

# Committee Daily Bulletin

17<sup>th</sup> Congress  
Third Regular Session

A publication of the Committee Affairs Department

Vol. III No. 101  
May 20, 2019

| COMMITTEE MEETING |          |                     |   |  |
|-------------------|----------|---------------------|---|--|
| COMMITTEE         | MEASURES |                     | SUBJECT MATTER  | ACTION TAKEN/DISCUSSION  |
|                   | NO.      | PRINCIPAL AUTHOR    |   |  |
| Transportation    | HR 2536  | Rep. Ang            | Expressing the sense of the House of Representatives opposing the prohibition on the issuance of business permits to all public utility bus terminals and operators and other public utility vehicles along Epifanio de los Santos Avenue (EDSA) and calling for the Metropolitan Manila Development Authority (MMDA) to suspend the implementation thereof   | <p>The Committee, chaired by Catanduanes Rep. Cesar Sarmiento, will deliberate further on the issues raised in relation to HRs 2536 and 2537 in its next meeting.</p> <p>Rep. Sarmiento, author of HR 2537, urged the DOTr, MMDA, and LTFRB to suspend and reconsider the implementation of MMC's Resolution No. 19-002, which prohibits the issuance of business permits to all public utility bus terminals along EDSA. The same resolution also states that all provincial buses originating from Northern Luzon will stop in Valenzuela City, while those coming from the South will stop in Sta. Rosa, Laguna before proceeding to destinations in Metro Manila. This essentially bans provincial buses to ply along EDSA.</p> <p>Rep. Sarmiento opined that the implementation of the MMC resolution should be anchored on relevant data, such as the daily passenger and vehicle capacity of integrated terminals; the average number of commuters to be affected; and the types, number and routes of public utility vehicles (PUVs) that will shuttle commuters to and from the North and South.</p> <p>Likewise, Rep. Alfredo Garbin Jr. (Party-List, AKO BICOL), co-author of HR 2536, said that there is no clear proof that the traffic congestion along EDSA is caused by provincial buses, which accounts to only 5% of the vehicles plying the route daily. Rep. Garbin, along with several other lawmakers, said that the transfer of provincial bus terminals to Laguna and Valenzuela will entail longer travel time and additional expense to the commuters who shall be greatly inconvenienced by having to disembark and board another bus or vehicle to the Metro area.</p> <p>Provincial Bus Operators Association (PBOA) Vice President Rolando de Leon and Philippine Councilors League (PCL) President Chavit Singson agreed with Rep. Garbin. They</p> |
|                   | HR 2537  | Rep. Sarmiento (C.) | Urging the Department of Transportation (DOTr), Land Transportation Franchising and Regulatory Board (LTFRB), Metro Manila Commission (MMC), Metro Manila Development Authority (MMDA), and other government agencies concerned, to suspend and reconsider the implementation of the new terminal scheme that will affect the commuting public from the Northern and Southern Luzon regions, to ensure a safe, efficient, and comfortable passenger experience at no expense to their commute |  |

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| Continuation...<br>Transportation |  |  |  | <p>averred that the traffic congestion in EDSA may actually be caused by the city buses usually stopping anywhere to load or unload passengers.</p> <p>On the other hand, MMDA's Task Force for Special Operations Chief Edison "Bong" Nebrija said the MMDA is trying to get rid of the 47 provincial bus terminals along EDSA which create other activities that build up traffic in the area.</p> <p>Both Reps. Jose Atienza Jr. (Party-List, BUHAY) and Johnny Ty Pimentel (2<sup>nd</sup> District, Surigao del Sur) supported the MMC resolution, adding that the concerned government agencies should have some leeway to find a solution to the traffic congestion in EDSA that will not unduly inconvenience the riding public.</p> |
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| DISCUSSION WITH AGENCIES/ENTITIES |  |  |
|-----------------------------------|--|--|
| COMMITTEE                         | SUBJECT MATTER   | DISCUSSIONS  |
| Transportation                    | Update by the Department of Transportation (DOTr) and Land Transportation Franchising and Regulatory Board (LTFRB) on the pilot test of motorcycle taxis and accreditation of transport network companies (TNCs) and transportation network vehicle service (TNVS) | <p>The Committee, chaired by Catanduanes Rep. Cesar Sarmiento, discussed with concerned agencies updates on the pilot test of motorcycle taxis and the accreditation of TNCs and TNVS.</p> <p>DOTr Undersecretary Mark de Leon informed the Committee that the DOTr will proceed with the pilot implementation phase of motorcycle taxis as part of its contribution to craft legislation on this matter. However, the pilot test will only be limited to motorcycles-for-hire that use the ride-hailing app, <i>Angkas</i>.</p> <p>Rep. Romeo Acop (2<sup>nd</sup> District, Antipolo City) asked the representative of the Land Transportation Office (LTO) on whether or not motorcycle taxi drivers would be required to undertake a formal driver schooling before issuing a driver's license to ensure the safety of the riding public.</p> <p>LTO Law Enforcement Service Director Francis Ray Almora said that the agency follows existing guidelines for licensing, which include the requirement for motorcycle drivers to take and pass the professional driver licensing examination. However, there is no additional license imposition on backriders or a formal schooling requirement for motorcycles drivers. Nevertheless, Almora said that the LTO will design learning or training modules that will address these concerns. Almora also noted that <i>Angkas</i> has a facility in Taguig City for training their applicants.</p> <p>On the status of the TNC/TNVS, the Committee requested the LTFRB to submit the list of accredited transportation network companies.</p> |