SIXTEENTH CONGRESS OF THE) REPUBLICOF THE PHILIPPINES) Second Regular Session) Senate Olfice of the Secretary

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SENATE

P.S. Res No. 996

Introduced by Senator JOSEPH VICTOR EJERCITO

RESOLUTION URGING THE PROPER SENATE COMMITTEE TO CONDUCT AN INQUIRY, IN AID OF LEGISLATION, ON THE VIABILITY OF REHABILITATING AND MODERNIZING THE PHILIPPINE NATIONAL RAILWAYS FOR THE PURPOSE OF CONSIDERING RADICAL TRANSFORMATION AS A TREAD TO CURTAIL CONGESTION

WHEREAS, the PNR officially began to operate on November 24, 1892 as the *Ferrocarril de Manila-Dagupan* during the Spanish colonial period. Thereafter, it became the Manila Railroad Company (MRR) throughout the American colonial period and later became the Philippine National Railways (PNR) on June 20, 1964 by virtue of Republic Act No. 4156.¹

WHEREAS, the state-owned Philippine National Railways, the sole operator of the most extensive intra-island railway in Luzon, is the oldest commuter rail service in Metro Manila and Bicol Region and is part of the metropolitan transit system. It is also referred to as the Orange Line.²

WHEREAS, the transit system, which used to operate over 797 km of route from La Union down to Bicol and, which accommodates thousands and thousands of commuters, is now experiencing dilemma due to its continuous daily operations deficit amounting to Php 14,244,028³. This operating loss is said to be due to the inefficient operation of the train caused by a number of factors such as, but not limited to, damage due to natural calamities, problem with informal settlers along⁵ its right-of-way and financial incapacity for further rehabilitation. For instance, Manila-Bicol services has been suspended in 2006 as typhoon Milenyo and Reming severely damaged the network.

WHEREAS, despite of these problems, the Philippine government has exerted its full effort to revive, rehabilitate and restore the system in order to achieve the full potential of each line. In 2007, the government initiated a rehabilitation project to remove informal settlers in order to restore the Manila-Bicol route and revitalize commuter services in Metro Manila. In 2009, Diesel Multiple Units (DMU), acquired from South Korea, was launched. In 2010, the PNR acquired surplus sleeper coaches and passenger cars from Japan Railway East and in 2011, though problems have been encountered, a test drive has been conducted on its Bicol Express, which traversed the rail Between Manila and Naga

¹ http://www.pnr.gov.ph

² http://www.pnr.gov.ph

³ http://www.pnr.gov.ph

City. Further, rehabilitations and improvement projects were made as follows⁴:

NO.	PROJECTS	DATE IMPLEMENTED
1	Rehabilitation of the Main Line South	June 1976
2	Maintenance Workshop in Caloocan	June 1990
3	Main Line South Revitalization Project Phase I	May 1992 – October 1995
4	Main Line South Revitalization Project Phase II	July 1997 – July 1998
5	Improvement and Modernization of the Commuter Line South Project	February 1995 – August 1998
6	Remaining and Additional Works under MLSRP Phase II	May 2003 – October 2004
7	Reopening of the Bicol Line Project	December 2008 - 2011
8	Remaining Works under the Reopening of the Bicol Line Project Php 477M Program	2011 to Present
9	Under the Php250M Program DOTC sub- allotment	2012 to Present
10	Php359M Program	April 2014 to Present
11	Php344M Program	June 2014 to Present

WHEREAS, at present, the Philippine National Railways can accommodate peak ridership as follows⁵:

• Metro Commuter Operation – 47,000 passengers at 62 trips daily using 24 passenger cars;

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⁴ PNR

⁵ http://www.pnr.gov.ph

- Mainline North 3,000 passengers at 6 trips daily using 14 passenger cars; and
- Long-distance train of the Mainline South 7,560 passengers at 10 trips daily using 36 passenger cars

WHEREAS, it is most essential to revive, rehabilitate and modernize the Philippine National Railway System in order to accommodate the increasing demand from riding public of convenient and affordable mass transportation system.

WHEREFORE, BE IT HEREBY RESOLVED BY THE PHILIPPINE SENATE, to urge the proper Senate committee to conduct an inquiry, in aid of legislation, on the viability of rehabilitating and modernizing the Philippine National Railways for the purpose of considering radical transformation as tread to curtail congestion.

JOSEPH VICTOR EJERCITO