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Senate
P.S. Resolution No. 841

RECEIVED BY: 

Introduced by: Senator Paolo Benigno "Bam" A. Aquino IV

RESOLUTION

DIRECTING THE APPROPRIATE SENATE COMMITTEES TO CONDUCT AN INVESTIGATION, IN AID OF LEGISLATION, ON THE FREQUENT ACCIDENTS CAUSED BY THE INEFFICIENT OPERATIONS AND MAINTENANCE OF THE METRO RAIL TRANSIT LINE 3 (MRT-3) WITH THE END VIEW OF ENSURING THE SAFETY OF ITS PASSENGERS

Whereas, the government heavily subsidizes MRT-3 with a maximum fare set at Php 14.00 from the first station (North EDSA) to the last station (EDSA-Taft). The riding public considers the MRT-3 as one of the most affordable means of public transportation in Metro Manila;

Whereas, last 26 March 2014, the passengers onboard MRT-3 were injured when its driver failed to observe the red light status at the Guadalupe station. The train accelerated without getting clearance from the control center. The MRT-3 is equipped with an automatic train protection system, which kicked in and locked the brakes of the train;

Whereas, despite the previous accidents, the management of MRT issued a statement that MRT-3 remains a safe mode of transport in Metro Manila. In the past few months, there had been computer glitches, which paralyzed a significant portion of MRT-3. This resulted to disgruntled passengers who experience more than hour-long queues at the MRT-3 stations especially during rush hours. Based on news reports, the MRT-3 management admitted that they have been taking measures to prevent similar accidents although the management did not elaborate on the recurring mechanical problems;

Whereas, unresolved MRT problems continue to plague the riding public. On 13 August 2014, an MRT train got derailed along EDSA-Taft station after a coach crashed through the train barrier. Over 30 passengers were injured and numerous commuters were stranded because of this accident. Needless to state, the deterioration of the MRT poses grave danger not only to its passengers, but also the public in general;

Whereas, the Metro Rail Transit Corporation (MRTC) has attested that there is a need to have a qualified maintenance provider for the MRT system. There had also been calls to direct the DOTC to an independent technical audit of the MRT-3 system in order to have a financially and technically qualified maintenance provider with adequate experience to maintain the MRT-3 system;

Whereas, to provide the public a safe metro rail system and enhance the quality of service, there is indeed a need to have a technical audit of the MRT-3, which has to be independent in order to have an objective approach to the process. The different government agencies as well as the private sector should propose long-term solutions to the inefficient operations and maintenance of the MRT-3. A system of shared oversight responsibility should be put in place to ensure the balance of the public and industry interests;

NOW, THEREFORE, BE IT RESOLVED, as it is hereby resolved to direct the appropriate Senate Committees to conduct an investigation, in aid of legislation, on the frequent accidents caused by the inefficient operations and maintenance of the Metro Rail Transit Line 3 (MRT-3) with the end view of ensuring the safety of its passengers.

Adopted,

Sam Aquino