



# Congressional Record

PLENARY PROCEEDINGS OF THE 17<sup>th</sup> CONGRESS, SECOND REGULAR SESSION  
*House of Representatives*

Vol. 4

Tuesday, January 30, 2018

No. 56

## CALL TO ORDER

*At 4:00 p.m., Deputy Speaker Pia S. Cayetano called the session to order.*

THE DEPUTY SPEAKER (Rep. Cayetano). The session is now called to order.

## NATIONAL ANTHEM

THE DEPUTY SPEAKER (Rep. Cayetano). Everyone is requested to rise for the singing of the Philippine National Anthem.

*Everybody rose to sing the Philippine National Anthem.*

## PRAYER

THE DEPUTY SPEAKER (Rep. Cayetano). Please remain standing for a minute of silent prayer and reflection.

*Everybody remained standing for the silent prayer.*

THE DEPUTY SPEAKER (Rep. Cayetano). The Majority Leader is recognized.

## ROLL CALL

REP. TY. Mme. Speaker, I move that we call the roll.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.

The Secretary General will please call the roll.

*The Secretary General called the roll, and the result is reflected in Journal No. 56, dated January 30, 2018.\**

THE SECRETARY GENERAL. The Speaker is present.

The roll call shows that 226 Members responded to the call.

THE DEPUTY SPEAKER (Rep. Cayetano). With 226 Members present, the Chair declares the presence of a quorum.

The Majority Leader is recognized.

REP. TY. Mme. Speaker, I move for the deferment of the approval of the Journal of the previous session. I so move, Mme. Speaker.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.

The Majority Leader is recognized.

REP. TY. Mme. Speaker, I move that we now proceed to the Reference of Business.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.

The Secretary General will please read the Reference of Business.

## REFERENCE OF BUSINESS

*The Secretary General read the following House Bills on First Reading, Communication and Committee Reports, and the Deputy Speaker made the corresponding references:*

## BILLS ON FIRST READING

House Bill No. 7029, entitled:

“AN ACT PROVIDING A MECHANISM TO STRENGTHEN THE LAND TRANSPORTATION OFFICE, PROVIDING FOR AN INTEGRATED LAND

\* See ANNEX (printed separately)

TRANSPORTATION MANAGEMENT SYSTEM, APPROPRIATING FUNDS THEREFOR AND FOR OTHER PURPOSES”

By Representative Mariño  
TO THE COMMITTEE ON TRANSPORTATION

House Bill No. 7031, entitled:  
“AN ACT CREATING A BARANGAY TO BE KNOWN AS BARANGAY PANGAYLAN-IP IN THE MUNICIPALITY OF SANTIAGO, PROVINCE OF AGUSAN DEL NORTE”

By Representative Amante  
TO THE COMMITTEE ON LOCAL GOVERNMENT

House Bill No. 7032, entitled:  
“AN ACT CREATING A BARANGAY TO BE KNOWN AS BARANGAY CROSSING IN THE MUNICIPALITY OF KITCHARAO, PROVINCE OF AGUSAN DEL NORTE”

By Representative Amante  
TO THE COMMITTEE ON LOCAL GOVERNMENT

COMMUNICATION

Letter dated January 16, 2018 of Salvador C. Medialdea, Executive Secretary, Office of the President, Malacañang, transmitting two (2) original copies of Republic Act No. 10968 which was signed by President Rodrigo Roa Duterte, entitled:

“AN ACT INSTITUTIONALIZING THE PHILIPPINE QUALIFICATIONS FRAMEWORK (PQF), ESTABLISHING THE PQF-NATIONAL COORDINATING COUNCIL (NCC) AND APPROPRIATING FUNDS THEREFOR”  
TO THE ARCHIVES

COMMITTEE REPORTS

Report by the Committee on Health and the Committee on Appropriations (Committee Report No. 583), re H.B. No. 7037, entitled:

“AN ACT CONVERTING THE DINAIG MUNICIPAL HOSPITAL IN THE MUNICIPALITY OF ODIN SINSUAT, PROVINCE OF MAGUINDANAO, INTO A FIFTY-BED CAPACITY DISTRICT HOSPITAL TO BE NOW KNOWN AS THE DATU ODIN SINSUAT DISTRICT HOSPITAL, UPGRADING ITS FACILITIES AND PROFESSIONAL

HEALTH CARE, AUTHORIZING THE INCREASE OF ITS MEDICAL PERSONNEL, AND APPROPRIATING FUNDS THEREFOR”

recommending its approval in substitution of House Bill No. 96

Sponsors: Representatives Tan (A.), Sema and Nograles (K.A.)  
TO THE COMMITTEE ON RULES

Report by the Committee on Revision of Laws (Committee Report No. 584), re H.B. No. 7044, entitled:

“AN ACT DECLARING JUNE 18 OF EVERY YEAR A SPECIAL NONWORKING HOLIDAY IN THE CITY OF BACOLOD, PROVINCE OF NEGROS OCCIDENTAL, TO BE KNOWN AS THE ‘BACOLOD CITY CHARTER DAY’, IN COMMEMORATION OF THE DAY PRESIDENT MANUEL L. QUEZON SIGNED AND APPROVED INTO EFFECT COMMONWEALTH ACT NO. 326 CREATING THE CITY OF BACOLOD”

recommending its approval in substitution of House Bill No. 5875

Sponsors: Representatives Primicias-Agabas and Gasataya  
TO THE COMMITTEE ON RULES

Report by the Committee on Energy and the Committee on Appropriations (Committee Report No. 585), re H.B. No. 7054, entitled:

“AN ACT INSTITUTIONALIZING THE ELECTRIC COOPERATIVES EMERGENCY AND RESILIENCY FUND, PROVIDING APPROPRIATIONS THEREFOR”

recommending its approval in substitution of House Bills Numbered 3353, 4408 and 5167

Sponsors: Representatives Uybarreta, Batocabe, Singson, Savellano, Noel, De Vera, Lacson, Romero, Salon, Panotes, Pineda, Bertiz, Nograles (J.J.), Herrera-Dy, Bravo (A.), Co, Garbin, Abayon, Belmonte (R.), Suansing (E.), Velasco, Nograles (K.A.), Roque (R.), Ramos, Acosta, Palma, Bolilia, Cerilles, Dy, Vergara, Sambar, Zarate, Arenas, Tejada, Velasco-Catera, Villaraza-Suarez, Zamora (M.C.), Sandoval, Del Mar, Duavit, Cuaresma, Vargas, Pimentel, Caminero, Alejano, Zubiri, Go (M.), Rodriguez (M.), Montoro, Bataoil and Manalo

TO THE COMMITTEE ON RULES

THE DEPUTY SPEAKER (Rep. Cayetano). The Majority Leader is recognized.

CONSIDERATION OF H.B. NO. 6754  
ON SECOND READING

PERIOD OF SPONSORSHIP AND DEBATE

REP. TY. Mme. Speaker, I move that we consider House Bill No. 6754, contained in Committee Report No. 500, as reported out by the Committee on Legislative Franchises.

May I ask that the Secretary General be directed to read only the title of the measure.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.\*

The Secretary General is directed to read only the title of the measure.

*With the permission of the Body, and since copies of the measure have been previously distributed, the Secretary General read only the title thereof without prejudice to inserting its text in the Congressional Record.*

THE SECRETARY GENERAL. House Bill No. 6754, entitled: AN ACT RENEWING THE FRANCHISE GRANTED TO ULTRASONIC BROADCASTING SYSTEM INCORPORATED UNDER REPUBLIC ACT NO. 8081 ENTITLED "AN ACT GRANTING THE ULTRASONIC BROADCASTING SYSTEM INCORPORATED A FRANCHISE TO CONSTRUCT, INSTALL, OPERATE AND MAINTAIN RADIO AND TELEVISION BROADCASTING STATIONS IN THE PHILIPPINES AND FOR OTHER PURPOSES" FOR ANOTHER TWENTY-FIVE (25) YEARS FROM THE EFFECTIVITY OF THIS ACT.

THE DEPUTY SPEAKER (Rep. Cayetano). The Majority Leader is recognized.

REP. TY. Mme. Speaker, I move that the Chairperson of the Committee on Legislative Franchises, Rep. Franz E. Alvarez, be recognized.

THE DEPUTY SPEAKER (Rep. Cayetano). Rep. Franz Alvarez is recognized.

REP. ALVAREZ (F.). Mme. Chair, I move that the Explanatory Note of the measure be considered as the sponsorship speech thereon.

THE DEPUTY SPEAKER (Rep. Cayetano). Is

there any objection? (*Silence*) The Chair hears none; the motion is approved.

The Explanatory Note is considered to form part of the Record.

The Majority Leader is recognized.

REP. TY. Mme. Speaker, since there are no other Representatives who wish to interpellate or speak against the measure, I move that we close the period of sponsorship and debate. I so move, Mme. Speaker.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.

The period of sponsorship and debate is closed.

REP. TY. Mme. Speaker, I move that we open the period of amendments.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.

The period of amendments is hereby opened.

REP. TY. Mme. Speaker, there being no Committee and individual amendments, I move that we close the period of amendments.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the period of amendments is closed.

REP. TY. Mme. Speaker, I move that we approve House Bill No. 6754 on Second Reading.

VIVA VOCE VOTING

THE DEPUTY SPEAKER (Rep. Cayetano). As many as are in favor of House Bill No. 6754, please say *aye*.

SEVERAL MEMBERS. *Aye*.

THE DEPUTY SPEAKER (Rep. Cayetano). As many as are against, please say *nay*. (*Silence*)

APPROVAL OF H.B. NO. 6754  
ON SECOND READING

THE DEPUTY SPEAKER (Rep. Cayetano). The *ayes* have it; the motion is approved.

House Bill No. 6754 is approved on Second Reading.

The Majority Leader is recognized.

\* See MEASURES CONSIDERED (printed separately)

CONSIDERATION OF H.B. NO. 6913  
ON SECOND READING

PERIOD OF SPONSORSHIP AND DEBATE

REP. TY. Mme. Speaker, I move that we consider House Bill No. 6913, contained in Committee Report No. 552, as reported out by the Committee on Legislative Franchises.

May I ask that the Secretary General be directed to read only the title of the measure.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.\*

The Secretary General is directed to read only the title of the measure.

*With the permission of the Body, and since copies of the measure have been previously distributed, the Secretary General read only the title thereof without prejudice to inserting its text in the Congressional Record.*

THE SECRETARY GENERAL. House Bill No. 6913, entitled: AN ACT RENEWING THE FRANCHISE GRANTED TO RADIO MARINE NETWORK, INCORPORATED, UNDER REPUBLIC ACT NO. 4607, AS AMENDED BY REPUBLIC ACT NO. 7512.

THE DEPUTY SPEAKER (Rep. Cayetano). The Majority Leader is recognized.

REP. TY. Mme. Speaker, I move that we open the period of sponsorship and debate. I so move, Mme. Speaker.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the period of sponsorship and debate is opened.

REP. TY. Mme. Speaker, I move that we recognize the Chairman, the Hon. Xavier Jesus D. Romualdo, to sponsor the measure. I so move, Mme. Speaker.

THE DEPUTY SPEAKER (Rep. Cayetano). The Honorable Romualdo is recognized.

REP. TY. Mme. Speaker, for this measure, I move that the Explanatory Note of the Bill be the sponsorship speech on the measure.

THE DEPUTY SPEAKER (Rep. Cayetano). Is

there any objection? (*Silence*) The Chair hears none; the Explanatory Note of the Bill is considered the sponsorship speech of the Sponsor on the measure.

REP. TY. Mme. Speaker, there being no other Member who wishes to interpellate or speak against the measure, I move that we close the period of sponsorship and debate.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the period of sponsorship and debate is closed.

REP. TY. Mme. Speaker, I move that we open the period of amendments.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the period of amendments is opened.

REP. TY. Mme. Speaker, there being no Committee amendments, I move that we consider individual amendments.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.

REP. TY. Mme. Speaker, I move that we recognize Rep. Xavier Jesus D. Romualdo for his individual amendment.

THE DEPUTY SPEAKER (Rep. Cayetano). The Gentleman is recognized.

