

SENATE

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P.S. Res No. 845

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Introduced by Senators Vicente C. Sotto III, Ralph G. Recto, Juan Miguel F. Zubiri,  
Franklin M. Drilon

**RESOLUTION STRONGLY URGING THE METRO MANILA COUNCIL TO  
RECALL MMDA REGULATION NO. 18-005 "ESTABLISHING THE  
EXPANDED HIGH OCCUPANCY VEHICLE LANES IN EDSA" AND  
CALLING FOR METROPOLITAN MANILA DEVELOPMENT AUTHORITY  
TO IMMEDIATELY SUSPEND THE IMPLEMENTATION THEREOF**

1 WHEREAS, the Metro Manila Council issued in 2017, without public  
2 consultation and hearing, MMDA Regulation No. 17-400 "Establishing the High  
3 Occupancy Vehicle Lanes in EDSA" which designated the lanes closest to the Metro  
4 Rail Transit Line 3 for the exclusive use of motor vehicles with at least two (2)  
5 occupants otherwise known as "High Occupancy Vehicles" ("HOVs");  
6

7 WHEREAS, following the alleged but unknown success of the dry-run of the  
8 implementation of MMDA Resolution No. 17-400, the Metro Manila Council, still  
9 without public consultation and hearing, subsequently issued MMDA Regulation No.  
10 18-005 "Establishing the Expanded High Occupancy Vehicle Lanes in EDSA"  
11 ("Regulation") designating all lanes of EDSA as HOV Lanes;  
12

13 WHEREAS, the Regulation effectively imposed a "driver-only" ban in the  
14 whole 23.8 kilometer stretch of EDSA, from 7:00 a.m. until 10:00 am and from 6:00  
15 p.m. until 9:00 pm from Monday to Friday, thereby depriving thousands of people of  
16 the use of the country's major thoroughfare;  
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18 WHEREAS, it is not proven, empirical or otherwise, that indeed, seventy  
19 percent (70%) of the motor vehicles plying EDSA is driver-only-driven;  
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21 WHEREAS, experts and citizens alike protest, criticize and doubt the success  
22 of HOV regulations in easing traffic congestion in the absence of safe and reliable  
23 alternative means of transportation, and uncongested vehicular road routes;  
24

25 WHEREAS, transportation experts, including University of the Philippines  
26 Planning and Development Research Foundation's Primitivo Cal, warned that such  
27 "piecemeal" or "band-aid" measure could even worsen traffic congestion as it could  
28 encourage the proliferation of unauthorized "for-hire" vehicles or "colorum", as  
29 shown by the recently scrapped Indonesian model;  
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