

FIFTEENTH CONGRESS OF THE)
REPUBLIC OF THE PHILIPPINES)
First Regular Session)

SENATE

P. S. Res. No. 194

INTRODUCED BY SENATOR VILLAR

RESOLUTION
URGING THE SENATE COMMITTEE ON PUBLIC SERVICES TO CONDUCT AN
INQUIRY, IN AID OF LEGISLATION, ON THE LARGER APPLICATION OF THE
BUS RAPID TRANSIT SYSTEM AS A MEANS TO DECONGEST METRO MANILA
TRAFFIC AND ULTIMATELY IMPROVE PUBLIC TRANSPORTATION
IN THE COUNTRY

Whereas, the bus rapid transit (BRT) system is an innovative, high capacity, lower cost public transit solution that can significantly improve urban mobility;

Whereas, this permanent, integrated system uses buses or specialized vehicles on roadways or dedicated lanes to quickly and efficiently transport passengers to their destinations, while offering the flexibility to meet transit demand;¹

Whereas, dedicated bus lanes, fewer stops, smart signal technologies, and user-friendly vehicles are among its features, and these systems have already proven themselves in South America and Europe (with notable systems in Mexico City, Bogota, Colombia, Jakarta, Indonesia, and Ahmedabad, India);

Whereas, since buses emit the most greenhouse gases while they wait for passengers to board and at frequent red lights, the BRT system also has huge environmental effects;²

Whereas, according to a 2002 report from the World Bank, the TransMilenio of Bogota, Colombia, resulted in a 40 percent reduction in certain Bogotá air pollutants between its December 2000 launch and May 2001;

Whereas, in 2006, the TransMilenio earned the distinction of being the world's first mass transport project to be approved for participation in the Kyoto Protocol's Clean Development Mechanism (CDM);

Whereas, a typical BRT system costs between US\$1 million and \$35 million per mile (1.6 kilometers), while a light rail or subway system typically costs US\$13–336 million per mile, reports the BRT Policy Center;

Whereas, as of 2006, there are 63 BRT systems that operate on six continents and as many as 93 more are planned worldwide;³

¹ National Bus Rapid Transit Institute, www.nbrti.org
² Quoted from Mary Barber of the Environmental Defense Fund
³ <http://www.worldchanging.com/archives/005046.html>

Whereas, in 2009, the Public-Private Infrastructure Advisory Facility (PPIAF) provided a \$315,000 grant to fund the pre-feasibility study for a Bus Rapid Transit (BRT) corridor in Cebu City;

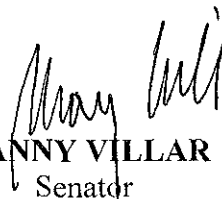
Whereas, in the Philippines, a total length of 50 kilometers of BRT is planned for implementation under the Clean Technology Fund (CTF);

Whereas, the BRT system will pilot in Cebu, consisting of a 15-kilometer main line running from Barangay Bulacao to Talamban, and is expected to be functional between 2013-2014, while two additional lines (at least one of which will be located in Manila), will later be built, completing the remaining 35 kilometers;

Whereas, the total project cost for the 50-km BRT project is estimated at US\$ 350 million, US \$50 million of which would come from the CTF, US \$250 from a World Bank loan and US \$50 million as counterpart funding from the Philippine government: Now therefore be it

RESOLVED, as it is hereby resolved, to urge the Senate Committee on Public Services to conduct an inquiry, in aid of legislation, on the larger application of the bus rapid transit system as a means to decongest Metro Manila traffic and ultimately improve public transportation in the country.

Adopted,


MANNY VILLAR
Senator