

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



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SENATE
P.S. Res. No. 55

RECEIVED BY: _____

Introduced by Senator Grace Poe

RESOLUTION

URGING THE SENATE COMMITTEE ON PUBLIC SERVICES TO CONDUCT AN INQUIRY, IN AID OF LEGISLATION, INTO THE PROVINCIAL BUS BAN TO BE IMPLEMENTED WITH THE END GOALS OF ENSURING VIABILITY AND CONNECTIVITY OF THE INTEGRATED TRANSPORT TERMINALS, AND ULTIMATELY ENCOURAGING THE PUBLIC TO USE PUBLIC TRANSPORT

1 WHEREAS, Article III, Section 6 of the 1987 Philippine Constitution provides that the
2 right to travel shall not be impaired except in the interest of national security, public
3 safety, or public health, as may be provided by law;

4 WHEREAS, freedom of movement within the country is also a universally
5 recognized human right recognized under Article 13 of the Universal Declaration of
6 Human Rights to which the Philippines subscribes to;

7 WHEREAS, Section 2 of Executive Order No. 67 series of 2012 entitled "Providing
8 for the Establishment of the Integrated Transport System", provides for the
9 "establishment of two (2) integrated transport terminals that are at par with international
10 standards, with locations in the North and South of Metro Manila, to provide effective
11 interconnections between different transport modes and services thereby ensuring
12 efficient and seamless travel for the commuting public. Other Integrated Transport
13 Terminals may be established for the same purpose";

14 WHEREAS, Section 7.4 of the Department of Transportation (DOTr) Department
15 Order No. 2017-011, otherwise known as the Omnibus Franchising Guidelines (OFG),

1 provides that "all provincial routes... shall have destinations only up to the integrated
2 transportation terminals (ITS), where available. P2P Buses which operate within the
3 MUCEP Area may opt not to use the ITS terminals depending on their approved route
4 plans. Furthermore, routes that will be affected as a result of the introduction of ITS shall
5 be modified according to the approved route plan";

6 WHEREAS, DOTr also issued Department Order No. 2018-025 which converted the
7 Certificates of Public Convenience (CPC) of some provincial buses to city operations to
8 "allow some of the said PUBs to bypass their designated ITX to expedite the travel time
9 of the passengers directly traveling to and from Metro Manila";

10 WHEREAS, the Land Transportation Franchising & Regulatory Board (LTFRB)
11 supported these policies by issuing Memorandum Circular Nos. 2018-020 and 2018-022
12 which require "all public utility vehicles to pass through or terminate at designated ITS"
13 save for a number of exceptions;

14 WHEREAS, the Metro Manila Council of the Metropolitan Manila Development
15 Authority (MMDA) issued MMDA Regulation No. 19-002 which prohibits the issuance of
16 business permits to all public utility bus terminals along EDSA;

17 WHEREAS, the LTFRB also issued Memorandum Circular No. 2019-031 which
18 provides that "all routes of Provincial Buses coming from the North with terminals along
19 EDSA are temporarily amended to end at Valenzuela Interim Terminal, and those coming
20 from South Luzon, Visayas and Mindanao with terminals along EDSA in Cubao, Quezon
21 City will end at Sta. Rosa Interim Terminal, while those coming from South Luzon, Visayas
22 and Mindanao with terminals along EDSA on Pasay City will end at Parañaque Integrated
23 Terminal Exchange (PITX)";

24 WHEREAS, it is unclear as to whether above regulations are compatible with the
25 rest of the issuances as to which franchises are required to terminate at the designated
26 integrated terminals, and which may pass through an undesignated "window time" en
27 route to any EDSA stop, the Araneta Cubao Bus Terminal (ACBT), and the BFCT East
28 Metro Transport Terminal;

1 WHEREAS, the hearing of the Senate Committee on Public Services on the same
2 issue last 4 December 2018 already raised the issue of arbitrariness of the policies as
3 there was no clear justification for the issuance of exemption of some PUB operators;

4 WHEREAS, the government agencies involved in implementing the provincial bus
5 ban was asked in the same hearing to do time-motion studies to support the
6 operationalization of the integrated transport terminals, and no studies have been
7 submitted to the public yet;

8 WHEREAS, the same hearing also raised the issue of lack of public consultations
9 and thus asked for sufficient and well-coordinated public consultations on the provincial
10 bus ban, the transfer of all terminals to the designated integrated terminals, and the
11 revision of fare matrices for the benefit of the bus operators and passengers concerned;

12 WHEREAS, commuters from the provinces are decrying that the policies are
13 patently "anti-probinsyano" as it will require passengers from the provinces to embark
14 and disembark in outlier transport terminals adding to their hardships as commuters;

15 WHEREAS, there is a need for a moratorium on apprehensions upon the reported
16 effectivity of the bus ban¹ on 2 August 2019 and during the dry run that will reportedly
17 start on 6 August 2019 pending resolution of the issues and clear guidelines from the
18 implementing agencies as to how the provincial bus ban will be operationalized;

19 NOW, THEREFORE, BE IT RESOLVED, as it is hereby resolved by the Senate of the
20 Philippines, to urge the Senate Committee on Public Services to conduct an inquiry, in aid
21 of legislation, into the provincial bus ban to be implemented with the end goals of
22 ensuring viability and connectivity of the integrated transport terminals, and ultimately
23 encouraging the public to use public transport.

24 *Adopted.*


GRACE POE

¹ <https://cnnphilippines.com/news/2019/7/26/mmda-provincial-bus-ban-edsa.html?fbclid=IwAR1LdsprLhEcwgTkhevPvKKsfE7N3unAil0AApEYWZ1CzhoYWbLXL77s1qc>