INDIVIDUAL AMENDMENT

REP. ROMUALDO. Thank you, Mme. Speaker. Thank you, Majority Leader.

Mme. Speaker, we would like to propose an amendment to House Bill No. 6913 under Committee Report No. 552: To delete Section 1 on page 1 up to lines 1 to 4 on page 2, and substitute the following:

“SECTION 1. Nature and Scope of Franchise. – Subject to the provisions of the Constitution and applicable laws, rules and regulations, the franchise granted to Radio Marine Network, Incorporated under REPUBLIC ACT NO. 4607 AS AMENDED BY Republic Act No. 7512, hereunder referred to as the grantee, its successors or assignees, to construct, install, establish, OPERATE, AND MAINTAIN for commercial purposes and in the public interest, WITHIN OR WITHOUT THE PHILIPPINES, wire and/or wireless telecommunications systems

\* See MEASURES CONSIDERED (printed separately)

INCLUDING MOBILE CELLULAR, COPPER, fiber optics, SATELLITE TRANSMIT AND RECEIVE SYSTEMS, SWITCHES, AND THEIR VALUE-ADDED SERVICES SUCH AS THE TRANSMISSION OF VOICE, DATA, CONTROL SIGNS, AUDIO AND VIDEO, INFORMATION SERVICES; radio stations for the reception and transmission of messages on radio stations in the domestic public fixed point-to-point and public base, aeronautical and land mobile stations, including coastal marine service with the corresponding relay stations for the reception and transmission of wireless messages on radio-telegraphy and/or radiotelephony, radioteletype, radiophoto, facsimile and such other types of emissions or both with vessels at sea and aircraft in the air within or without the Philippines; and ALL other telecommunication systemS TECHNOLOGIES AS ARE AT PRESENT AVAILABLE OR WILL BE MADE AVAILABLE THROUGH TECHNOLOGICAL ADVANCES OR INNOVATIONS IN THE FUTURE; AND/OR CONSTRUCT, ACQUIRE, LEASE AND OPERATE, OR MANAGE TRANSMITTING AND RECEIVING STATIONS, LINES, CABLES, OR SYSTEMS AS ARE CONVENIENT OR ESSENTIAL TO EFFICIENTLY CARRY OUT THE PURPOSE OF THIS FRANCHISE, is hereby RENEWED for another twenty-five (25) years from the effectivity of this Act.”

We so propose, Mme. Speaker.

REP. DEFENSOR. Mme. Speaker.

THE DEPUTY SPEAKER (Rep. Cayetano). Yes, the Majority Leader is recognized.

REP. DEFENSOR. Mr. Speaker, I move for the approval of the said individual amendment. May we know, Mme. Speaker, if this is acceptable to the Sponsor.

THE DEPUTY SPEAKER (Rep. Cayetano). The Sponsor, the Committee Chair is recognized.

REP. ALVAREZ (F.). Yes, Mme. Speaker.

THE DEPUTY SPEAKER (Rep. Cayetano). It is acceptable.

REP. ALVAREZ (F.). Yes, I am accepting.

THE DEPUTY SPEAKER (Rep. Cayetano). The Majority Leader is recognized.

REP. DEFENSOR. With that, Mme. Speaker, I move that we approve the said individual amendment as stated by the Hon. Xavier Jesus D. Romualdo.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the amendment is approved.

REP. ROMUALDO. Thank you, Mme. Speaker, we have no more amendments.

THE DEPUTY SPEAKER (Rep. Cayetano). Thank you.

The Majority Leader is recognized.

REP. DEFENSOR. Mme. Speaker, with that, I move that we close the period of amendments.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.

The period of amendments is closed.

REP. DEFENSOR. Mme. Speaker, I move that we approve House Bill No. 6913, as amended, on Second Reading.

#### VIVA VOCE VOTING

THE DEPUTY SPEAKER (Rep. Cayetano). There is a motion to approve House Bill No. 6913, as amended, on Second Reading.

As many as are in favor, please say *aye*.

SEVERAL MEMBERS. *Aye*.

THE DEPUTY SPEAKER (Rep. Cayetano). Louder please.

SEVERAL MEMBERS. (*Louder*) *Aye*.

THE DEPUTY SPEAKER (Rep. Cayetano). As many as are against, please say *nay*. (*Silence*)

#### APPROVAL OF H.B. NO. 6913, AS AMENDED, ON SECOND READING

THE DEPUTY SPEAKER (Rep. Cayetano). The *ayes* have it; the motion is approved.

House Bill No. 6913, as amended, is approved on Second Reading.

The Majority Floor Leader is recognized.

#### CONSIDERATION OF H.B. NO. 6914 ON SECOND READING

#### PERIOD OF SPONSORSHIP AND DEBATE

REP. TY. Mme. Speaker, I move that we consider House Bill No. 6914, contained in Committee

Report No. 553, as reported out by the Committee on Legislative Franchises.

May I ask that the Secretary General be directed to read only the title of the measure.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.\*

The Secretary General is directed to read only the title of the measure.

*With the permission of the Body, and since copies of the measure have been previously distributed, the Secretary General read only the title thereof without prejudice to inserting its text in the Congressional Record.*

THE SECRETARY GENERAL. House Bill No. 6914, entitled: AN ACT EXTENDING FOR ANOTHER TWENTY-FIVE (25) YEARS THE FRANCHISE GRANTED TO PEÑAFRANCIA BROADCASTING CORPORATION UNDER REPUBLIC ACT NO. 8166, EXPANDING ITS COVERAGE TO THE ENTIRE PHILIPPINES, AND APPROVING THE TRANSFER OF ITS CORPORATE SHARES.

THE DEPUTY SPEAKER (Rep. Cayetano). The Majority Leader is recognized.

REP. TY. Mme. Speaker, I move that we recognize the Chairperson of the Committee on Legislative Franchises, Rep. Franz E. Alvarez.

THE DEPUTY SPEAKER (Rep. Cayetano). The Hon. Franz Alvarez is recognized.

REP. ALVAREZ (F.). Mme. Speaker, I move that the Explanatory Note of the Bill be considered as the sponsorship speech on the measure.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.

The Explanatory Note of the Bill is considered the sponsorship speech on the measure.

REP. TY. Mme. Speaker.

THE DEPUTY SPEAKER (Rep. Cayetano). The Majority Leader is recognized.

REP. TY. Mme. Speaker, there being no Member

wishes to interpellate or speak against the measure, I move that we close the period of sponsorship and debate.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.

The period of sponsorship and debate is closed.

REP. TY. Mme. Speaker, I move that we open the period of amendments.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.

The period of amendments is hereby opened.

REP. TY. Mme. Speaker, there being no Committee or individual amendments, I move that we close the same.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.

The period of amendments is closed.

REP. TY. Mme. Speaker, I move for the approval of House Bill No. 6914 on Second Reading.

#### VIVA VOCE VOTING

THE DEPUTY SPEAKER (Rep. Cayetano). There is a motion to approve House Bill No. 6914 on Second Reading.

As many as are in favor, please say *aye*.

SEVERAL MEMBERS. *Aye*.

THE DEPUTY SPEAKER (Rep. Cayetano). As many as are against, please say *nay*. (*Silence*)

#### APPROVAL OF H.B. NO. 6914 ON SECOND READING

THE DEPUTY SPEAKER (Rep. Cayetano). The *ayes* have it; the motion is approved.

House Bill No. 6914 is approved on Second Reading.

REP. TY. Mme. Speaker.

THE DEPUTY SPEAKER (Rep. Cayetano). The Majority Floor Leader is recognized.

\* See MEASURES CONSIDERED (printed separately)

CONSIDERATION OF H. B. NO. 6938  
ON SECOND READING

PERIOD OF SPONSORSHIP AND DEBATE

REP. TY. Under the Calendar of Business, Mme. Speaker, I move that we consider House Bill No. 6938, contained in Committee Report No. 570, as reported out by the Committee on Transportation.

May I ask that the Secretary General be directed to read only the title of the measure.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.\*

The Secretary General is directed to read only the title of the measure.

*With the permission of the Body, and since copies of the measure have been previously distributed, the Secretary General read only the title thereof without prejudice to inserting its text in the Congressional Record.*

THE SECRETARY GENERAL. House Bill No. 6938, entitled: AN ACT PROVIDING FOR THE SPECIAL PROTECTION OF CHILD PASSENGERS IN MOTOR VEHICLES.

REP. TY. Mme. Speaker.

THE DEPUTY SPEAKER (Rep. Cayetano). The Majority Leader is recognized.

REP. TY. Mme. Speaker, I move that we recognize the author of the said Bill, Rep. Mariano Michael M. Velarde Jr.

THE DEPUTY SPEAKER (Rep. Cayetano). Representative Velarde is recognized.

REP. VELARDE. Thank you, Mme. Speaker. I move to submit my sponsorship speech.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.

The sponsorship speech of the Sponsor is considered submitted and forms part of the Record. \*\*

REP. TY. Mme. Speaker, there being no Member wishes to interpellate or speak against the measure, I move that we close the period of sponsorship and debate.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.

The period of sponsorship and debate is closed.

REP. TY. Mme. Speaker, I move to open the period of amendments.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.

The period of amendments is opened.

REP. TY. Mme. Speaker, there being no Committee or individual amendments, I move that we close the same.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.

The period of amendments is closed.

REP. TY. Mme. Speaker, I move to approve House Bill No. 6938 under Committee Report No. 570 on Second Reading.

VIVA VOCE VOTING

THE DEPUTY SPEAKER (Rep. Cayetano). There is a motion to approve House Bill No. 6938 on Second Reading.

As many as are in favor of House Bill No. 6938 on Second Reading, please say *aye*.

SEVERAL MEMBERS. *Aye*.

THE DEPUTY SPEAKER (Rep. Cayetano). As many as are against, please say *nay*. (*Silence*)

APPROVAL OF H.B. NO. 6938  
ON SECOND READING

THE DEPUTY SPEAKER (Rep. Cayetano). The *ayes* have it; the motion is approved.

House Bill No. 6938 is approved on Second Reading.

REP. VELARDE. Thank you, Mme. Speaker.

REP. DEFENSOR. Mme. Speaker, I move that we take up the Business for Thursday and Friday.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.

\* See MEASURES CONSIDERED (printed separately)

\*\* See ANNEX (printed separately)

OMNIBUS CONSIDERATION OF LOCAL BILLS  
ON SECOND READING

REP. DEFENSOR. Mme. Speaker, I move for the omnibus consideration of the following local Bills on Second Reading:

1. House Bill No. 4115, contained in Committee Report No. 574; and
2. House Bill No. 6995, contained in Committee Report No. 575.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.

REP. DEFENSOR. Mme. Speaker, for these local measures, I move that the respective Explanatory Notes of the Bills be considered as the sponsorship speeches on the measures.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.

The respective Explanatory Notes of the Bills are adopted as the sponsorship speeches thereon.

REP. DEFENSOR. Mme. Speaker, there being no Member who wishes to interpellate or speak against the measures, I move that we close the period of sponsorship and debate.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.

The period of sponsorship and debate is closed.

REP. DEFENSOR. Mme. Speaker, I move that we open the period of amendments and approve the Committee amendments, if any, as contained in the respective Committee Reports of the aforementioned Bills.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.

The period of amendments is opened.

REP. DEFENSOR. Since there are no individual amendments, Mme. Speaker. I move that we close the period of amendments.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.

The period of amendments is closed.

VIVA VOCE VOTING

REP. DEFENSOR. Mme. Speaker, I move that we approve on Second Reading House Bills No. 4115 and House Bill No. 6995.

THE DEPUTY SPEAKER (Rep. Cayetano) There is a motion to approve House Bills No. 4115 and 6995. As many as are in favor, please say *aye*.

SEVERAL MEMBERS. *Aye*.

THE DEPUTY SPEAKER (Rep. Cayetano). As many as are against, please say *nay*. (*Silence*)

APPROVAL OF LOCAL BILLS  
ON SECOND READING

THE DEPUTY SPEAKER (Rep. Cayetano). The *ayes* have it; the motion is approved.

