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COMMITTEE MEETING				
COMMITTEE	MEASURES		SUBJECT MATTER	ACTION TAKEN/DISCUSSION
	NO.	PRINCIPAL AUTHOR		
Transportation	HBs 3, 38, 554, 1315, 1666, 3048, 3162, 3314, 3442, 3617, 3712 & 3716, and HR 119	Majority Leader Fariñas, Rep. Yap (A.), Deputy Speaker Macapagal-Arroyo, Reps. Castelo, Revilla, Deputy Speaker Cayetano, Reps. Tambunting, Primicias-Agabas, Escudero, Belmonte (J.C.), Salceda, Gonzales (A.D.) & Deputy Speaker Abu	Traffic Crisis Act	<p>The Committee, chaired by Catanduanes Rep. Cesar Sarmiento, agreed to create a technical working group (TWG) to fine-tune the proposed law granting the President emergency powers to address the traffic crisis in the country.</p> <p>At the outset, Rep. Sarmiento discussed several points that should be considered in the crafting of the final version of the proposed Traffic Crisis Act:</p> <ul style="list-style-type: none"> • The scope of the proposed law should be limited to Metro Manila and nearby cities, Metro Cebu, and Davao City; • The traffic crisis only pertains to land transportation; • The plight of transport workers who will be displaced as a result of the implementation of programs and projects to address the traffic crisis must be attended to; • Various traffic laws, rules and regulations being enforced by local government units (LGUs) and concerned government agencies need to be harmonized and streamlined; • Issues such as the roadworthiness of vehicles and the competency of drivers should be looked into; and • Short-term solutions can already be implemented even without the Traffic Crisis Act yet. <p>Department of Budget and Management (DBM) Legal Service Director (OIC) Maria Paula Domingo reiterated the need to clearly define the source of funding to implement the programs and projects under the proposed law noting that these were not included in the proposed FY 2017 national budget.</p> <p>Department of Justice (DOJ) Director (OIC) Leilani Fajardo-Aspiras conveyed the DOJ's support for the bill and, in particular, for the creation of a special traffic court that will be responsible in handling cases concerning traffic violations. She further said the DOJ sees no legal impediment to the proposed creation of a joint committee which will hear and resolve complaints against public officials relative to the implementation of the proposed law.</p> <p>Executive Director Dennis Santiago of the Government Procurement Policy Board (GPPB)</p>

Continuation... Transportation				<p>supports the grant of emergency power although, he said, emergency procurement is already covered by RA 9184 or the Procurement Law. He added that GPPB is in the process of extending to three years the one-year "ordering agreement," which according to the DOTr is not enough in the case of unique items like train spare parts.</p> <p>Responding to the query of Rep. Bayani Fernando (1st District, Marikina), Director Leah Quiambao of the Department of Transportation (DOTr) assured the Committee that the DOTr has enough manpower to implement the proposed law.</p> <p>Sharing the results of a meeting conducted with several city mayors regarding the traffic problem, Department of the Interior and Local Government (DILG) Assistant Secretary Ricojudge Janvier Echiverri said the following ideas and concerns were raised:</p> <ul style="list-style-type: none"> • Coordination between and among the LGUs and the government agencies concerned needs to be improved; • The manpower complement of the government agencies handling traffic can be augmented by personnel from the LGUs; • There is a need for a single traffic authority. <p>Rep. Sarmiento assured Echiverri that these concerns will be considered in the crafting of the final version of the proposed Traffic Crisis Act.</p> <p>Rep. Carlos Isagani Zarate (Party-List, BAYAN MUNA) raised the question on why big car manufacturers are given incentives to manufacture more vehicles despite the plan to phase out public utility vehicles (PUVs) to decongest traffic.</p> <p>DOTr Assistant Secretary Mark de Leon promised to discuss the issue with the Department of Trade and Industry (DTI) and other concerned government agencies.</p> <p>Also during the meeting, the Committee Members suggested, among others, the following:</p> <ul style="list-style-type: none"> • Amend the Motor Vehicle Users Charge (MVUC) Law to enable flexibility in the use of MVUC funds to transport-related projects; • Revert to the Commission on Audit's (COA) pre-audit policy; and • Foster greater private sector participation in government projects. <p>Rep. Sarmiento requested the assistance and cooperation of all the concerned agencies and other stakeholders when the TWG begins its work of fine-tuning the bill on November 7.</p>
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