Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

EIGHTEENTH CONGRESS
First Regular Session

HOUSE RESOLUTION No. ________

Introduced by
BAYAN MUNA Representatives CARLOS ISAGANI T. ZARATE,
FERDINAND R. GAITE and EUFEMIA C. CULLAMAT,
GABRIELA WOMEN'S PARTY Representative ARLENE D. BROSAS, and
MANILA 5TH DISTRICT Representative CRISTAL L. BAGATSING

RESOLUTION DIRECTING THE COMMITTEE ON TRANSPORTATION TO
CONDUCT AN INVESTIGATION, IN AID OF LEGISLATION, ON THE
IMPEDDING DEMOLITION OF THOUSANDS OF HOUSES TO GIVE WAY FOR
THE NLEX-SLEX CONNECTOR ROAD AND THE PNR NORTH-SOUTH
RAILWAY PROJECT

WHEREAS, the NLEX-SLEX Connector Road is an 8-kilometer all elevated 4-lane toll
expressway extending the NLEX southward from the end of Segment 10 in C3 Road Caloocan
City to PUP Sta. Mesa, Manila and connecting to Skyway Stage 3, mostly traversing the PNR rail
track. The project includes two (2) interchanges located at C3 Road, Caloocan and España,
Manila, according to information published in the Department of Public Works and Highways
website;

WHEREAS, the tollways unit of Manuel Pangilinan-led Metro Pacific Investments Corporation
(MPIC) gave an unsolicited proposal in 2010 for the connector road. Consequently, on January
21, 2014, the NLEX Corporation signed a joint venture agreement with the Philippine National
Construction Corporation (PNCC) to build the road;

WHEREAS, the Department of Justice ruled later that the approval of the National Economic
and Development Authority (NEDA) Board of the agreement was "without factual basis or
justification" and returned the agreement for review by the NEDA;

WHEREAS, the NEDA Board ruled that the NLEX Corporation should be bid out through a
Swiss challenge. A Swiss challenge is done for unsolicited proposals that invites third parties to
match or better the proposal;

WHEREAS, in September 2016 the Department of Public Works and Highways (DPWH) still
awarded the connector road project to the Pangilinan-owned Metro Pacific Tollways
Development Corp. (MPTDC) and its subsidiary Manila North Tollways Corporation (MNTC);
WHEREAS, in the whole process since its inception in 2010, there was little mention on the social
50 costs of these projects, especially the physical and economic displacement of thousands of people to give
51 way for its construction in the densely populated areas of Manila;
52
53 WHEREAS, Sampaloc is one of busiest districts in the metropolis. It is dubbed the "Metropolitan
54 Manila's University Belt" for it hosts four major universities: University of Santo Tomas, University of
55 the East, Far Eastern University, and National University. It is also a transport hub of major bus
56 companies. It also houses the famous Dangwa Flower Market. It is no wonder that the commerce of
57 Sampaloc has resulted to many residential areas;
58
59 WHEREAS, residents of Sampaloc have long been in trepidation for their forcible eviction to give way
60 for the construction of the twin projects. The 428 Homeowners Association and the Sampaloc People's
61 Alliance had appealed for the projects' suspension and review, citing the massive demolition of houses in
62 38 barangays in Manila composed mainly of homes and small businesses. According to the residents,
63 thousands of families will be evicted, and are bound to be relocated in far and inaccessible relocations
64 sites;
65
66 WHEREAS, in a petition signed by about 100 homeowners, they allege that the Department of Public
67 Works and Highways (DPWH) and the Department on Transport (DOTR) did not amply heed their
68 concerns and plight such as their request for a Congressional review, dialogue with the concerned
69 agencies, and a study of alternative routes that will have less social and economic impacts to residents;
70
71 WHEREAS, demolition in Metro Manila is a major concern as large-scale projects are being laid out in
72 the country's densely populated capital. The Duterte government's thrust to boost infrastructure through
73 the Build! Build! Build! Program expedited the construction of many projects. For instance, there are
74 four Manila Bay Reclamation Projects that will ease out thousands in Road 10, Aroma, Barangay 105
75 Happyland, Parola, and Baseco Compound all in Tondo;
76
77 WHEREAS, the thrust of past present administration to privatize its road infrastructure and railways
78 has led to higher costs of transportation, without assurance of quality service. Instead of business, the
79 government must look at the needs of its constituents for reliable, safe, and affordable mass
80 transportation;
81
82 WHEREAS, as legislators and representatives of the people, we are tasked to be squarely behind the
83 rights and welfare of our people. The weight of social costs of infrastructure projects in the pipelines
84 must be prioritized over the profits of its private investment, especially in public utility and services such
85 as roads and mass transport;
86
87 NOW THEREFORE BE IT RESOLVED, that the House of Representatives, through its
88 Committee on Transport, conduct and investigation, in aid of legislation, on the impending demolition
89 of thousands of houses to give way for the NLEX-SLEX Connector Road and PNR North-South
90 Railway Project.
Adopted,

Rep. CARLOS ISAGANI T. ZARATE
Bayan Muna Party-List

Rep. ERFRENO R. GAITE
Bayan Muna Party-list

Rep. EUFEMIA C. CULLAMAT
Bayan Muna Party-list

Rep. CRISTAL N. BAGATSING
MANILA 5TH DISTRICT

Rep. EDWARD VERA PEREZ MACEDA
MANILA 4TH DISTRICT

Rep. ARLENE D. BROSAS
GABRIELA WOMEN'S PARTY