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DISCUSSION WITH AGENCIES/ENTITIES		
COMMITTEE	**SUBJECT MATTER**	**DISCUSSIONS**
Metro Manila Development	Current and proposed policies and programs affecting Metro Manila: • Reclamation projects in Manila Bay	The Committee, chaired by Rep. Winston "Winnie" Castelo (2nd District, Quezon City), discussed issues and concerns regarding current and proposed policies and programs affecting Metro Manila. Rep. Castelo brought to the attention of the body numerous complaints from environmental organizations against proposed and approved reclamation projects in Manila Bay, involving an aggregate area of about 20,000 hectares. Philippine Reclamation Authority (PRA) officials, including General Manager and Chief Executive Officer (CEO) Janilo Rubiato and Assistant General Manager Joselito Gonzales, explained that the reclamation and development projects in Manila Bay are generally covered by joint venture agreements between the concerned local governments and private investors. The PRA is currently processing 22 applications for reclamation projects along Manila Bay, specifically in the Cities of Pasay and Manila. As regards the sharing arrangement, PRA said that 49% of the reclaimed land will go to the developer which bears the cost of the reclamation, while 51% goes to the government, including space allocations for roads. Committee Members asserted that the PRA should not approve these reclamation projects without proper scrutiny in view of the projects' adverse effects on the environment and the possible derailment of the ongoing efforts to rehabilitate the Manila Bay. The supposed lopsided agreement on the sharing of the reclaimed land between the government and the private developer was also raised by some Members, noting that the reclamation cost is only about P15,000 to P20,000 per square meter compared to the prevailing market value of developed lands in Pasay City of about P250,000 per square meter and up.
	• Registration and use of motorcycles as an alternative public utility vehicle (PUV)	The Committee also discussed the clamor of both the commuting public and the motorcycle ride-hailing service operators and drivers to allow this mode of public transportation to operate in Metro Manila. Rep. Castelo said that if private vehicles were allowed to operate as a transport network vehicle service (TNVS) despite the prohibition in Section 7 of RA 4136 or the Land Transportation and Traffic Code, the motorcycle ride-hailing operators, such as Angkas, should also be allowed to do so. Section 7 of RA 4136 states, in part, that motor vehicles registered as private passenger automobiles and private motorcycles shall not be used to transport passengers for pay. DOTr Undersecretary Mark de Leon said that the technical working group (TWG) formed by the DOTr to study the legality and feasibility of registering and using motorcycles as PUVs has already met twice and will soon come up with its recommendations, which will be submitted to DOTr Secretary Arthur Tugade for review and approval.