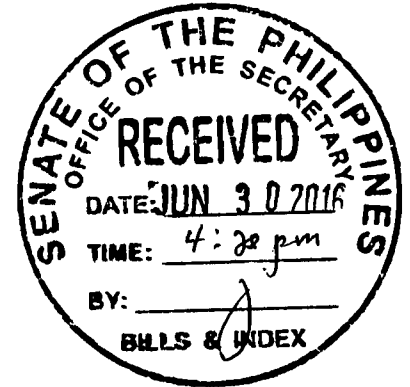


SEVENTEENTH CONGRESS OF THE)
REPUBLIC OF THE PHILIPPINES)
First Regular Session)



SENATE

S. B. No. 127

Introduced by Senator Juan Miguel F. Zubiri

AN ACT
RESTORING AND REHABILITATING THE EXISTING LINES OF THE
PHILIPPINE NATIONAL RAILWAYS, EXTENDING FURTHER THE SOUTHERN
LINE TO MATNOG, SORSOGON AND ESTABLISHING THE RAILWAY
EXTENSION LINE FROM CALAMBA CITY TO BATANGAS CITY, AMENDING FOR
THE PURPOSE REPUBLIC ACT NO. 4156 ENTITLED "AN ACT CREATING THE
PHILIPPINE NATIONAL RAILWAYS, PRESCRIBING ITS POWERS, FUNCTIONS
AND DUTIES, AND PROVIDING FOR THE NECESSARY FUNDS FOR ITS
OPERATION" AS AMENDED BY R. A. NO. 6366,
APPROPRIATING FUNDS THEREFOR,
AND FOR OTHER PURPOSES

EXPLANATORY NOTE

This Bill seeks to modernize the Philippine National Railways system by restoring, rehabilitating and extending the existing lines in Luzon.

It is currently just a shadow of itself. It used to have 400 railroad crossings from Manila to Legazpi city. After years of decline, the PNR revived its operations and several years ago resumed operations consisting of the Metro South Commuter (MSC) line between Manila and Laguna and the Bicol Commuter Service (BCS) between Naga City and Sipocot. Despite the series of recent accidents like derailments and obsolescence due to natural calamities and bureaucratic neglect, the PNR to this day still ferries thousands of commuters daily.

Today, its Manila operation runs from Tutuban station in Caloocan City to Alabang with only 42 railroad crossings and with seven trains. It has launched the test-run of its electric hybrid trains in June this year, awaiting the day for it to run within a modernized railways system.¹ "Worn-out railroad tracks" is just one of the negative features of the PNR railways system in Luzon, but that has engendered a decline in trust from the many provinces it had served before.

The pace, direction and sustainability of economic development is greatly affected by the state of a country's transportation infrastructure, as elucidated even by the United Nations in its Five-Year Action Agenda for Sustainable Development Goals in 2012². On efficiency, safety, environmental and trade competition aspects, the railways system is recognized globally as the more preferred mode of land transportation. A

¹ <http://www.philstar.com/headlines/2016/06/26/1596759/dost-pnr-launch-hybrid-electric-train> (Accessed June 29, 2016)

² <https://sustainabledevelopment.un.org/topics/sustainabletransport> (Accessed June 29, 2016)

modern railways system will encourage greater passenger and cargo mobility, promote market integration, speed up delivery of government services and reduce pollution and carbon footprint coming from the transport sector³.

It is time for the railways system to serve our growing population and their need for an integrated transportation system. In addition, our commitments to mainstream disaster risk reduction and management into our development plans will be served well by a modern railways system that could transport personnel, equipment and supplies rapidly in case of emergencies to save lives, properties, livelihood and communities. These advantages of railways systems have been well considered as declared in the Philippine Development Plan by the National Economic Development Authority, in Chapter 5 on Infrastructure Development, thus: "The viability of establishing an efficient long-distance, high-speed mass rail transit system, integrated with the mass transit commuter rail system in Metro Manila, shall be explored alongside the rationalization of the roles of various government agencies and entities concerned with mass rail transport development. The feasibility of freight-rail services for all strategic logistics corridors will also be considered."⁴

The proposed bill lays the necessary ground for the modernization of the Luzon railways system by providing a timetable and mandating that funds be made available by the Executive branch to the PNR as may be needed for the proper implementation of this Act.

For these reasons, enactment of this Bill is earnestly sought.