House Bills No. 4115 and 6995 are approved on Second Reading.\*

CONSIDERATION OF H.B. NO. 7007  
ON SECOND READING

REP. DEFENSOR. Mme. Speaker, we are still in the Business for Thursday and Friday, still on local Bills, we are taking this up in isolation because we have amendments to this measure.

Mme. Speaker, I move that we consider House Bill No. 7007, contained in Committee Report No. 577, as reported out by the Committee on Higher and Technical Education, the Committee on Appropriations and the Committee on Ways and Means.

May I ask that the Secretary General be directed to read only the title of the measure.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.\*

The Secretary General is directed to read only the title of the measure.

*With the permission of the Body, and since copies of the measure have been previously distributed, the Secretary General read only the title thereof without prejudice to inserting its text in the Congressional Record.*

THE SECRETARY GENERAL. House Bill No. 7007, entitled: AN ACT CONVERTING THE DAVAO ORIENTAL STATE COLLEGE OF SCIENCE AND TECHNOLOGY IN THE CITY OF MATI AND ALL ITS SATELLITE CAMPUSES LOCATED IN

\* See MEASURES CONSIDERED (printed separately)



THE PROVINCE OF DAVAO ORIENTAL INTO A STATE UNIVERSITY TO BE KNOWN AS THE DAVAO ORIENTAL STATE UNIVERSITY, INTEGRATING THEREWITH THE GOVERNOR GENEROSO COLLEGE OF ARTS, SCIENCE AND TECHNOLOGY IN THE MUNICIPALITY OF GOVERNOR GENEROSO, PROVINCE OF DAVAO ORIENTAL, AND APPROPRIATING FUNDS THEREFOR.

THE DEPUTY SPEAKER (Rep. Cayetano). The Majority Leader is recognized.

REP. DEFENSOR. Mme. Speaker, I move that we open the period of sponsorship and debate.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.

The period of sponsorship and debate is opened.

REP. DEFENSOR. Mme. Speaker, to sponsor this measure, I move that we recognize the distinguished Chairperson of the Committee on Higher and Technical Education, the Hon. Ann K. Hofer.

THE DEPUTY SPEAKER (Rep. Cayetano). The Honorable Hofer is recognized.

REP. DEFENSOR. Mme. Speaker, I move that the Explanatory Note of the Bill be considered as the sponsorship speech on the measure.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.

The Explanatory Note of the Bill is considered as the sponsorship speech thereon.

REP. DEFENSOR. Mme. Speaker, there being no Member who wishes to interpellate or speak against the measure, I move that we close the period of sponsorship and debate.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.

The period of sponsorship and debate is closed.

REP. DEFENSOR. Mme. Speaker, I move that we open the period of amendments. However, there being no Committee amendments, I move that we proceed to consider individual amendments.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.

REP. DEFENSOR. Mme. Speaker, may we recognize the Hon. Joel Mayo Z. Almario for some individual amendments.

THE DEPUTY SPEAKER (Rep. Cayetano). The Hon. Joel Mayo Z. Almario is recognized.

#### INDIVIDUAL AMENDMENTS

REP. ALMARIO. Mme. Speaker, Your Honor, may I propose the following amendments to House Bill No. 7007 as contained in Committee Report No. 577.

THE DEPUTY SPEAKER (Rep. Cayetano). Please proceed.

REP. ALMARIO. Mme. Speaker, on page 1, Section 1, under the title "Conversion," lines 6 to 8, after the word "University," to delete the phrase "integrating therewith the Governor Generoso College of Arts, Science and Technology located in the Municipality of Governor Generoso, Province of Davao Oriental." I so move, Mme. Speaker, Your Honor.

REP. DEFENSOR. Mme. Speaker, may we know if this amendment is acceptable to the Sponsor?

THE DEPUTY SPEAKER (Rep. Cayetano). What does the Sponsor say?

REP. HOFER. We accept the amendment, Mme. Speaker.

THE DEPUTY SPEAKER (Rep. Cayetano). The Sponsor accepts.

The Majority Leader is recognized.

REP. DEFENSOR. Mme. Speaker, with that, I move that we ...

REP. ALMARIO. Mme. Speaker, the second amendment.

THE DEPUTY SPEAKER (Rep. Cayetano). Let us first allow the Majority Leader to finish.

REP. DEFENSOR. We will take the amendments up one by-one, Mme. Speaker.

THE DEPUTY SPEAKER (Rep. Cayetano). Yes.

REP. DEFENSOR. With that, I move that we approve the individual amendment as stated by the Honorable Almario.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the said amendment is approved.

REP. ALMARIO. Thank you. For the second amendment, Mme. Speaker: on page 7, Section 17, under “Assets, Liabilities and Personnel,” line 51, after the word “Isidro,” to delete the comma (,) and the phrase “and of Governor Generoso College of Arts, Science and Technology.” I so move, Mme. Speaker, Your Honor.

THE DEPUTY SPEAKER (Rep. Cayetano). What does the Sponsor say?

REP. HOFER. We accept the amendment, Mme. Speaker.

THE DEPUTY SPEAKER (Rep. Cayetano). The Majority Leader is recognized.

REP. DEFENSOR. Mme. Speaker, with that, I move that we approve the individual amendment as proposed by the Honorable Almario.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the said amendment is approved.

REP. ALMARIO. The third amendment, Mme. Speaker, Your Honor: on page 8, same Section 17, lines 7 and 8, after the word “Isidro,” to delete the comma (,) and the phrase “and of the Governor Generoso College of Arts, Science and Technology in the Municipality of Governor Generoso.” I so move, Mme. Speaker.

THE DEPUTY SPEAKER (Rep. Cayetano). What does the Sponsor say?

REP. HOFER. We accept the amendment, Mme. Speaker.

THE DEPUTY SPEAKER (Rep. Cayetano). The Majority Leader is recognized.

REP. DEFENSOR. Mme. Speaker, I move that we approve the individual amendment as proposed by the Honorable Almario.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the said amendment is approved.

REP. ALMARIO. The fourth amendment, Mme. Speaker, Your Honor: on page 8, Section 19, under “Appropriations,” lines 29 to 32, to delete the sentence after the word “Technology” and the period (.), which reads: “The Municipality of Governor Generoso shall continue to provide financial assistance to the Governor Generoso College of Arts, Science and Technology until such time that its full funding requirements as integrated to the University is included in the annual General Appropriations Act.” I so move, Mme. Speaker.

THE DEPUTY SPEAKER (Rep. Cayetano). What does the Sponsor say?

REP. HOFER. We accept the amendment, Mme. Speaker.

THE DEPUTY SPEAKER (Rep. Cayetano). The Majority Leader is recognized.

REP. DEFENSOR. Mme. Speaker, I move that we approve the individual amendment proposed by the Honorable Almario.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the amendment is approved.

REP. ALMARIO. The fifth amendment, Mme. Speaker, Your Honor: on page 9, Section 23, “Compliance with CHED Requirements,” lines 44 and 45, after the word “Act,” to delete the comma (,) and the phrase “unless in the meantime” and add the word UNTIL before the pronoun “it.”

On the same lines 44 and 45, after the word “herein,” to delete the comma (,) and the phrase “within a period not later than January 01, 2021.”

I so move.

THE DEPUTY SPEAKER (Rep. Cayetano). What does the Sponsor say?

REP. HOFER. We accept the amendments, Mme. Speaker.

THE DEPUTY SPEAKER (Rep. Cayetano). The Majority Leader is recognized.

REP. DEFENSOR. Mme. Speaker, I move that we approve the individual amendments proposed by the Honorable Almario.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the amendments are approved.

REP. ALMARIO. The sixth and last proposed amendment, Mme. Speaker, Your Honor, is on the title of the Bill: after the words “DAVAO ORIENTAL STATE UNIVERSITY,” to delete the comma (,) and the phrase “INTEGRATING THEREWITH THE GOVERNOR GENEROSO COLLEGE OF ARTS, SCIENCE AND TECHNOLOGY IN THE MUNICIPALITY OF GOVERNOR GENEROSO, PROVINCE OF DAVAO ORIENTAL.”

THE DEPUTY SPEAKER (Rep. Cayetano). What does the Sponsor say?

REP. HOFER. We accept the amendment, Mme. Speaker.

THE DEPUTY SPEAKER (Rep. Cayetano). The Majority Leader is recognized.

REP. DEFENSOR. Mme. Speaker, I move that we approve the individual amendment proposed by the Honorable Almario.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the amendment is approved.

REP. ALMARIO. Thank you, Mme. Speaker. Thank you, Majority Leader. Thank you, Mme. Sponsor.

THE DEPUTY SPEAKER (Rep. Cayetano). Thank you, Honorable Almario.

The Majority Leader is recognized.

REP. DEFENSOR. Mme. Speaker, there being no more individual amendments, I move that we close the period of amendments.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.

The period of amendments is closed.

REP. DEFENSOR. Mme. Speaker, I move that we approve on Second Reading House Bill No. 7007, as amended.

#### VIVA VOCE VOTING

THE DEPUTY SPEAKER (Rep. Cayetano). There is a motion to approve House Bill No. 7007, as amended, on Second Reading.

As many as are in favor, please say *aye*.

SEVERAL MEMBERS. *Aye*.

THE DEPUTY SPEAKER (Rep. Cayetano). As many as are against, please say *no*. (*Silence*)

#### APPROVAL OF H.B. NO. 7007, AS AMENDED, ON SECOND READING

THE DEPUTY SPEAKER (Rep. Cayetano). The *ayes* have it; the motion is approved.

House Bill No. 7007, as amended, is approved on Second Reading.

The Majority Floor Leader is recognized.

REP. DEFENSOR. Mme. Speaker, I move that we include the additional coauthors of House Bills No. 6995, 7021, 7030 and 7033 as contained in the list to be submitted by the Committee on Rules.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.

The inclusion of the list of additional coauthors is hereby approved.

#### RECONSIDERATION OF APPROVAL OF H.B. NO. 6306 ON SECOND READING

REP. DEFENSOR. Mme. Speaker, last January 24, 2018, we approved on Second Reading House Bill No. 6306, entitled: AN ACT RECOGNIZING THE BRITISH SCHOOL MANILA AS AN EDUCATIONAL INSTITUTION OF INTERNATIONAL CHARACTER AND GRANTING THE SCHOOL CERTAIN PREROGATIVES CONDUCIVE TO ITS DEVELOPMENT. With leave of the House, I move that we reconsider the approval on Second Reading of House Bill No. 6306.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion to reconsider the approval of House Bill No. 6306 on Second Reading is approved.

#### RECOMMITMENT OF H.B. NO. 6306 TO THE COMMITTEE ON BASIC EDUCATION AND CULTURE

REP. DEFENSOR. With that, Mme. Speaker, I move that we recommit House Bill No. 6306 to the Committee on Basic Education and Culture to allow the Committee to address certain issues raised relative to the provisions of the said Bill.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.

House Bill No. 6306 is recommitted to the Committee on Basic Education and Culture to allow the Committee to address certain issues raised relative to the provisions of the said Bill.

REP. DEFENSOR. Mme. Speaker, I move that we take up the Unfinished Business.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.

We will take up matters in the Unfinished Business.

#### CONSIDERATION OF H.B. NO. 6425

##### *Continuation*

#### PERIOD OF SPONSORSHIP AND DEBATE

REP. DEFENSOR. Mme. Speaker, I move that we continue the consideration of House Bill No. 6425, contained in Committee Report No. 389, as reported out by the Committees on Transportation, and on Appropriations.

May I ask that the Secretary General be directed to read only the title of the measure.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.

The Secretary General is directed to read only the title of the measure.

REP. DEFENSOR. Mme. Speaker, I move that we open the period of ...

THE DEPUTY SPEAKER (Rep. Cayetano). Let us first allow the Secretary General to read the title of the measure.

REP. DEFENSOR. I am sorry, Mme. Speaker.

THE SECRETARY GENERAL. House Bill No. 6425, entitled: AN ACT PRESCRIBING AN URGENT, COMPREHENSIVE AND INTEGRATED LAND-BASED TRAFFIC MANAGEMENT POLICY TO EFFECTIVELY ADDRESS THE TRAFFIC CONGESTION CRISIS IN METRO MANILA, METROPOLITAN CEBU AND METROPOLITAN DAVAO AND APPROPRIATING FUNDS THEREFOR.

