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THE REPUBLIC OF THE PHILIPPINES )  
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SENATE

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P.S. Res. No. 391

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INTRODUCED BY THE HONORABLE MAR ROXAS

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A RESOLUTION

DIRECTING THE APPROPRIATE SENATE COMMITTEES TO CONDUCT AN INQUIRY, IN AID OF LEGISLATION, INTO THE IMPROVED IMPLEMENTATION OF THE UNIFIED VEHICULAR VOLUME REDUCTION PROGRAM AND OTHER TRANSPORT AND TRAFFIC REGULATION SCHEMES IMPLEMENTED BY THE METROPOLITAN MANILA DEVELOPMENT AUTHORITY

WHEREAS, Section 11, Article X of the 1987 Philippine Constitution provides that Congress may, by law, create special metropolitan political subdivisions whose jurisdiction shall be limited to basic services requiring coordination while the component cities and municipalities comprising it shall retain their basic autonomy and shall be entitled to their own local executives and legislative assemblies;

WHEREAS, Congress enacted Republic Act No. 7924, which created the Metropolitan Manila Development Authority (MMDA) and treats Metropolitan Manila as a special development and administrative region. To ensure that certain basic services affecting or involving Metro Manila are more efficiently and effectively planned, supervised and coordinated, the MMDA exercises regulatory and supervisory authority over the delivery of metro-wide services, including transport and traffic management;

WHEREAS, based on the records of MMDA, there are approximately an average of 3.75 million vehicles passing through major Metro Manila roads per day, with 1.5 million of these vehicles registered in Metro Manila while the rest come from nearby cities and provinces;

WHEREAS, to alleviate severe traffic congestion, on 31 May 1996, MMDA adopted Regulation No. 96-005 instituting a Unified Vehicular Volume Reduction Program (UVVRP), more commonly known as the color-coding system, to regulate the operation of certain motor vehicles on all national, city and municipal roads in Metropolitan Manila from 7:00 a.m. to 7 p.m. based on license plate end-numbers. This regulation was suspended in January 2003 and re-implemented in March of the same year by virtue of MMDA Resolution No. 03-10 after a finding that during the period of its suspension most of the roads in Metro Manila were clogged with heavy traffic, especially during peak hours;

WHEREAS, the MMDA Chairman is authorized to grant exemptions from the UVVRP as the situation warrants and when extremely necessary;

WHEREAS, records of the Land Transportation Office (LTO) shows that for the year 2004, an average of 250,000 vehicles per day were affected by the color-coding system in Metro Manila alone. Although vehicles violating the UVVRP decreased from 92,000 in 1996 during the first year of its implementation to 21,873 in year 2004, it can be observed that the number of violators remain high. Persons caught driving vehicles prohibited on the road on a certain day and time were fined P300 pesos per violation;

WHEREAS, ambulance, fire trucks, police patrol cars, military vehicles, government vehicles with government plates, tow trucks duly accredited by MMDA, vehicles carrying persons needing immediate medical attention, vehicles used by medical practitioner on the way to respond to an emergency, official media vehicles, diplomatic vehicles with diplomatic plates, duly enfranchised school buses and company shuttle service vehicles, and vehicles on a mission to carry relief goods are automatically exempt from the UVVRP, while other vehicles need to apply for exemption subject to the rules prescribed by the MMDA Chairman and the payment of filing fees and processing fees in the total amount of P100.00;

WHEREAS, while exemptions from the UVVRP may be granted by the MMDA Chairman, the probability of availing thereof is restrictive since they can be issued only in highly exceptional circumstances, as evidenced by the numbers of violators of the UVVRP which on the average has numbered to 20,000 a year for the past four years;

WHEREAS, while the UVVRP has been effective in reducing the number of vehicles traversing the 4,900-kilometer road network (2002) of Metro Manila, this regulation must likewise be balanced with the mandate of MMDA to constantly improve transport and traffic management in Metro Manila by looking for ways to generate revenue, finance the upgrading of its systems and increase the compensation of traffic enforcers;

WHEREAS, one such scheme could be to provide additional exemptions in the form of auctioning off an entire year of exemption from the UVVRP coverage, which would allow the government to reduce the number of violators of the scheme while generating additional revenue. Another area for study should also be increasing the penalties for violators of UVVRP;

WHEREAS, assuming that the auction cost is set at P20,000, even if only 10% of the 250,000 vehicles affected by the color coding scheme per day (or 1.25 million vehicles per week) will avail of it, the government could generate a revenue of P2.5 billion per year that could be used for better traffic enforcement;

WHEREAS, on the average a traffic enforcer receives a gross monthly salary of P9,000 plus 20 percent from the fines of each traffic violation they cite, as a form of incentive. A total of almost 1,200 enforcers in the traffic district receive a regular daily salary within the range of P288 to P370;


WHEREAS, even if only P50 million of the P2.5 billion is used to augment the salary of traffic enforcers, it could raise their present monthly salary to P12,000. The rest could be utilized to upgrade the system on transport and traffic management;

WHEREAS, the additional revenue may also be used for road repair and maintenance to improve road conditions and allow for faster and smoother traffic flow;

WHEREAS, given its critical role in ensuring the orderly management of transport and traffic in Metro Manila, and the scarce resources of the government, there is a need for MMDA to constantly innovate and look for ways to ensure that its services to Metro Manila are efficiently and effectively planned, supervised and coordinated;

***NOW THEREFORE, BE IT RESOLVED, AS IT IS HEREBY RESOLVED,*** to direct the appropriate Senate committees to conduct an inquiry, in aid of legislation, into the improved implementation of the Unified Vehicular Volume Reduction Program (UVVRP) and other transport and traffic regulation schemes implemented by the Metropolitan Manila Development Authority.

Adopted,

  
M A R Roxas  
Senator