and democratic policy-making process, **the following matters should be determined and resolved first during the conduct of hearings or consultations by the House of Representatives, through the Committee on Transportation**:

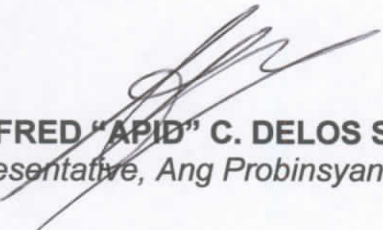
- 1) Scientific bases or objective studies on:
  - a) Effect of provincial bus terminals to traffic congestion and Improvement of travel time along EDSA if such terminals and provincial buses will be banned;
  - b) Daily average number of commuters to be affected from the north and from the south and the effect of the plan to their travel cost and time;
  - c) Proven benefits of having interim/permanent integrated terminals, including the choice of their locations, in addressing traffic congestion (the implementing agencies can also highlight the significant traffic-mitigating benefits per our experience with the PITx, if any);
  - d) Comparative analysis between implementing the MMDA plan now versus waiting for the completion of the permanent integrated terminals;
  - e) Disruptions to be caused and transition plan when later relocating to the permanent integrated terminals (e.g. from Sta. Rosa interim terminal to the FTI permanent terminal which will be completed in 2021);
  - f) Traffic impact of utilizing Valenzuela and Sta. Rosa terminals to their immediate vicinity/area and the roads leading to and out of the terminals;
  - g) Number of bus companies to be exempted from using the interim terminals and of new or additional PUV franchises to be opened to shuttle passengers from the north and south terminals to Metro Manila; and
  - h) Sensitivity study on senior citizens and PWDs to be affected by the plan.
- 2) Exhaustion of other available remedies such as curbing of colorum and unsafe vehicles, more efficient dispatching policy, enforcement of traffic and bus terminal rules, removal of road obstructions, apprehension of undisciplined drivers, opening up of alternate routes, etc.
- 3) Legality of MMDA Regulation No. 19-002 in light of MMDA v. Bel-Air and MMDA v. Viron cases (to the extent not prohibited by the *sub judice* rule) and legality of the MMDA selection of the interim terminals in private properties in Valenzuela and Sta. Rosa;



- 4) Sentiments/decisions of the newly-elected Metro Manila mayors comprising the MMC and their local councils as regards the provincial bus ban;
- 5) A single coordinated timeline for the guidance of the DOTr, LTFRB, MMDA, Congress and the public;
- 6) Completion of route rationalization plan for EDSA (which already has appropriation/budget) to determine the actual and predicted volume of passengers, the type, size and number of vehicles needed to service the demand and the optimal routes to be taken by the PUVs; and
- 7) Most important of all, what Congress can do in promoting the right to mobility of probinsyanos, in supporting the current Administration and in addressing the following recurring transport issues:
  - a) Overlapping and conflicting functions of transport agencies;
  - b) Staffing and technical training concerns of the personnel of the DOTr, LTFRB, MMDA and other law enforcement agencies;
  - c) Delayed implementation of mass transport projects such as railways and bus rapid systems; and
  - d) Delayed formulation and implementation of a people-oriented and sustainable national transportation plan.

Approved.

  
**RONNIE L. ONG**  
*Representative, Ang Probinsyano Party-list*

  
**ALFRED "APID" C. DELOS SANTOS**  
*Representative, Ang Probinsyano Party-list*