THE DEPUTY SPEAKER (Rep. Cayetano). The Majority Leader is recognized.

REP. DEFENSOR. Mme. Speaker, the parliamentary status of the measure is that we are in the period of sponsorship and debate. With that, I move that we open the period of sponsorship and debate.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.

The period of sponsorship and debate is hereby opened.

REP. DEFENSOR. Mme. Speaker, to sponsor the measure, I move that we recognize the distinguished Chairman of the Committee on Transportation, the Hon. Cesar V. Sarmiento.

THE DEPUTY SPEAKER (Rep. Cayetano). The Hon. Cesar Sarmiento is hereby recognized.

REP. SARMIENTO (C.). Mme. Speaker, this Representation has already delivered his sponsorship speech on this proposed measure, House Bill No. 6425.

THE DEPUTY SPEAKER (Rep. Cayetano). That is duly noted. The Majority Leader is recognized.

REP. DEFENSOR. Mme. Speaker, first to interpellate is the Gentleman from BAYAN MUNA. I move that we recognize the Hon. Carlos Isagani T. Zarate.

THE DEPUTY SPEAKER (Rep. Cayetano). The Honorable Zarate is recognized.

REP. ZARATE. Thank you, Mme. Speaker. Magandang hapon ho sa ating lahat. Will the good Sponsor entertain some interpellations?

REP. SARMIENTO (C.). Yes, this Representation is pleased to accept interpellation from the Gentleman from Party-List BAYAN MUNA.

REP. ZARATE. Maraming salamat po. Mme. Speaker, Committee Report No. 389 is an amalgamation of several bills now contained in House Bill No. 6425. Hindi po ba, kung maaalala ng ating kagalang-galang na Sponsor, ito ang isa sa pinakaunang panukalang batas na naihain sa Kapulungang ito at na-refer sa Committee on Transportation, Mme. Speaker, Mr. Sponsor?

REP. SARMIENTO (C.). Totoo po iyon, Mme. Speaker.

REP. ZARATE. In fact, if we can recall, ang orihinal na pangalan ho ng panukalang batas na ito, doon sa ibang bills, ay patungkol sa pagbibigay ng emergency powers sa ating Pangulo para, supposedly, ay ma-address ang malala at lalo pang lumalalang problema ng trapiko, lalung-lalo na dito sa Metro Manila and other metropolitan cities. Is that correct, Mr. Sponsor, Mme. Speaker?

REP. SARMIENTO (C.). Tama po iyon, Mme. Speaker.

REP. ZARATE. Puwede po ba bilang panimula, sabihin ng ating kagalang-galang na Sponsor na mula doon sa napakaraming panukalang batas supposedly to give special powers to the President, ang ating panukalang batas ho ngayon ay pamagatan na lamang na: AN ACT PRESCRIBING AN URGENT, COMPREHENSIVE AND INTEGRATED LAND-BASED TRAFFIC MANAGEMENT POLICY TO EFFECTIVELY ADDRESS THE TRAFFIC CONGESTION CRISIS IN METRO MANILA, METROPOLITAN CEBU AND METROPOLITAN DAVAO AND APPROPRIATING FUNDS THEREFOR, at hindi na po iyong panukalang emergency powers, Mme. Speaker, Mr. Sponsor?

REP. SARMIENTO (C.). Nagkaroon po ng maraming hearings ang Komite at tinalakay ang iba't ibang panukala tungkol po sa pag-address sa problemang trapiko, and we even conducted hearings in Cebu and Davao. We realized that, to address the problem of traffic, we in the Committee feel that it is but proper to exercise the power of Congress to urgently address the problem of traffic compared to—if we will recall, there was the Power Crisis Act that was passed by this Congress but for the traffic crisis, the traffic problem, there is no off-the-rack solution to this problem, unlike the power crisis that, with the construction of various power plants, the crisis was properly addressed.

REP. ZARATE. Maraming salamat, G. Isponsor, Mme. Speaker.

Tama po ang inyong sinabi. Ang problema talaga ng trapiko ay hanggang ngayon ramdam na ramdam natin. Sa katunayan, napakaraming panukala ng maraming solusyon inihain sa napakaraming pagdinig na ginawa ng Committee on Transportation. Napakaraming solusyon na ang inihain ng iba't ibang departamento. Ngayon nga, ramdam natin iyong problema ng mamamayan, ramdam na ramdam nila iyong kakulangan ng mga tumatakbong sasakyan, lalong-lalo na sa mga mayor na ruta dito sa Metro Manila, dahil iniimplementa ng pamahalaan iyong sinasabi nilang tanggal bulok, tanggal usok na iskema na walang iba kundi patungkol na rin ito doon sa dahan-dahang pag-phaseout ng mga jeepneys. Sa katunayan, ngayong araw ito magsisimula, hindi ba, Mr. Sponsor, Mme. Speaker, na iyong mga city bus ay papayagan nang tumakbo doon sa mga ruta kung saan dati ang mga jeepney ang nakikita nating tumatakbo. Is that correct, Mr. Sponsor, Mme. Speaker?

REP. SARMIENTO (C.). Nabasa ko rin po sa diyaryo na dahil sa pag-implement po ng DOTr ng I-Act, ang paghuli sa mga nagba-violate ng “tanggal

usok, tanggal bulok” na iskema ay nagresulta po sa kakulangan ng sakayang pampubliko.

REP. ZARATE. Tama po iyan. Ang pinagtataka ko lang, Mme. Speaker, Mr. Sponsor, iyong sinasabi nilang mga bulok daw na jeep, iyong mga umuusok na mga jeep, tinatanggal ang mga ito sa daan kaya maraming ayaw magpatakbo ng kanilang jeep pero hanggang ngayon, iyong umuusok na MRT ay hindi naman tinatanggal at tuloy-tuloy pa rin iyong pagpapatakbo natin ng MRT. Umuusok na nga noong nakaraang araw pero tuloy-tuloy pa rin iyong kapalpakan at problema sa MRT, tuloy-tuloy rin na buwan-buwan na mula sa kaban ng bayan, ang pagbibigay ng subsidiyo dito sa pagpapatakbo ng MRT na ito.

That aside, Mme. Speaker, Mr. Sponsor, tutungo tayo dito sa Panukalang Batas Blg. 6425. Sa pagkakatingin ko po dito sa panukalang batas na ito ay pinagsama-sama ang maraming bills. Mayroong apat po na aspeto ang gusto kong talakayin. Una, kahit naman tinanggal natin ang katawagan ng panukalang batas na ito na magbibigay ng emergency powers sa Pangulo o sa kanyang representative, mayroon pa ring mga kapangyarihan na makikita natin dito na masasabi natin in the exercise of emergency powers. Nandiyan, halimbawa, iyong Section 33, the power of eminent domain by the Traffic Chief. Second, nandiyan din iyong Section 6 where the Secretary of Transportation being the de officio Traffic Chief shall have control over the MMDA, PNP-Highway Patrol Group, LTO, LTRFB, Road Board and other land transport regulation-related agencies. Pangatlo, also in Section 6 of the proposed Bill, proposed law, the President's power—at ito, sa tingin ko, ay napakabigat na kapangyarihang ibinibigay dito—the President's authority or power to abolish, create, split, group or merge offices, transfer functions, equipment, properties, records and personnel.

In another section, Section 27, there is the President's authority to enter into negotiated contracts on priority projects through the Traffic Chief and again, there is another section, Section 7, that corresponds to the powers and functions of the Traffic Chief. There is also Section 18, giving the government the power to take over the operations of public utility vehicle franchises na nakapaloob pa rin dito sa panukalang batas na ito. The suspension of the LGC or the Local Government Code provision requiring prior consultation with and approval of local government units with respect to traffic related projects, this is contained in Section 30 of the proposed Bill. There is also that provision suspending the LGU franchise issuance power under the Local Government Code which is contained in Section 17. So, those are, as this Representation, if I may, really considers as emergency powers, being contained in this proposed Bill. Then, of course, there is the issue of corporatization of the public transport. I will also ask

several issues on that aspect and the displacement of transport workers because of the loss of their livelihood, lalong-lalo na doon sa usapin ng phaseout nitong mga public utility jeepneys and the privatization of transport assets and projects.

Mme. Speaker, Mr. Sponsor, sa ilalim ng panukalang batas na ito, idinedeklara na mayroong krisis sa trapiko bilang isang emergency case, lalong-lalo na dito sa kalakhang Maynila, sa Cebu at sa Davao at itinatagala ang otoridad ng pagpapatupad para matugunan ito sa DOTr Secretary bilang de officio Transport Chief. Malinaw din naman, kung babasahin natin ang maraming probisyon sa panukalang batas na ito, na binibigyan nitong batas ng kapangyarihan ang Pangulo ng Pilipinas, partikular sa pagbuo—nabanggit ko ito kanina—at pagbuwag ng mga opisina o kaya ang pagpasok sa mga negotiated contracts.

Kaya ang una kong tanong patungkol dito, Mme. Speaker, Mr. Sponsor, puwedeng pakilina kung bakit po sa dala-dalawang personahe natin itinatagala ang kapangyarihang ito, ang emergency powers na ito, sa Pangulo at sa Traffic Chief, Mme. Speaker, Mr. Sponsor?

REP. SARMIENTO (C.). Aminado naman po tayo at ramdam ng lahat na may problema po tayo sa trapiko, and everyone is affected at gaya ng sinabi ko, walang off the rack solution sa problemang ito. We firmly believe that we have to adopt efficient, responsive and comprehensive measures to urgently address the problem of traffic. Napili sa panukalang batas na ang magpapatupad nito para mahanapan ng solusyon ay ang Secretary of the Department of Transportation dahil siya po ang nag-e-exercise ng control and supervision over transport-related agencies like the LTO and the LTFRB, at kailangan po na mabigyan ng mga kapangyarihan para malutas ang ating problema na kinakaharap sa ngayon.

REP. ZARATE. Salamat, Mme. Speaker, Mr. Sponsor. Naitanong ko po ito dahil, halimbawa, doon sa Section 33, alam naman po natin na ang power of eminent domain, malinaw na ito ay kapangyarihan ng isang soberenya—it is a sovereign power—ngunit sa panukalang batas na ito, ibinibigay natin ang kapangyarihang ito sa Kalihim ng Department of Transportation. So, sino po ba, para lang malinaw po, if this is a sovereign power na dapat ay ine-exercise ng Presidente, bakit po dito ay ibinibigay natin ito sa Kalihim ng Transportasyon? Sino po ba talaga ang binibigyan natin ng emergency powers dito, ang Pangulo ng Pilipinas o ang Kalihim ng Kagawaran ng Transportasyon, Mme. Speaker, Mr. Sponsor?

REP. SARMIENTO (C.) Sa panukalang batas po, napaka-klaro na ang official traffic czar, ang Department

Secretary of Transportation, ay binibigyan ng kapangyarihan para ma-exercise po ang kapangyarihan na ito kasi ang layunin natin ay maibsan ang problema natin sa trapiko, so, kailangan na ho ang bagay na ito.

REP. ZARATE. Maraming salamat, Mr. Sponsor, Mme. Speaker. Ang kasunod ko pong katanungan, dahil nga ang binibigyan natin ng emergency powers, sabi ninyo, ay ang Transportation Secretary pero mayroon din namang mga probisyon dito na malinaw, Section 6 for example, na ang kapangyarihang ito ay patungkol lamang sa Pangulo ng Pilipinas. So, ang tanong ko po, mayroon ding kapangyarihan o emergency powers ang Pangulo ng Pilipinas, kaya ang tanong natin ngayon, puwede rin ba na ang Pangulo ng Pilipinas, sabihin niya, “Ako na ang Traffic Chief dahil ako ang Pangulo ng Pilipinas” at ang kadugtong na tanong, puwede bang sabihin ng Pangulo ng Pilipinas, “Ang designated ko na Traffic Chief ay hindi ang Department of Transportation Secretary kung hindi ang aking Executive Secretary.” Puwede ho bang mangyari ito sa loob ng panukalang batas na ito, Mme. Speaker, Mr. Sponsor?

