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REPUBLIC OF THE PHILIPPINES)
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SENATE
P.S.R. No. 1192

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Introduced by SENATOR RAMON BONG REVILLA, JR.

A RESOLUTION

DIRECTING THE SENATE COMMITTEE ON PUBLIC SERVICES TO CONDUCT AN INQUIRY AND CRITICAL REVIEW, IN AID OF LEGISLATION, OF THE COUNTRY'S POLICIES ON RAIL TRANSIT WITH THE END IN VIEW OF CRAFTING POSSIBLE LEGISLATION TOWARDS AN INTEGRATED RAIL TRANSIT FRAMEWORK WHICH WILL ENSURE SAFE, EFFICIENT, ACCESSIBLE, AND AFFORDABLE PUBLIC RAIL TRANSIT SYSTEM AND WILL SERVE AS AN INSTRUMENT IN NATIONAL SOCIO-ECONOMIC DEVELOPMENT

Whereas, the railway network in the Philippines is comprised of one commuter rail service, which is provided by the Philippine National Railways (PNR), and a rapid transit system, which is under the Light Rail Transit Authority and the Metro Rail Transit Corporation;

Whereas, the PNR is a state-owned railway system, organized under the Department of Transportation and Communications as an attached agency;

Whereas, the PNR network is part of the Strong Republic Transit System (SRTS). It forms the backbone of all Metro Manila's regional rail services;

Whereas, apart from reducing traffic congestion, PNR also aims to link key cities within the Philippines efficiently;

Whereas, the Light Rail Transit (LRT) is the main metropolitan rail system of the country and is comprised of two lines – the LRT-1 which runs from Baclaran in Paranaque to EDSA-Calocan, called the Yellow Line, and the newer LRT- 2, called the Purple Line, which links C.M. Recto Avenue to Santolan in eastern Metro Manila;

Whereas, the Metro Rail Transit System has a single line – MRT-3 or the Blue Line, which runs from Taft Avenue all the way to North Avenue. This line was originally built to address traffic problems in Epifanio de los Santos Avenue (EDSA);

Whereas, the three networks seeks to provide a "reliable, seamless and integrated mass transit system that would be at par with international standards";

Whereas, a study conducted by Japan International Cooperation Agency (JICA) reveals that traffic congestion remains a major problem in the Philippines;

Whereas, it can be said that the objective of the railway network has not been achieved since traffic problems still hound our travel everyday;

Whereas, individually, our rail networks is facing its own set of problems. To wit: LRT-1 is now dealing privatization efforts which will effect an hike in fares, MRT-3 is poorly maintained and badly managed;

Whereas, there is a need to revisit policies regarding our mass transit system with the end in view of matching the objectives and the strategy towards a system that is an instrument of national socio-economic development which no less than our people will benefit from.

Be it resolved, as it is hereby resolved, to direct the Senate Committee on Public Services to conduct and inquiry and critical review, in aid of legislation, of the country's policies on rail transit with the end in view of crafting possible legislation towards an integrated rail transit framework which will ensure safe, efficient, accessible, and affordable public rail transit system and will serve as an instrument in national socio-economic development.

Adopted,


RAMON BONG REVILLA, JR.