

Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City
18TH CONGRESS
First Regular Session



House Resolution No. 204

Introduced by **REP. EVELINA G. ESCUDERO**

A RESOLUTION

DIRECTING THE HOUSE COMMITTEE ON METRO MANILA DEVELOPMENT TO CONDUCT AN INQUIRY, IN AID OF LEGISLATION, ON THE APPARENT ADVERSE EFFECTS OF THE IMPLEMENTATION OF MMDA REGULATION NO.19-002, SERIES OF 2019, WHICH SEEKS THE PROHIBITION OF PROVINCIAL BUSES ALONG EDSA THROUGH THE REVOCATION AND PROHIBITION OF ISSUANCES OF BUSINESS PERMITS TO ALL PUBLIC UTILITY BUS TERMINALS AND OPERATORS ALONG EDSA.

WHEREAS, on 26 March 2019, upon the approval of the Metro Manila Council ("MMC"), the Metropolitan Manila Development Authority ("MMDA"), issued MMDA Regulation No. 19-002 Series of 2019 entitled, " Prohibiting or Revoking the Issuance of Business Permits to All Public Utility Vehicle Terminals and Operators and Other Public Utility Vehicle Terminals and Operators along EDSA."

WHEREAS, most of the terminals of provincial buses are located along Epifanio de los Santos Avenue ("EDSA"), the Regulation will in effect ban all provincial buses from entering the EDSA, Metro Manila's main transport artery.

WHEREAS, the provincial buses will instead be redirected to three central terminals outside of Metro Manila: the South Integrated Terminal in Sta. Rosa Laguna, the Paranaque Integrated Terminal Exchange and the Valenzuela Gateway Complex Central Integrated Terminal.

WHEREAS, the MMDA data from the Metropolitan Manila Annual Average Daily Traffic in 2018¹ showed that there are 383,828 vehicles that pass EDSA daily, of this number 13,356 are buses and of this number of buses only 3,300 are provincial buses.²

WHEREAS, the MMDA has yet to present its studies and scientific bases to support the claim that traffic congestion in EDSA is caused by the presence of provincial buses and provincial bus terminals.

¹ July 30, 2019 Privilege Speech of Rep. Gabriel H. Bordado, Jr.

² Joel E. Zurbano, "MMDA to ban provincial buses to enter EDSA starting Aug. 1," Manila Standard, 05 July 2018, available at <http://www.manilastandard.net/news/national/269791/mmda-to-ban-provincial-buses-to-enter-edsa-starting-aug-1.html>. -Last accessed on 07 August 2019.

WHEREAS, data shows that on average, 1,000 cars are sold daily and most of these sales are in Metro Manila, hence, the regulation may prove to be futile and as result may even heavily favor private car owners in Metro Manila.³

WHEREAS, the implementation of the Regulation may actually have adverse effects, especially to provincial bus commuters as they will have to unload and load their baggage and spend more for the vehicle transfers before they can enter Metro Manila.

NOW, THEREFORE, BE IT RESOLVED, AS IT IS HEREBY RESOLVED, THAT THE HOUSE COMMITTEE ON METRO MANILA DEVELOPMENT CONDUCT AN INQUIRY, IN AID OF LEGISLATION, ON THE APPARENT ADVERSE EFFECTS OF THE IMPLEMENTATION OF MMDA REGULATION NO.19-002, SERIES OF 2019, WHICH SEEKS THE PROHIBITION OF PROVINCIAL BUSES ALONG EDSA THROUGH THE REVOCATION AND PROHIBITION OF ISSUANCES OF BUSINESS PERMITS TO ALL PUBLIC UTILITY BUS TERMINALS AND OPERATORS ALONG EDSA WITH THE END IN VIEW OF ENACTING LEGISLATIVE MEASURES TO ADDRESS THE SAME.


EVELINA G. ESCUDERO

³ Brent Co, "Philippine auto industry dives to 29,066 units in April" Autoindustria.com, 31 May 2019, available at <https://www.autoindustriya.com/auto-industry-news/philippine-auto-sales-decline-20-in-april-2019.html>. -Last accessed on 07 August 2019.