REP. SARMIENTO (C.) Sa aking palagay po, since the President is the head of all the departments and the secretary is the alter ego of the President, in case the President decides to do so, he can.

REP. ZARATE. Salamat po, Mr. Sponsor, Mme. Speaker.

REP. SARMIENTO (C.) For purposes of this proposed measure, the power is specifically given to the official traffic czar.

REP. ZARATE. Thank you, Mme. Speaker, Mr. Sponsor. Iyon nga po ang gusto nating linawin dahil kung babasahin po ninyo ang mga probisyon dito, halimbawa sa Section 33, malinaw na ang kapangyarihan na iyan ay binibigay sa Traffic Chief...

REP. SARMIENTO (C.) Opo.

REP. ZARATE. ... at sinabi na rin po ninyo kanina na iyong power of eminent domain na binigay sa Traffic Chief, na ang Traffic Chief ay ang ating Kalihim sa Transportasyon. Malinaw po iyan sa sinabi ninyo kanina pero dahil mayroon din pong ibang kapangyarihan dito na napapatungkol naman sa Pangulo ng Pilipinas at sa katunayan, ang Pangulo ng Pilipinas ay puwede ring sabihin niya na siya ang Traffic Chief, hindi po ba? So, hindi po kaya magkaroon ng pagkakataon na magkaiba ang magiging desisyon ng Pangulo ng Pilipinas at iba naman ang desisyon ng Secretary of Transportation as the Traffic Chief, Mr. Sponsor, Mme. Speaker?

REP. SARMIENTO (C.) Ang kapangyarihan po ng Traffic Chief sa ilalim ng panukalang batas na ito ay klaro po, naka-enumerate po and so, in the event that the President will decide to assume the functions of the Traffic Chief, he will always be guided by what is provided under the proposed measure in addressing the problem of traffic.

REP. ZARATE. Okay, kaya kahit po sinabi natin dito, Mr. Sponsor, Mme. Speaker, na ang Traffic Chief ay ang Secretary of Transportation, puwede rin sa darating na panahon, kung hindi nagustuhan ng Pangulo, ay itatalaga na niya ang kanyang sarili bilang Traffic Chief. Puwede bang ganoon ho ang mangyari, Mr. Sponsor, Mme. Speaker?

REP. SARMIENTO (C.) Sa ating government structure, the head of government is the President and as we all know, being an individual person, he would not be able to exercise all the powers to run the affairs of the government and that is why we have several department secretaries, one of which is handling the transportation sector. Of course, if the President would decide to assist in alleviating the problem of traffic, he can do so but he will be guided by what is provided for under the proposed measure.

REP. ZARATE. Maraming salamat, Mr. Sponsor, Mme. Speaker. So, kahit po sinabi rito sa ating panukalang batas na ang Traffic Chief, para lang po talaga malinaw ito, ay ang Kalihim ng Transportasyon, sa katotohanan ay puwede siyang palitan ng Presidente bilang Traffic Chief.

REP. SARMIENTO (C.). Yes.

REP. ZARATE. Tama po ba iyon, Mr. Sponsor?

REP. SARMIENTO (C.). Totoo po iyon. The President's family is composed of several department heads, they work at the pleasure of the President and at anytime, any department secretary can be replaced by the President. So, puwedeng sabihin niya na, "Umalis ka na diyan and I will be the DOTr Secretary and as such, I will be exercising the powers and functions of the Department of Transportation."

REP. ZARATE. Thank you, Mr. Sponsor, Mme. Speaker. By the way, sa titulo po ng ating panukalang batas, nasasakop dito ang tatlong mayor na siyudad sa ating bansa, ang Metro Manila, Cebu and Davao, pero nitong mga nakaraang mga panahon po ay napag-alaman natin, at ito ay napabalita, na ang siyudad ng Davao ay ayaw nilang mapasakop dito sa usaping ito. Halimbawa, doon sa Public Utility Jeepney Modernization Program, ang mayor, si Mayor Sara Duterte ng Davao, ay

naglabas ng statement na they want Davao City to be exempted sa Jeepney Modernization Program. Ang tanong ko po, Mme. Speaker, Mr. Sponsor, kahit na ba ganoon ang deklarasyon na iyon ng mga opisyal ng siyudad ng Davao, sasakupin pa rin sila nitong panukalang batas, Mr. Sponsor, Mme. Speaker?

REP. SARMIENTO (C.). Gaya ng sinabi ko kanina, marami kaming pagdinig na na-conduct and one time ay pumunta po kami doon sa siyudad ng Davao and the City Government of Davao was represented there and the officials were in agreement with the steps being taken by the Committee on Transportation.

REP. ZARATE. Ano po sa tingin ng ating kagalang-galang na Sponsor, Mme. Speaker, ang epekto ng deklarasyon na iyon ng mga opisyal ng Davao na ayaw nilang mapasama doon sa Jeepney Modernization Program?

REP. SARMIENTO (C.). Tungkol dito po sa panukalang batas, among others, among the solutions to urgently address the problem of traffic, would be the conduct of rationalization of routes before the so-called PUV Modernization Program. So, para malaman natin kung ilan ba talaga ang karapat-dapat na bilang na sasakyang pampubliko ang puwedeng bumaybay sa mga pangunahing kalsada, the process of route rationalization would include the identification of primary, secondary and ancillary routes para malaman ang bilang ng mga sumasakay sa kalsadang iyan and at the end of the day, the government will be able to find out the number, the type of public vehicle, the public transportation that will be allowed to ply the major streets.

REP. ZARATE. Maraming salamat, G. Isponsor. I will go into details po sa usapin na iyan. Gusto ko lang balikan ito uli dahil doon ho sa sinabi ninyo na ang Traffic Chief naman pala ay puwedeng palitan kasi kung babasahin po ninyo ang Section 6 ng panukalang batas, at nasabi ko nga ito kanina, napakalinaw na ang de officio Traffic Chief ay ang Kalihim ng Transportasyon pero wala ho sa probisyon na ito na siya ay puwedeng palitan ng Pangulo ng Pilipinas, taliwas doon sa sinabi ninyo kanina na ang Pangulo ng Pilipinas ay puwedeng siya mismo ang magiging Traffic Chief. Saan ho ba rito iyong probisyon na magre-reconcile doon sa sinabi ninyo na, in the end, it is the President who enjoys the emergency powers and not the Traffic Chief, Mr. Sponsor, Mme. Speaker.

REP. SARMIENTO (C.). Kung babasahin po ninyo ang panukalang batas, ang may kapangyarihan sa paghanap ng solusyon sa problema ng trapiko ay ibinibigay po sa Traffic Chief, mainly sa Traffic Chief.

Nabanggit lang po dito ang pangalan ng Presidente when it comes to the reorganization of the various offices that is intended to address the problem of traffic.

REP. ZARATE. Yes, Mr. Sponsor, Mme. Speaker, but not only the reorganization because it is the primary power of the President under this Bill to enter into negotiated contracts; it is not the power of the Traffic Chief. Is that correct, Mme. Sponsor, Mr. Speaker?

REP. SARMIENTO (C.). Yes, may provision na nakalagay diyan that the power to enter into a negotiated contract shall be exercised by the President through the Traffic Chief.

REP. ZARATE. Okay. So, again, going back doon ho sa sagot ninyo kanina, hindi po ba mas mainam na nalilinaw dito na, at the end of the day, ang responsable po talaga sa pagpapatupad ng batas na ito ay ang Pangulo ng Pilipinas at siya ang binibigyan ng kapangyarihan through the Traffic Chief. Inamin ninyo na rin kanina, G. Sponsor, Mme. Speaker, na ang Pangulo, dahil siya ang Pangulo, ay puwede nga niyang palitan ang Kalihim ng Transportasyon bilang Traffic Chief.

So, iyon po ang gusto kong malinaw dito sa Section 6 dahil kung babasahin ninyo ang Section 6 na ito, very specific and very clear na it is only the Secretary of Transportation and no other person can be designated as the Traffic Chief, not even the President, kasi clear ang pagkakasabi dito na ito ang Secretary of Transportation. Is there any comment by the Sponsor, Mme. Speaker?

REP. SARMIENTO (C.). Ang aking masasabi po diyan, under Section 6, it is clearly provided here that the Secretary of Transportation, and whoever sits as the Secretary of Transportation, would be the one to exercise the powers and functions as provided under the proposed measure.

REP. ZARATE. Yes, and in fact, the President cannot designate any other Secretary as the Traffic Chief. Is that correct, Mr. Sponsor, Mme. Speaker?

REP. SARMIENTO (C.). No, but in this particular provision of the proposed measure, Section 6 clearly names the Secretary of Transportation as the de officio Traffic Chief.

REP. ZARATE. At any rate, since this Bill mentions measures or solutions to the traffic problem for a certain period of time, at kung hindi ako nagkakamali, ang panukalang batas na ito ay may sunset provision. Is that correct, Mr. Sponsor, Mme. Speaker?

## SUSPENSION OF SESSION

REP. SARMIENTO (C.). Mme. Speaker, I move for a one-minute suspension of the session, Mme. Speaker.

THE DEPUTY SPEAKER (Rep. Cayetano). The session is suspended for one minute.

*It was 5:09 p.m.*

## RESUMPTION OF SESSION

*At 5:09 p.m., the session was resumed.*

THE DEPUTY SPEAKER (Rep. Cayetano). The session is resumed.

REP. SARMIENTO (C.). Can I proceed? Thank you, Mme. Speaker.

The proposed measure expressly provides the validity period, that this particular measure is valid and effective for a period of three years.

REP. ZARATE. So, this measure is valid for three years once it becomes a law.

REP. SARMIENTO (C.). Yes.

REP. ZARATE. Pagkatapos ng tatlong taon, tapos na po ito. Is there a possibility or is there a provision in this proposed Bill that a three-year period effectivity, if the Bill becomes a law, can be extended, Mr. Sponsor, Mme. Speaker?

REP. SARMIENTO (C.). The proposed measure does not speak of an extension of the validity period.

REP. ZARATE. So, by operation of law, tapos na ito after three years, that if it becomes a law in 2018, by 2021 ay wala na ito?

REP. SARMIENTO (C.). Wala na.

REP. ZARATE. Okay. My corollary question to that aspect, Mr. Sponsor, Mme. Speaker, halimbawa, on the second year ay may ginawang emergency—may ginawang aksiyon ang Traffic Chief, for example, where the Traffic Chief entered into a negotiated contract or the President entered into a negotiated contract and in the execution of that contract, it required a longer period. Ano ho ang mangyayari sa kontrata?

REP. SARMIENTO (C.). It is very clear po sa batas natin, sa proposed measure natin, when we talk of priority projects, that these refer only to projects or



critical undertakings that will immediately address the problem of traffic. If a project that is intended to curb the traffic would require gestation, that would not be covered by this particular measure.

REP. ZARATE. Thank you, Mme. Speaker, Mr. Sponsor. So, for example, in 2021, hindi pa rin po napapatupad ng buo, for example, ang Jeepney Modernization Program, what will happen to that program, Mr. Sponsor, Mme. Speaker?

REP. SARMIENTO (C.). It is a continuing program and actually, the success of the PUV Modernization Program would depend on the honest-to-goodness route rationalization to be conducted by the government because that is a way of addressing the festering traffic that we are experiencing now. In short, gagawa muna po ng route rationalization ang gobyerno to determine kung ano talaga ang kailangan na mga sasakyan sa mga iba't-ibang ruta because the major routes would necessarily call for a bigger type or mode of transportation. So, this is not necessarily the small ones because in the PUV Modernization Program being carried out by the Department of Transportation, we will note that the primary concern that we could discern from the program is more on the environmental concern being raised by the Department of Transportation. In this proposed measure, we are not only addressing the problem posed to the environment but we would like to address the problem of mobility and so, in short, we will be giving importance to bigger ones, to mass public transportation compared to the small ones.

