



'19 JUL -1 P5:42

Introduced by Senator Juan Miguel F. Zubiri

RECEIVED

AN ACT

RESTORING AND REHABILITATING THE EXISTING LINES OF THE PHILIPPINE NATIONAL RAILWAYS, EXTENDING FURTHER THE SOUTHERN LINE TO MATNOG, SORSOGON AND ESTABLISHING THE RAILWAY EXTENSION LINE FROM CALAMBA CITY TO BATANGAS CITY, AMENDING FOR THE PURPOSE REPUBLIC ACT NO. 4156 ENTITLED "AN ACT CREATING THE PHILIPPINE NATIONAL RAILWAYS, PRESCRIBING ITS POWERS, FUNCTIONS AND DUTIES, AND PROVIDING FOR THE NECESSARY FUNDS FOR ITS OPERATION" AS AMENDED BY R. A. NO. 6366, APPROPRIATING FUNDS THEREFOR, AND FOR OTHER PURPOSES

EXPLANATORY NOTE

This bill seeks to modernize the Philippine National Railways system by restoring, rehabilitating and extending the existing lines in Luzon.

It is currently just a shadow of itself. It used to have 400 railroad crossings from Manila to Legazpi City. After years of decline, the PNR revived its operations and several years ago resumed operations consisting of the Metro South Commuter (MSC) line between Manila and Laguna and the Bicol Commuter Service (BCS) between Naga City and Sipocot. Despite the series of recent accidents like derailments and obsolescence due to natural calamities and bureaucratic neglect, the PNR to this day still ferries thousands of commuters daily.

Today, its Manila operation runs from Tutuban station in Caloocan City to Alabang with only 42 railroad crossings and with seven trains. It promised to launch the operation of its electric hybrid trains in June three years ago, awaiting the day for it to run within a modernized railways system.¹ The Metals Industry Research and Development Center of the Department of Science and Technology (DOST) recently completed building five hybrid coaches with a maximum capacity of 880 passengers.²

"Worn-out railroad tracks" is just one of the negative features of the PNR railways system in Luzon, but that has engendered a decline in trust from the many provinces it had served before.

¹ <http://www.philstar.com/headlines/2016/06/26/1596759/dost-pnr-launch-hybrid-electric-train> (Accessed June 29, 2016)

² <https://www.rappler.com/nation/221663-pnr-to-use-first-philippine-made-train-march-2019> (Accessed June 27, 2019)

In February this year, the PNR started the construction of the ³38-kilometer Tutuban-Malolos segment reaching to Clark International Airport in Pampanga, which is part of the northern segment of the 109-kilometer North-South Commuter Railway. The Tutuban-Malolos segment will cut travel time from Malolos to Manila by almost an hour, from 95 minutes to just 35 minutes.

The pace, direction and sustainability of economic development is greatly affected by the state of a country's transportation infrastructure, as elucidated even by the United Nations in its Five-Year Action Agenda for Sustainable Development Goals (SDG) in 2012⁴, whose monitoring report is to be released shortly this third quarter of 2019. The 2030 Agenda for Sustainable Development, explicitly mentioned sustainable transport as a main determinant of success in achieving "SDG targets on food security, health, energy, economic growth, infrastructure, and cities and human settlements."⁵ On efficiency, safety, environmental and trade competition aspects, the railways system is recognized globally as the more preferred mode of land transportation. A modern railways system will encourage greater passenger and cargo mobility, promote market integration, speed up delivery of government services and reduce pollution and carbon footprint coming from the transport sector⁶.

It is time for the railways system to serve our need for an integrated transportation system. In addition, our commitments to mainstream disaster risk reduction and management into our development plans will be served well by a modern railways system that could transport personnel, equipment and supplies rapidly in case of emergencies to save lives, properties, livelihood and communities. These advantages of railways systems have been well considered as declared in the Philippine Development Plan by the National Economic Development Authority, in Chapter 5 on Infrastructure Development, thus: "The viability of establishing an efficient long-distance, high-speed mass rail transit system, integrated with the mass transit commuter rail system in Metro Manila, shall be explored alongside the rationalization of the roles of various government agencies and entities concerned with mass rail transport development. The feasibility of freight-rail services for all strategic logistics corridors will also be considered."⁷

The proposed bill lays the necessary ground for the modernization of the Luzon railways system by providing a timetable and mandating that funds be made available by the executive branch to the PNR as may be needed for the proper implementation of this Act.

For these reasons, enactment of this bill is earnestly sought.



