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SENATE
P.S. Resolution No. 1532

RECEIVED BY: 

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

**RESOLUTION DIRECTING THE COMMITTEE ON ECONOMIC AFFAIRS AND OTHER
APPROPRIATE COMMITTEES TO CONDUCT AN INQUIRY IN AID OF LEGISLATION, ON
EFFECTIVE STRATEGIES AND SOLUTIONS TO ADDRESS THE ADVERSE ECONOMIC
IMPACT OF THE WORSENING TRAFFIC CONDITIONS IN METRO MANILA**

WHEREAS, it is the policy of the State to treat Metropolitan Manila as a special development and administrative region and certain basic services affecting or involving Metro Manila as a metro-wide services more efficiently and effectively planned, supervised, and coordinated by a development authority as created herein, without prejudice to the autonomy of the affected local government units;

WHEREAS, under Republic Act No. 7924, part of the scope of Metro Manila Development Authority (MMDA) services include, among others, transport and traffic management which include the formulation, coordination, and monitoring of policies, standards, programs and projects to rationalize the existing transport operations, infrastructure requirements, the use of thoroughfares, and promotions of sale and convenient movement of persons and goods; provision for the mass transport system and the institution of a system to regulate road users; administration and implementation of all traffic enforcement operations, traffic engineering services, and traffic education programs, including the institution of a single ticketing system in Metropolitan Manila;

WHEREAS, according to a recent World Bank study, the population density in the country's urban areas, particularly Metro Manila, has been increasing significantly since 2010, with no signs of slowing down. Metro Manila is the densest city with 16.5 million people as of 2010, a far cry from the second most populated area, Cebu with 1.5 million¹. In relation to this, motorization in Metro Manila has been growing strongly with auto sales in May reaching 23,139 units, up 18 percent from last year's comparative volume of 19,598 units, according to a joint report of the Chamber of Automotive Manufacturers of the Philippines, Inc. (CAMPI) and the Truck Manufacturers Associations (TMA)²;

WHEREAS, in 02 September 2014, the National Economic Development Authority (NEDA) Board approved the "Roadmap for Transport Infrastructure Development for Metro Manila and Its Surrounding Areas." The study, done by Japan International Cooperation Agency (JICA) in close coordination with the Department of Transportation and Communications, Department of Public Works and Highways, Metro Manila Development Authority, and other relevant agencies, cited strategies to reduce traffic

¹ <http://www.mb.com.ph/phs-urban-population-density-worsens-world-bank/>.

² <http://www.manilatimes.net/ph-auto-sales-expand-18-in-may-campi/190541/>.

congestion significantly before it impacts the lower-income group who will be hardest hit when congestion worsens by 2030;

WHEREAS, the study conducted by JICA concluded that without intervention, traffic costs will likely increase to Php 6 Billion a day, from today's Php 2.4 Billion³. The preliminary analysis in the study showed that the average low-income group households have to spend no less than 20% of their monthly household income for transport. Without intervention, traffic demand will likely increase by 13% by 2030, and transport cost will be 2.5 times higher;

WHEREAS, MMDA cannot solve the worsening traffic condition alone. The Department of Public Works and Highways (DPWH) is mandated to lead the planning, design, construction and maintenance of infrastructure, particularly national highways. On the other hand, the Land and Transportation Office (LTO) is tasked to identify the routes, zones and areas of operations for public land services, the registration of land transportation facilities and vehicles, and the issuance of license to drivers and conductors. The Land Transportation Franchising and Regulatory Board (LTFRB) is responsible for regulating routes of service and zones of operation for public land transportation, and for issuing permits authorizing the operation of public land transportation services. The local government units are also empowered to issue ordinances regarding traffic management in their own jurisdictions;

WHEREAS, there is a need to review the "Roadmap for Transport Infrastructure Development for Metro Manila and Its Surrounding Areas" following its approval last year. Needless to state, commuters as well as private vehicle owners suffer the monstrous and extremely costly traffic everyday in Metro Manila. The relevant government agencies, together with the local government units, should be able to provide effective transportation planning strategies and traffic management system in order to improve the traffic conditions in Metro Manila;

NOW THEREFORE, BE IT RESOLVED, AS IT IS HEREBY RESOLVED, to direct the Committee on Economic Affairs and other appropriate Committees to conduct an inquiry, in aid of legislation, on effective strategies and solutions to address the adverse economic impact of the worsening traffic conditions in Metro Manila.

Adopted,



³ <http://www.jica.go.jp/philippine/english/office/topics/news/140902.html>.