REP. ZARATE. Thank you, Mr. Sponsor, Mme. Speaker. Sana nga po ay matupad iyong sinasabi ninyo. Naitanong ko iyan, Mr. Sponsor, Mme. Speaker, kasi kung babasahin natin ang Section 7 ng panukalang batas na ito, napakaraming mga deliverables po. Ang daming dapat na gawain ng Traffic Chief, and this Representation is doubtful kung sa loob ng tatlong taon ay kayang i-deliver ang mga ito ng ide-designate na Traffic Chief like the Secretary of Transportation. Ang tanong siguro diyan, Mr. Sponsor, Mme. Speaker, sa dinami-dami ng responsibilidad na itinalaga natin sa Transport Chief under this Bill, ano kaya po ang mangyayari kapag pumalya sa isa o dalawa na mga dapat na gawain ng Traffic Chief at hindi niya ito matapos sa loob ng tatlong taon?

REP. SARMIENTO (C.). Ang ating mga nilagay po dito na dapat na gawain ng Traffic Chief is intended primarily to address the problem of traffic. Kung hindi natin po ilalagay ang mga ito, baka hindi po ma-achieve iyong layunin natin na maibsan ang problema ng trapiko sa mga pangunahing lugar. So, these are the things that

the Traffic Chief will have to seriously consider in order to address the problem of traffic.

REP. ZARATE. Again, dahil po after three years ay, sinabi ninyo na rin po kanina, na wala nang kabuluhan ang batas na ito, at lahat ng kapangyarihan na ibinigay natin sa Transportation Chief ay, siyempre, babalik ang mga iyan doon sa mga orihinal na ahensiya na kung saan sila ang nag-e-exercise nitong mga kapangyarihan na ito and so, there is a possibility na kung anuman ang ginawa rin ng Transportation Chief within the three-year period ay babaliktarin noong kinakaukulang ahensiya. Is that possible, Mr. Sponsor, Mme. Speaker?

REP. SARMIENTO (C.). Well, kung iyong gagawin ng Traffic Chief ay nakatulong sa pag-address ng traffic problem ay, sa palagay ko naman, after three years, kung sino man ang nakaupo ay ipagpapatuloy ang mga magagandang programa na ipinapatupad ng Traffic Chief because, again, we are putting these things po sa measure na ito because we believe na there is really a need to immediately address the problem of traffic.

REP. ZARATE. Thank you, Mr. Sponsor, Mme. Speaker. Kanina po nabanggit ninyo na ang isang mahalagang elemento sa traffic modernization plan ay iyong kailangan magkaroon tayo ng route rationalization sa lahat ng mga babaybaying daan ng mga transportasyon na ito. May I ask, Mme. Speaker, Mr. Sponsor, as we speak now, ito bang route rationalization, mayroon nang nagawa ang Kagawaran ng Transportasyon dito, Mr. Sponsor, Mme. Speaker?

REP. SARMIENTO (C.). Isa sa mga component po ng Traffic Crisis Act is the conduct of route rationalization but even without waiting for the passage of this traffic measure, alam po ninyo at alam po natin na nagpapatupad na ng PUV Modernization Program ang Kagawaran, ang Department of Transportation. Sa mga maraming hearings ng Komite, at nagpatawag tayo tungkol diyan at we stressed to the DOTr officials na for the success of the PUV Modernization Program, route rationalization precedes modernization.

Sa aking pagkaalam, kanilang ipinapatupad na iyong sinasabing route rationalization but again, kung titingnan po ninyo sa panukalang batas na ito, this is limited to Metro Manila, Metro Cebu and Metro Davao. Sa aking pagkakaintindi doon sa PUV Modernization Program, that should be implemented nationwide but in this case, since ramdam po ang problema o mas ramdam ito ng matindi sa mga nasabing lugar, this Representation, naniniwala ako na dapat ang route rationalization ay uunahin muna sa mga lugar na nabanggit dito sa panukalang batas.

REP. ZARATE. Maraming salamat, Mr. Sponsor, Mme. Speaker. Hindi naman po lingid sa ating kagalang-galang na Sponsor at sa iba pa na ang isang sektor na talagang tatamaan nito ay ang mga maliliit na tsuper at mga operators, especially nitong public utility jeepneys. Naitanong ko po iyon dahil kayo na rin po ang nagsabi na ang “route rationalization precedes any modernization program” but contrary to that statement, ang nangyayari ho ngayon, despite the absence of a route rationalization program, ay alam naman po natin na ini-implementa na, lalong-lalo na dito sa kalakhang Maynila, iyong dahan-dahang phaseout ng ating mga public utility jeepneys kaya nga nitong mga nakaraan ay naglulunsad sila ng mga kilos protesta patungkol dito. So, hindi ho ba, imbis na pagdiinan natin ng tingin itong mga public utility vehicles, dapat ay ituon natin ang batas, ang pansin ng batas doon sa pagbubukas pa ng mga linya na nakasara sa publiko bunga ng walang habas na land development ngayon, hindi lang dito sa Metro Manila but in other areas? So, bakit po iyong ating solusyon, sa halip na mas maraming—dahil nga in the absence of mass transportation like trains, MRT, LRT, ang tumutugon talaga doon sa problema ng ating mamamayan sa mass transportation ay ang ating mga public utility jeepneys and buses. Ano po ang tingin ng kagalang-galang na Sponsor dito?

REP. SARMIENTO (C.). Tulad po ng sinabi ko kanina, para ma-address po natin ang problema ng trapiko, dahil ang trapiko is caused by so many cars, ng dami ng mga sasakyan sa kalsada, in the absence of an honest-to-goodness route rationalization plan, ay hindi pa po natin matantiya kaagad kung ano ba talaga ang appropriate number na pampublikong sasakyan ang kailangan. Part of the route rationalization plan ay ang paggawa po ng mga additional routes para lumuwag po ang ating mga kalsada dahil ang totoo po, ang traffic crisis natin ay caused po ng shortage o insufficient mass transport in these areas.

REP. ZARATE. Thank you, Mr. Sponsor, Mme. Speaker. Nabanggit ninyo po na—balikan ko lang po ito—dahil ang sasakupin lang nito ay tatlong mayor na siyudad, Metro Manila, Cebu and Davao, and so, malinaw na ang batas na ito ay hindi or is not applicable to other metropolitan ...

REP. SARMIENTO (C.). Other areas?

REP. ZARATE. Yes, other areas.

REP. SARMIENTO (C.). May provision po dito sa panukalang batas na, although identified po iyong tatlong lugar, the Traffic Chief is not prevented if the

traffic condition in other areas would worsen, although nakatuon ang pansin doon sa tatlong lugar, at puwedeng i-cover niya iyong mga ibang lugar.

REP. ZARATE. So, nasa kapangyarihan din ng Traffic Chief na, halimbawa, within the three-year period, kung ang siyudad ng Cagayan de Oro City ay nagkaroon ng malaking problema sa volume of traffic, puwedeng sakupin ng batas na ito. Is that correct, Mr. Sponsor, Mme. Speaker?

REP. SARMIENTO (C.). Opo, at nakasaad po ito sa Section 4, “Coverage”:

This Act shall be limited in scope, application and effect to the metropolitan areas and the priority projects to be implemented under this Act. The Act shall authorize and apply only to such priority projects, programs, policies, rules, and regulations that will have immediate, significant, and measurable impact on the land-based traffic crisis as defined in this Act.

Notwithstanding the limited scope of this Act, the Traffic Chief may implement similar systems and mechanisms provided in this Act in other cities and municipalities experiencing land traffic crisis as defined in this Act.

REP. ZARATE. Thank you, Mr. Sponsor, for that clarification. So, ibig pong sabihin, hindi lang naman talaga ang mga so-called priority projects na identified or may be identified by the government, through the Traffic Chief, in Davao City, Cebu City and Metro Manila, will be covered by this proposed Bill. Is that correct, Mr. Sponsor, Mme. Speaker?

REP. SARMIENTO (C.). Mainly, nakasentro po tayo sa tatlong nasabing lugar pero kung may pangangailangan dahil lumalala na po ito sa ibang lugar, ay puwede itong sakupin.

REP. ZARATE. Thank you, Mr. Sponsor. By the way, Section 4 states that it will cover or this will take effect in the metropolitan cities identified, mainly in the three, and the priority projects therefor. May we inquire, Mme. Speaker, Mr. Sponsor, on these priority projects that are envisioned to be covered by this Bill?

REP. SARMIENTO (C.). The definition of “priority projects” is provided under Section 27, at ito po ay isa-submit ng Traffic Chief sa Joint Oversight Congressional Committee and naka-describe po dito kung ano ang mga priority projects. Definitely, hindi po ito iyong mga proyekto na mahaba ang gestation period

dahil dapat matugunan agad ang trapiko na nararanasan natin dito sa atin.

REP. ZARATE. So, it will not include for example, iyong train system, the implementation of a train system from Davao City to Zamboanga City?

REP. SARMIENTO (C.). Hindi po covered iyan dahil ilang taon ho bago mangyari iyan.

REP. ZARATE. Will it include, for example, the putting up of a subway system?

REP. SARMIENTO (C.). Hindi ho covered iyan.

REP. ZARATE. Iko-cover ito?

REP. SARMIENTO (C.). Hindi ho covered.

REP. ZARATE. At any rate, mayroon ho akong isang, curious lang ako, nakitang probisyon dito—bakit ho, under Section 14, ito iyong tungkol sa “Friendship Routes,” why do we allow, for example, private road owners to impose toll fees? Sabi natin, we are already exercising emergency powers para matugunan iyong trapiko, so, kailangang buksan iyong mga mayor na lugar na puwedeng pagdaanan ng mga sasakyan. Here, ang batas na rin mismo ang nagsabi na puwedeng buksan iyan pero iyong mga private—apparently, they refer to private subdivisions, pwede sila mag-charge ng toll fees. Bakit ho ganoon? Can we not exercise our right—the emergency powers, na buksan ang mga iyan at walang bayad para sa publiko, Mr. Sponsor, Mme. Speaker?

REP. SARMIENTO. Ang layunin po ng probisyon na ito, since gagamitin po ay private property, ito ay pag-aari po ng private villages, siyempre po, ang pag-maintain niyan at pag-provide ng security will have to be shouldered by the private villages at hindi po ito aakuin po ng ating gobyerno.

REP. ZARATE. Hindi po ba puwedeng kabahagi na ito ng kapangyarihan ng isinasaad dito sa batas na ito? This is, and in fact, ang gusto natin dito ay matugunan iyong problema at alam naman po natin marami o baka ho maging dahilan tuloy ito—I know for a fact that there are big subdivisions at present na pinapayagan nilang dumaan iyong mga sasakyan, binubukas nila ito sa other private and public vehicles and for them to pass through their subdivisions na walang bayad. Dito, dahil tayo na rin ang nagsabi na puwede sila na magpabayad, instead of matugunan iyong problema, ay baka mas lalong madadagdagan iyong problema, lalong-lalo na ang mga ordinaryong mga may-ari ng mga public utility vehicles or even private vehicles, Mr. Sponsor, Mme. Speaker.

REP. SARMIENTO (C.). If private villages and subdivisions would allow the public to use their private roads, of course, these roads will be exposed to deterioration and that would require upkeep and regular maintenance, and there are also security concerns. So, since these are private property and if these will be used by the public, it is just but fair to ask for a reasonable fee for the upkeep of the property.

REP. ZARATE. At any rate, Mr. Sponsor, Mme. Speaker, ako po ay naniniwala na kung nagbibigay na lang naman din tayo ng emergency powers for that period only of three years, we can mandate here na buksan ang mga daan na iyan at dapat walang bayad.

I will now go to another issue, the corporatization of public transport. Sa maraming pagdinig ng Komite tungkol dito, ang nakikitang solusyon talaga—at ito ay naka-reflect naman sa panukalang batas na ito—upang matugunan ang traffic ay dapat kontrolin ang public utility vehicles. Samakatuwid, iyong public transport, dapat ay i-regulate sila, kontrolin sila dahil sila ang dahilan ng matinding trapik sa Metro Manila, Metro Cebu and Metro Davao. Nagtataka lang ako, Mme. Speaker, Mr. Sponsor, kung bakit ho ang ating pinagdidiskitahan ay ang mga public utility vehicles o public transport samantalang sa napakaraming pagdinig sa panukalang batas na ito, o sa ibang mga usapin patungkol sa transportasyon, malinaw na higit na marami ang mga pribadong sasakyan. Sa katunayan, ang daming bumabaybay na mga pribadong sasakyan diyan na isa o dalawa lamang ang nakasakay, samantalang doon sa public utility jeepneys, nakasabit na nga iyong iba, kaya very telling ang batas na ito na wala siyang probisyon na layuning i-regulate naman ang mga pribadong sasakyan.

