

**THIRTEENTH CONGRESS OF
THE REPUBLIC OF THE PHILIPPINES
Second Regular Session**

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SENATE

RECEIVED BY: _____

P.S. Res. No. 365

INTRODUCED BY HONORABLE MAR ROXAS

A RESOLUTION

DIRECTING THE APPROPRIATE SENATE COMMITTEES TO CONDUCT AN INQUIRY, IN AID OF LEGISLATION, INTO MRT LINE-7 AND OTHER BUILD-OPERATE-TRANSFER PROJECTS THAT SEEK TO ESTABLISH AN URBAN TRANSPORTATION SYSTEM IN METRO MANILA TO ENSURE THAT THE GOVERNMENT PROPERLY COORDINATE AND HARMONIZE THE IMPLEMENTATION OF THESE PROJECTS

WHEREAS, Article II of the 1987 Philippine Constitution declares that the State recognizes the indispensable role of the private sector, encourages private enterprise and provides incentives to needed investments;

WHEREAS, Congress enacted Republic Act No. 7718 or an Act Amending Certain Sections of Republic Act No. 6957, entitled "An Act Authorizing the Financing, Construction, Operation, and Maintenance of Infrastructure Projects by the private sector, otherwise known as the Build-Operate-Transfer (BOT) Law which allowed all government infrastructure agencies, including government-owned and controlled corporations and local government units to enter into contract with any duly prequalified private contractor for the financing, construction, operation and maintenance of any financially viable infrastructure facilities through the build-operate-and-transfer or build-and-transfer scheme;

WHEREAS, there is a need to integrate the urban transport system in Metro Manila and make it consistent with a corresponding comprehensive urban infrastructure program for the metropolis. Likewise, such system must coordinate the efforts of national agencies and local government units (LGUs) to ensure that they share the same direction in their development pursuits;

WHEREAS, there are reports that existing rail lines in Metro Manila are not earning money because they have strayed from original plans;

WHEREAS, one of the projects being evaluated by the National Economic Development Authority-Investment Coordination Committee (NEDA-ICC) is the MRT-Line 7, submitted by its private proponent, Universal LRT Corporation Ltd. sometime in August 2000;

WHEREAS, MRT Line-7, with an estimate cost of 1.428 billion US dollars, shall be implemented through a build-gradual transfer-operate and maintain (BGTOM) arrangement over a 25-year concession period, with the following components: (1) construction of a mostly elevated MRT System from Tala in Caloocan City North, passing through Lagro/Fairview then to Commonwealth Avenue, and ending at a joint station with MRT Line 3 in North Avenue, EDSA; and (2) construction of an asphalt

private road starting at the Marilao exit of the North Luzon Expressway and terminating at the intermodal terminal at Tala in Caloocan City;

WHEREAS, MRT Line-7 is allegedly similar to MRT Line-4 because they will traverse common areas. MRT Line 4 covers the area of Old Bilibid - Quezon Avenue - Batasan while MRT Line-7, which will start from Tala, Caloocan City to SM North Avenue, will traverse North Avenue, Commonwealth Avenue, and Quirino Highway;

WHEREAS, it was cited in recent newspaper articles that MRT Line-7 is not part of the Metro Manila Urban Transport Integration Study (MMUTIS), which maps out a 20-year master plan for urban transport development of Metro Manila;

WHEREAS, there are claims that the government will not be able to realize income from MRT Line-7 Project since the area it proposes to serve does not have substantial traffic along its alignment to merit a full MRT and could instead be best served by new bus routes;

WHEREAS, with 10,655,643 (July 2004) population, at a density of 15,617 persons per square kilometer, the 4,900-kilometer road network in Metro Manila (2002) is no longer sufficient to accommodate the rapidly rising motor vehicle volume in metropolis, which by 2004, stands at 1.5 million. There is therefore a need for quality public transport system that would ensure the public's mobility and support its economic activities;

WHEREAS, given the crucial role of infrastructure in making urban centers attractive markets and investment areas, the government must ensure that it enters into sound build-operate-transfer contracts that would address the need for a comprehensive transport network in Metro Manila and encourage the commuting public to use mass transport system;

NOW THEREFORE, BE IT RESOLVED, AS IT IS HEREBY RESOLVED,
to direct the appropriate Senate Committees to conduct an inquiry, in aid of legislation, into MRT Line-7 and other build-operate-transfer projects that seek to establish an urban transportation system in Metro Manila to ensure that the government properly coordinate and harmonize the implementation of these projects


MAR Roxas
Senator