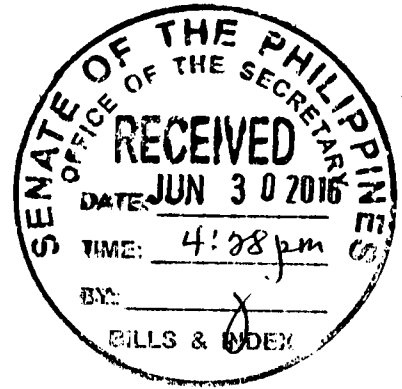


JUAN MIGUEL F. ZUBIRI

³ <http://www.shop-ef.com/en/free-publications/rail-transport-and-environment-facts-figures.html> (Accessed June 29, 2016)

⁴ <http://www.neda.gov.ph/wp-content/uploads/2013/09/CHAPTER-5.pdf> (Accessed June 29, 2016)

SEVENTEENTH CONGRESS OF THE)
REPUBLIC OF THE PHILIPPINES)
First Regular Session)



SENATE

S. B. No. 127

Introduced by Senator Juan Miguel F. Zubiri

AN ACT
RESTORING AND REHABILITATING THE EXISTING LINES OF THE
PHILIPPIINE NATIONAL RAILWAYS, EXTENDING FURTHER THE SOUTHERN
LINE TO MATNOG, SORSOGON AND ESTABLISHING THE RAILWAY
EXTENSION LINE FROM CALAMBA CITY TO BATANGAS CITY, AMENDING FOR
THE PURPOSE REPUBLIC ACT NO. 4156 ENTITLED "AN ACT CREATING THE
PHILIPPINE NATIONAL RAILWAYS, PRESCRIBING ITS POWERS, FUNCTIONS
AND DUTIES, AND PROVIDING FOR THE NECESSARY FUNDS FOR ITS
OPERATION" AS AMENDED BY R. A. NO. 6366,
APPROPRIATING FUNDS THEREFOR,
AND FOR OTHER PURPOSES

Be it enacted by the Senate and House of Representatives of the Philippines in Congress assembled:

SECTION 1. Short Title. -- This Act shall be known as the "Philippine Railways Modernizaion Act of 2016".

SEC. 2. Declaration of Policy. -- It is hereby declared the policy of the State to attain inclusive growth and reduce poverty through infrastructure development by providing a sustainable transport system that is safe, efficient, and competitive. In order to effectively integrate and to uplift the quality of life of the inhabitants of the island of Luzon, specifically Northern and Southern Luzon, the State shall develop the railways system connecting the aforementioned areas with MegaManila.

SEC. 3. Restoration, Rehabilitation and Extension of Railways. -- The Philippine National Railways (PNR) shall undertake simultaneously the respective programs of work for existing and new lines, thus:

a) The PNR is directed to implement its mandate of restoring and rehabilitating the existing railway lines of the PNR in Luzon as provided under Republic Act No. 6366,

entitled "An Act to Provide for the Rehabilitation And Modernization Of The Philippine National Railways by Amending Section One, Three, Five, Nine, Eleven, Twelve, Fourteen, and Seventeen of Republic Act Numbered Forty-One Hundred Fifty-Six, Entitled 'An Act Creating The Philippine National Railways, Prescribing Its Powers, Functions And Duties, And Providing For The Necessary Funds For Its Operations' ".

b) There shall be established new railway extension lines under this Act, as follows:

1. A railways extension line from Cumon, Daraga, Albay to Matnog, Sorsogon via Bulan, Sorsogon, and
2. A railways extension line from Calamba City to Batangas City.

SEC. 4. Appropriations. -- The necessary funds as equity of the Republic of the Philippine for the use of Official Development Assistance (ODA) to finance the restoration and rehabilitation of existing lines is hereby appropriated from the unappropriated funds of the National Treasury.

The Department of Budget and Management shall include in the National Government annual budget of expenditures the necessary fund increasing the authorized capital stock of the PNR, to be determined by a Feasibility Study for the purpose, and the same amount be made available as may be needed by the PNR, for the establishment of new railways extension lines as provided under Section 3 of this Act.

SEC. 5. Period of Implementation. -- The new railways extension lines as found in Sec. 3 (a) and (b) of this Act shall be established, constructed and made fully operational within eighteen (18) months from the effectivity of this Act.

SEC. 6. Implementing Rules and Regulations. -- The Department of Transportation, in consultation with concerned government agencies and stakeholders, shall promulgate the implementing rules and regulations of this Act, within sixty (60) days from the effectivity of this Act.

SEC. 7. Congressional Oversight – The Congressional Oversight Committee on The Official Development Assistance (ODA) Law shall exercise oversight on the implementation of this Act.

SEC. 8. Separability Clause. -- If any portion of this Act is declared unconstitutional or invalid, the portions or provisions which are not affected shall continue to be in full force and effect.

SEC. 9. Repealing Clause. -- All laws, decrees, executive orders and rules and regulations or parts thereof which are inconsistent with this Act are hereby repealed or modified accordingly.

SEC. 10. Effectivity. -- This Act shall take effect fifteen (15) days after its complete publication in at least two (2) newspapers of general circulation and the Official Gazette.

Approved,