Sa madaling salita, ang panukalang batas na ito, talagang ang kanyang tunguhin is to strictly regulate and even corporatize the public transport. In Section 16 in particular, where the Transportation Chief is given the authority to revoke, modify the franchise or permit ng mga public utility vehicles, nakasaad dito na matapos daw maglungsad ng route rationalization, ang mabibigyan na lamang ng prangkisa o bibigyan ng Transportation Chief ng prangkisa ay iyong mga operators na may appropriate capacity to serve the routes. Malinaw na kung ito ang ating pamantayan at magiging batayan, iyong operators who have the capacity or the appropriate capacity to serve the routes, malinaw na ibibigay natin na lamang ang public transportation sa mga malalaking korporasyon na may kakayahan sa usaping ito. Dito nga makikita natin iyong usapin ng “one franchise, one operator” at mawawala na dito iyong “one franchise, one operator, one-unit scheme” dahil dito sa batas na ito, itinutulak iyong ima-manage ng isang korporasyon ang mga iba’t ibang mga prangkisa. So, in relation to this, bakit po

idinidiin at kino-confine ng panukalang batas na ito sa public transport samantalang tahimik tayo sa mas marami at deregulated na influx ng private vehicles sa ating bansa, Mr. Sponsor, Mme. Speaker?

REP. SARMIENTO (C.). Totoo po na madami po ang mga private vehicles na bumabaybay sa ating kalsada dahil po ang ating mga mamamayan ay napipilitang bumili ng sasakyan dahil po sa failure ng sufficient public transportation. Kung maayos, maganda at safe ang ating public transportation, ang ating mamamayan po, mas gusto nilang sumakay sa public transportation at hindi po magdala ng kanilang mga sasakyan.

REP. ZARATE. Tama po iyan pero iyon nga at last year lang, nabasa ko nitong first week ng January, na sa last quarter noong nakaraang taon ay 400,000 units ang nabenta ng mga private car dealers. Siguro, naghahabol na umiwas sa excise tax na dala ng TRAIN kaya ang dami-daming private vehicles, but that is an additional 400,000 units. Then, here we are, habang pinag-uusapan ho natin ito doon sa Committee—in fact, na-raise ko na rin ito, iyong P27 billion na programa ng DTI doon sa kanilang CARS Program na mas pararamihin pa ang mga private vehicles, kaya iyon po ay naitanong ko. Masyadong nakatutok tayo sa public utility vehicles pero sa private transport ay hindi ho—wala hong puwang dito, walang probisyon dito na i-regulate din sila. Gamitin natin ang emergency powers para ang mga private vehicles na ito ay ma-regulate din po.

So, when we say under Section 16, Mr. Sponsor, Mme. Speaker, na may kapangyarihan ang Traffic Chief na i-modify, ikansela ang prangkisa ng mga private utility vehicles at ibigay na lang ito doon sa mga operators na may “appropriate capacity to serve the route,” ano ho ang ibig sabihin natin dito, Mr. Sponsor, Mme. Speaker?

REP. SARMIENTO (C.). Resulta po iyan na, after the Route Rationalization Plan, if it turns out that there is an oversupply—dahil aalamin po sa kada ruta kung ilan ang pasaherong bumabaybay sa particular route na iyan based on demand, during peak hours, kapag nalaman po iyan, then, aalamin po ng ating Traffic Chief kung ano ang pinakaakma na mode of transportation. Definitely, since we are not only addressing the problem of the environment but we are also addressing the problem of mobility, sa ganitong usapin, the bigger modes would be preferred than the smaller ones. Then, iyong mga smaller ones, since magkakaroon pa ng bagong ruta, they will be relegated to secondary routes para hindi ganoon kaagad-agad na madi-displace sila.

REP. ZARATE. So, who decides what is appropriate and what is not, Mr. Sponsor, Mme. Speaker?

REP. SARMIENTO (C.). Base dito po sa panukalang batas, upon the recommendation of the LTFRB, sila po ang magde-determine ng appropriate mode of transportation sa mga major roads po.

REP. ZARATE. Thank you, Mr. Sponsor, Mme. Speaker. Well, nakasaaad na rin dito na in some instances, if warranted, the Traffic Chief or even the President, or the government may take over the franchises of some public utility vehicles. My question now, Mr. Sponsor, Mme. Speaker, ano po ba ang layunin ng gobyerno dito na i-take over, anong mga pagkakataon na i-take over nito ang franchises ng ibang mga public utility vehicles?

REP. SARMIENTO (C.). Aaminin natin, ang present routes natin ay hindi interconnected and so, the purpose of route rationalization would be the integration of, wait—route rationalization would include, it will provide for the:

a) Procedure for integration of different transportation modes into a unified public transport infrastructure network;

b) Identification of the various primary, secondary, and ancillary routes, with the corresponding determination of the primary and secondary routes' measured capacity based on the passenger demand and the destination of the demand during certain times of the day, with particular focus on traffic rush hours and road size;

c) Determination of the size, type, and number of PUVs including double-decker bus, articulated bus, mini bus, jeepney, Asian utility vehicle, multicab, tricycle appropriate to a particular route's measured capacity.

So, dahil po sa sitwasyon ngayon na hindi magkadugtong, na hindi interconnected ang ating mga ruta, to provide a seamless transport system ay aayusin po natin ang mga prangkisa na madugtong ang ruta para sa convenience po ng ating mga mananakay. Iyan po ang situation. Kung hindi po magkadikit ang ruta and so, the government will find a solution in order to connect the routes to provide convenience to the riding public.

REP. ZARATE. Ang ibig ninyo bang sabihin, para maidugtong ang mga ruta na ito kaya ipinasok itong probisyon na posibleng ang mag-take over ng mga franchises ay ang gobyerno, tama po ba iyon?

REP. SARMIENTO (C.). Kasi po, sa pagbigay ng prangkisa ay naka-indicate po doon ang ruta and so, para maidugtong ang mga rutang ito with the end in view of providing convenience, the government will act on the matter by considering the routes as provided in the franchises to be given to the various operators.

REP. ZARATE. So, parang ang lalabas po nito, parang makikipagkompetensiya ba ang gobyerno doon sa fleet management companies na, halimbawa, ay mabuo ayon sa batas na ito? Dahil ang gobyerno rin mismo ang magte-take over ng franchises samantalang ayon din dito, iyong mga wala nang kakayahan ay kailangan pumasok sila doon sa fleet management companies, Mr. Sponsor, Mme. Speaker.

REP. SARMIENTO (C.). Ang role po ng ating government, as I said earlier, is to see to it that the routes will clearly provide convenience to the riding public and then, ibibigay ang mga ito sa operators na nagpa-ply doon po sa mga rutang iyon.

REP. ZARATE. So, what will happen here, Mme. Speaker, Mr. Sponsor, is that the government will take over a particular franchise, tapos,, ibibigay niya ito sa existing fleet management companies. Is that what the Sponsor is saying, Mme. Speaker?

REP. SARMIENTO (C.). Could you please ...

REP. ZARATE. Ang ibig bang sabihin nito, the government will take over a franchise at pagkatapos na ma-take over ng gobyerno ang franchise na iyan dahil sasabihin niyang pangangailangan na i-take over, ibibigay niya ito sa isang existing, for example, na fleet management company. Ganoon po ba ang sinasabi ng ating Sponsor, Mme. Speaker?

REP. SARMIENTO (C.). Sa ngayon, wala naman tayong fleet management company, but existing operators will be ...

REP. ZARATE. Yes, but it is envisioned under this Bill and under the Modernization Program na kabahagi ang fleet management companies. Is that correct, Mr. Sponsor, Mme. Speaker?

REP. SARMIENTO (C.). Ang layunin po kasi, first and foremost, the objective is to address the problem of traffic and the traffic is caused by—iyong wala pong schedule na pag-dispatch ng mga sasakyan. So, tulad po sa ibang bansa, may mga schedule of dispatch ang mga sasakyan para alam po ng ating mga mananakay kung ano ang kanilang hahabulin na naka-schedule na sasakyan.

REP. ZARATE. Maraming salamat, Mr. Sponsor. Dahil naubos na rin ang aking oras, siguro, bilang huling tanong na lang ...

THE DEPUTY SPEAKER (Rep. Cayetano). Yes. May I remind the Gentleman, as the Honorable Zarate pointed out, na ubos na nga po iyong oras niyo. So, yes, we will allow him to have one last question ...

REP. ZARATE. Yes, I am winding up.

THE DEPUTY SPEAKER (Rep. Cayetano). ... so we can accommodate many, other colleagues who want to interpellate.

Thank you.

REP. ZARATE. Thank you, Mme. Speaker. Bilang huling katanungan ko na lang po, sa inyong pag-aaral po, ilan po ba ang maapektuhang mga public utility vehicle drivers and operators dito po sa isinusulong nating panukalang batas na ito, Mr. Sponsor, Mme. Speaker?

REP. SARMIENTO (C.). Sa totoo lang, this Representation does not have, in his possession, the number that will be affected in case some operators will be displaced but as stated in the proposed measure, in case of displacement, the law will provide a support mechanism to the displaced sector.

REP. ZARATE. That is unfortunate, Mme. Speaker, Mr. Sponsor, but since my time is up, maraming salamat sa ating kagalang-galang na Sponsor sa pagsagot sa mga paglilinaw natin.

Maraming salamat, Mme. Speaker.

REP. SARMIENTO (C.). Maraming salamat din po to the Gentleman from BAYAN MUNA.

THE DEPUTY SPEAKER (Rep. Cayetano). Thank you, Honorable Zarate.

The Majority Leader is recognized.

REP. TY. Mme. Speaker, the next Representative who wishes to interpellate is Rep. Antonio L. Tinio of ACT TEACHERS.

THE DEPUTY SPEAKER (Rep. Cayetano). Majority Leader, there is some body language going on on that side. I think ...

#### SUSPENSION OF SESSION

REP. TY. Mme. Speaker, may I ask for a minute suspension of session.

THE DEPUTY SPEAKER (Rep. Cayetano). The session is suspended for one minute.

*It was 5:46 p.m.*

#### RESUMPTION OF SESSION

*At 5:48 p.m., the session was resumed.*

THE DEPUTY SPEAKER (Rep. Cayetano). The session is resumed.

The Majority Leader is recognized.

REP. TY. Mme. Speaker, the next Member who would like to interpellate is Rep. Ariel “Ka Ayik” B. Casilao of Party-List ANAKPAWIS.

THE DEPUTY SPEAKER (Rep. Cayetano). Representative Casilao is recognized.

REP. CASILAO. Thank you, Mme. Speaker. Will the distinguished Sponsor yield to some questions?

REP. SARMIENTO (C.). With pleasure, acceding to the request of the Gentleman from ANAKPAWIS.

REP. CASILAO. Thank you, Mme. Speaker, distinguished Sponsor. Ipa-follow through ko lang po iyong huling tinanong ng aking kasamahan na si Congressman Zarate, at malinaw po sa aking pagdinig, nagtatalakay tayo, tinatalakay natin ngayon ang panukalang magbibigay ng emergency powers para resolbahin ang krisis sa trapiko. For the record, iyong sinabi kanina ng ating distinguished Sponsor, wala pa tayong katiyakan sa usapin ng bilang ng mga public utility vehicle operators and drivers na posibleng masasagasaan kapag ito po ay ipapatupad na dahil nga ang panukalang batas ay tatlong taon lamang ang effectivity nito and logically, mabilisan ang implementasyon ng mga programang nakasaad dito sa panukalang batas. Now, Mme. Speaker, nag-aalala lang po ang Kinatawang ito dahil bahagi ng aming constituents ay ang mga public utility vehicle drivers, small drivers and operators.

