

Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

Eighteenth Congress
First Regular Session

HOUSE RESOLUTION NO. 133



Introduced by **HONORABLE MARK. O GO**

A RESOLUTION
DIRECTING THE APPROPRIATE COMMITTEE TO CONDUCT AN INQUIRY,
IN AID OF LEGISLATION, ON THE PROPRIETY OF RELOCATING THE BUS
TERMINALS FROM EDSA TO VALENZUELA, PARAÑAQUE
AND STA. ROSA, LAGUNA

WHEREAS, the 23.8-kilometer EDSA highway remains to be the busiest highway in the National Capital Region with around 300,000 to 400,000 vehicles and an estimate of 2.8 million people traversing the road daily;

WHEREAS, over the years, some solutions have been proposed to mitigate the worsening traffic in EDSA such as the Expanded Unified Vehicular Reduction Program (UVVRP) and the “No Window Hours” on particular cities in Metro Manila;

WHEREAS, on 26 March 2018, the Metro Manila Development Authority (MMDA) issued Resolution No. 19-002 also known as “*Prohibiting or Revoking the Issuance of Business Permits to all Public Utility Bus Terminals and Operators and Other Public Utility Vehicle Terminals and Operators Along Edsa.*” This, according to the MMDA, is in line with the order of President Rodrigo Duterte to close down all bus terminals along EDSA;

WHEREAS, the said resolution is in consonance with the plan of the MMDA to relocate the bus lines operating along the highway of EDSA and designate integrated terminals of buses with routes in the provinces of north and south for proper ingress and egress;

WHEREAS, under the relocation plan, those buses coming from the northern part shall end their routes in Valenzuela Gateway Center (VGC) Integrated Terminal while routes from the south will have Sta. Rosa, Laguna and Parañaque Integrated Terminal Exchange (PITX) as their end point where the commuters can be transferred to Metro-bound public utility vehicles;

WHEREAS, the said plan is expected to reduce the number of provincial buses navigating the stretch of EDSA. However, data from MMDA reveal that provincial buses cover only two percent (2%) of the estimated 300,000 to 400,000 daily vehicles traversing EDSA;

WHEREAS, around 47 provincial bus terminals will be affected in the said relocation plan of the MMDA, causing great inconvenience to our commuters coming from north and south going to their respective destinations in Metro Manila;

WHEREAS, the MMDA should take into consideration the valid concern of our commuters on its implications, not only those from the Northern and Central Luzon but including those coming from the Southern Tagalog and Bicol Region. These include doubling of transport fare, additional travel time and more vehicles that would cause further traffic in Metro Manila;

WHEREAS, prudence dictates that necessary infrastructure which has the capacity to cater volume of commuters everyday as well as public utility vehicles that would transport the commuters should first be secured before pushing through with the implementation of the relocation plan;

WHEREAS, the implementation of the said relocation of bus terminals in EDSA was suspended by the MMDA after its first dry run in April 2019. The MMDA, in its recent announcement said that it is set to implement another dry run in the 2nd week of August 2019 before its full implementation;

WHEREAS, it is therefore with cogency, that this concern be settled immediately to mitigate further prejudice to the commuters and bus operators affected.

NOW, THEREFORE, BE IT RESOLVED AS IT IS HEREBY RESOLVED TO direct the appropriate committee to conduct an inquiry, in aid of legislation, on the propriety of relocating the bus terminals from EDSA to Valenzuela City, Parañaque City and Sta. Rosa, Laguna.

Adopted.



MARK O. CO