JUAN MIGUEL F. ZUBIRI

³ <https://www.rappler.com/business/223554-tutuban-malolos-pnp-constructions-starts-february-15-2019> (Accessed June 27, 2019)

⁴ <https://sustainabledevelopment.un.org/topics/sustainabletransport> (Accessed June 29, 2016)

⁵ <https://sustainabledevelopment.un.org/topics/sustainabletransport> (Accessed June 27, 2019)

⁶ <http://www.shop-etf.com/en/free-publications/rail-transport-and-environment-facts-figures.html> (Accessed June 29, 2016)

⁷ <http://www.neda.gov.ph/wp-content/uploads/2013/09/CHAPTER-5.pdf> (Accessed June 29, 2016)

SENATE

Senate Bill No. 106



Office of the Secretary

19 JUL -1 P5:42

Introduced by Senator Juan Miguel F. Zubiri

RECEIVED

AN ACT

RESTORING AND REHABILITATING THE EXISTING LINES OF THE PHILIPPINE NATIONAL RAILWAYS, EXTENDING FURTHER THE SOUTHERN LINE TO MATNOG, SORSOGON AND ESTABLISHING THE RAILWAY EXTENSION LINE FROM CALAMBA CITY TO BATANGAS CITY, AMENDING FOR THE PURPOSE REPUBLIC ACT NO. 4156 ENTITLED "AN ACT CREATING THE PHILIPPINE NATIONAL RAILWAYS, PRESCRIBING ITS POWERS, FUNCTIONS AND DUTIES, AND PROVIDING FOR THE NECESSARY FUNDS FOR ITS OPERATION" AS AMENDED BY R. A. NO. 6366, APPROPRIATING FUNDS THEREFOR, AND FOR OTHER PURPOSES

Be it enacted by the Senate and House of Representatives of the Philippines in Congress assembled:

SECTION 1. *Short Title.* - This Act shall be known as the "Philippine Railways Modernization Act of 2019."

SEC. 2. *Declaration of Policy.* - It is hereby declared the policy of the State to attain inclusive growth and reduce poverty through infrastructure development by providing a sustainable transport system that is safe, efficient, and competitive. In order to effectively integrate and to uplift the quality of life of the inhabitants of the island of Luzon, specifically Northern and Southern Luzon, the State shall develop the railways system connecting the aforementioned areas with MegaManila.

SEC. 3. *Restoration, Rehabilitation and Extension of Railways.* - The Philippine National Railways (PNR) shall undertake simultaneously the respective programs of work for existing and new lines, thus:

a) The PNR is directed to implement its mandate of restoring and rehabilitating the existing railway lines of the PNR in Luzon as provided under Republic Act No. 6366, entitled "An Act to Provide for the Rehabilitation And Modernization of The Philippine

1 National Railways by Amending Section One, Three, Five, Nine, Eleven, Twelve,
2 Fourteen, and Seventeen of Republic Act Numbered Forty-One Hundred Fifty-Six,
3 Entitled 'An Act Creating The Philippine National Railways, Prescribing Its Powers,
4 Functions And Duties, And Providing For The Necessary Funds For Its Operations'."

5 b) There shall be established new railway extension lines under this Act, as follows:

6 1. A railways extension line from Cumon, Daraga, Albay to Matnog, Sorsogon via
7 Bulan, Sorsogon; and

8 2. A railways extension line from Calamba City to Batangas City.

9 **SEC. 4. Appropriations.** - The necessary funds as equity of the Republic of the
10 Philippines for the use of Official Development Assistance (ODA) to finance the
11 restoration and rehabilitation of existing lines is hereby appropriated from the
12 unappropriated funds of the National Treasury.

13 The Department of Budget and Management shall include in the National
14 Government annual budget of expenditures the necessary fund increasing the
15 authorized capital stock of the PNR, to be determined by a Feasibility Study for the
16 purpose, and the same amount be made available as may be needed by the PNR, for
17 the establishment of new railways extension lines as provided under Section 3 of this
18 Act.

19 **SEC. 5. Period of Implementation.** - The new railways extension lines as found
20 in Section 3 (a) and (b) of this Act shall be established, constructed and made fully
21 operational within eighteen (18) months from the effectivity of this Act.

22 **SEC. 6. Implementing Rules and Regulations.** - The Department of
23 Transportation, in consultation with concerned government agencies and stakeholders,
24 shall promulgate the implementing rules and regulations of this Act, within sixty (60)
25 days from the effectivity of this Act.

1 **SEC. 7. Congressional Oversight.** - The Congressional Oversight Committee on
2 The Official Development Assistance (ODA) Law shall exercise oversight on the
3 implementation of this Act.

4 **SEC. 8. Separability Clause.** - If any portion of this Act is declared
5 unconstitutional or invalid, the portions or provisions which are not affected shall
6 continue to be in full force and effect.

7 **SEC. 9. Repealing Clause.** - All laws, decrees, executive orders and rules and
8 regulations or parts thereof which are inconsistent with this Act are hereby repealed or
9 modified accordingly.

10 **SEC. 10. Effectivity.** - This Act shall take effect fifteen (15) days after its
11 complete publication in at least two (2) newspapers of general circulation and the
12 Official Gazette.

Approved,