Ngayon, kapag wala pa po tayong bilang, that will lead to my first question. When we say under the definition of terms that we are in a state of crisis, traffic crisis, presumably, the need for this law that we are currently deliberating and debating on is to address a significant decrease if not eliminate the problem of traffic crisis here when we do not have the available data yet. Kaya nga ang una kong tanong, Mme. Speaker, gaano ba kalaki ang volume ng private—ano ang ratio ng private and public utility vehicles na gumagamit sa mga major routes ng ating bansa tulad ng Metro Manila, Metro Cebu at Metro Davao?

This Representation, Mme. Speaker, would like to know the ratio of a day-to-day, supported by a scientific study—and not only quoting from the ADB research which we repeatedly, naririnig natin at ilang beses na rin akong nakaupo sa mga hearings na ito—pero, for example, on a day-to-day basis sa Metro Manila, ano po ang ratio ng pampridadong sasakyan at pampublikong sasakyan na bumibiyaha sa mga mayor na daanan? Sa Metro Cebu, ano po ang ratio ng pampublikong

sasakyan at pampridadong sasakyan that cause traffic in a larger scale? Sa Metro Davao, ano po ang ratio ng pampublikong sasakyan at pampridadong sasakyan na bumibiyaha sa mga mayor na daanan ng Davao?

*At this juncture, Deputy Speaker Cayetano relinquished the Chair to Deputy Speaker Linabelle Ruth R. Villarica*

REP. SARMIENTO (C.). Bago ko po sagutin iyan, ang ating problema sa trapiko ay maituturing talagang masalimuot at lahat po ay apektado, gaya ng sinasabi sa pag-aaral po ng JICA na “It costs the economy billions of pesos. If not properly addressed, it will go higher.” Totoo din po na dito sa atin, ang marami pong mga private individuals na, they rather bring their cars to their point of destination than use public transportation, pero sa ibang bansa po, iyong mga itinuturing na maykaya, kahit po may mga sasakyan sila ay hindi nila dinadala dahil sumasakay sila sa public transportation na maayos at very efficient. Sad to say, hindi po ganoon ang sitwasyon sa ating lugar kaya po sa ating mga private individuals, mas gusto nilang dalhin ang kanilang sasakyan sa kanilang patutunguhan and in the process, we have so many cars using our limited road space.

Now, base po dito sa data, iyong number of motor vehicles, ang datos natin dito is for 2016 and the private vehicles consisting of cars, utility vehicles, SUVs, trucks, buses, motorcycles and trailers ay 2.2 million as against PUVs na 178,649. So, base sa data na ibinigay ng MMDA, 90 percent of the vehicles in EDSA are from private individuals, EDSA po ito, at 10 percent ho ay public o PUVs.

REP. CASILAO. Sa Metro Cebu, iyong ratio din nila po ay nais ko pong malaman din dahil na-identify ng panukalang batas na ito na may tatlong pilot areas: Metro Manila, Metro Cebu and Metro Davao.

REP. SARMIENTO (C.). Yes.

REP. CASILAO. Kung ganito po ang ratio ng Metro Manila as provided by the MMDA, 178,000 plying the major routes or particularly EDSA for public utility vehicles and 2.2 million for private, what about for Metro Cebu and Metro Davao?

REP. SARMIENTO (C.). Ang trend po, ganoon din, pareho po. Tama ba?

REP. CASILAO. That is why I would like to reiterate, Mme. Speaker, in this proposed Bill, if we have the statistical reference that kalakhan ng mga sasakyang bumibiyaha sa mga daanan that cause congestion is mainly, malaking bahagi po, 90 porsiyento

at sinabi ng ating kagalang-galang na Sponsor, katulad dito, na ganito ang ratio ng Metro Manila, ganito din ang Metro Cebu and Metro Davao, pero sa kalakhan din po ng laman ng panukalang batas, ang malaking tatamaan nito ay ang ating mga public utility vehicles. So, I do not know if I missed out, but I cannot find a specific program under the Traffic Management Plan of the proposed Bill that will address the congestion brought about by private vehicles. Mme. Speaker, iyon na nga po, baka mayroon tayong maling pagbasa dahil batay nga sa pag-aaral ng JICA, ano po ba ang naging batayan at rekomendasyon ng JICA, na sa ganitong mga istatistikang pinagbabatayan nila iyong mga rekomendasyon ba na bahagi din ng ating panukalang batas ay mayroon ding specific na plano how to address or limit congestion caused by private vehicles?

Mme. Speaker, while I understand that there are already laws, for example, the number coding in a day, odd-even numbers, mayroong schedule iyan, pero, even if in place po iyang ganyang batas ay hindi pa rin nareresolba ang congestion na umabot na sa isang alarming state, and so, ano po ang iba pang mga posibleng mailagay na partikular na plano that will address also the private utility vehicles, to limit or to resolve na hindi sila sabay-sabay pa ring mag-ookupa ng mga daanan natin that will cause congestion and traffic?

REP. SARMIENTO (C.) Kung tutuusin po ninyo, maraming rason ho ang nagko-contribute po sa trapiko. Kung titingnan po ninyo, along EDSA, nandiyan po iyong mga huge traffic generators na tinatawag dahil sa presensiya po ng mga mall—mag-umpisa diyan sa North Triangle, sa Cubao, sa Ortigas hanggang Makati. So, isa po iyan sa mga dahilan kung bakit naka-concentrate po sa EDSA ang malaking traffic. If I recall, the JICA made a recommendation for the purpose of decongesting Metro Manila, na ang mga industries at ang iba pang economic activities ay ilayo sa Metro Manila para hindi ganoon katindi ang traffic na nararamdaman sa Metro Manila.

Kung titingnan natin ang sitwasyon, ang nagko-cause po talaga ng traffic ay ang sobrang daming sasakyan, lalong-lalo na ang mga pribadong sasakyan na dahil sa kakulangan at hindi po efficient ang public transportation, as I had said earlier, they are forced to bring their cars rather than use public transportation. That is the reason we are having this kind of rationalization in order to clearly determine whether or not there is an oversupply of public transport vehicles in a particular route and once na-determine na sobra ang number doon, then, papasok po dito is the determination or the type of mode of transportation, giving preference to the bigger ones, at naatasan po ang Department of Transportation na mag-conduct ng rationalization bago magtanggap po ng mga sasakyan sa kalsada.

REP. CASILAO. Salamat po, distinguished Sponsor. Mme. Speaker, distinguished Sponsor, sa Section 13, Traffic Management Plan, ang binabanggit po dito na mga minimum components: (a) organizational structure, (b) route rationalization, (c) promotion of sustainable transport—iyong letters (c), (d) and (e), do you agree na ang mga ito po ay in place na? Mayroon na tayong mga batas nito except, of course, that on the route rationalization of PUVs, iyong binanggit ninyo po kanina, ang dami na nating hearings na ginawa. Tanong tayo nang tanong sa DOTr kung nasaan na po iyong route rationalization pero hanggang ngayon ay wala pa silang maipakitang blueprint. Ito pong mga iba tulad ng letter “(d) Coordinated odd-even, number coding,” in place na po iyan; iyong letter “(f) Creation of a Traffic flow system,” in place na din po iyan; iyong letter “(h) Designation of PUV terminals,” in place na din po iyan; at iyong bike lane, andiyan na rin po. Ibig sabihin, wala na pong bago at ang kalakhan ay nandito na, kaya ang isang tanong ko po ay, kung ito ay in place na at sa panukalang batas na ito sa Section 13, “Traffic Management Plan,” ay uulit-ulitin pa rin, is it not more effective to revisit at i-assess na kahit na may mga ganito namang batas, bakit contributing factor pa rin ito sa traffic?

Hindi po ba mas logical, Mme. Speaker, distinguished Sponsor, na magkaroon ng masusing assessment sa mga existing laws o regulations na ito? Saan ba tayo nagkamali o saan ba iyong pagkukulang at saan ba dapat mas i-enforce pa? For example, itong mga illegal terminals ng mga bus, paulit-ulit na lang naririnig natin sa mga balita, nahuhuli, pinagmumulta, pero iyong structure nila ay nandiyan pa rin. Eventually, baka mayroon ibang approach to address such repeated violations with regard to the bus companies na paulit-ulit namang nagba-violate, ano po. So, Mme. Speaker, ang gusto ko pong puntuhin ay wala nang bago dito maliban na lang sa route rationalization, pero iyong kalakhan nito ay nandito na at hindi na siguro kailangan ang panukalang batas na ito, at mas doon pa sa assessment and pag-strategize siguro sa implementation and enforcement ang kailangan. Do you agree to that, distinguished Sponsor?

REP. SARMIENTO (C.). Totoo po iyong observation ninyo na iyong mga components under the Traffic Management Plan ay in place na pero iba-iba ho ang mga ordinansa na ipinapatupad, the various traffic ordinances issued by different cities in Metro Manila, and that is why isa po sa function or responsibility ng Traffic Chief ay i-harmonize po ang mga iba’t ibang traffic ordinances para magkaroon po ng kaayusan sa Metro Manila. Halimbawa, may mga local government units na pumapayag na mag-park sa mga kalsada pero dito po sa panukalang batas, the Traffic Chief will identify the various streets that will serve as alternate

routes in order to alleviate the problem of traffic. So, iba-iba po and then, alam naman ho natin na pagdating sa traffic ordinances po, ang nagpapatupad niyan ay ang mga iba't ibang city governments sa Metro Manila.

REP. CASILAO. Hinggil pa rin sa section na iyan, Mme. Speaker, distinguished Sponsor, the composition that will draft or that will finalize the Traffic Management Plan, ang nakikita ko lang po dito ay lahat ng mga government agencies. How about the other private stakeholders? For example, iyong mga binabanggit rito mula letters (a) hanggang (s)-, definitely, there are areas that will be affected, na hindi lamang ito saklaw ng mga ahensiya ng ating gobyerno. Democratically, it is also a requirement na when we create this plan, and the implementation of this plan is from the drafting to finalizing and eventually to implementation, while the expertise is present in our government, in the different government agencies, coordinating agencies, but the stakeholders, and private stakeholders at that—drivers, operators, organizations, associations, and homeowners associations—they are significant; and soliciting their opinion and ideas, especially if they would be affected by the different modes or schemes of implementing the said Traffic Management Plan, wala po akong makita na, outside of government agencies, kung papaano po natin mai-ensure iyong democratic participation of non-government stakeholders, Mme. Speaker, distinguished Sponsor.

REP. SARMIENTO (C.). Tama po iyong obserbasyon ng Gentleman from ANAKPAWIS but under Section 13 of the proposed measure, nakalagay po ito, and the Traffic Chief will be required to submit within 90 days to the Joint Congressional Oversight Committee and definitely, mangyayari po ito upon consultation with the various stakeholders, including the private sector because they will be the ones affected.

Kung titingnan po ninyo, iyong titulo ng ating panukalang batas ay “Makiisa, Makisama, Magkaisa” because para natin masolusyunan ang ating traffic problem na ramdam ng lahat, this would entail a lot of changes and sacrifices on the various stakeholders, to name a few, iyong pagbubukas po nga ng private villages at subdivisions para madaanan po ng ating mga mananakay.

REP. CASILAO. Yes, nabanggit ninyo iyang pagbubukas ng mga private villages and I suppose ay nandiyan po iyan sa “Section 14. Friendship Routes.” Wala po akong problema doon, at iyong mga private villages na matatamaan sa route rationalization at ma-identify iyong mga ruta at ang ibang bahagi diyan ay mayroong nakatayong mga villages o subdivisions, pero papaano po iyong mga possible urban poor communities

na ma-identify sa route rationalization or probably sa Friendship Routes, where that the question of land ownership is still in dispute? Ang ibig sabihin, there is a private claimant and there are already settlers or occupants of the lot being disputed, na iyong kaso nila ay nasa korte pa, the claimant or the alleged private property owner versus the alleged settlers or the illegal occupants.

Sa mga ganyang kaso po, ano po ang magiging tindig at posisyon nitong traffic management agency, na kapag iyan po ay na-identify bilang ruta na makakadagdag, makakatulong doon sa pag-diffuse or pag-lesser ng congestion? Dito po sa Section 14, mayroong two public consultations po kapag private subdivision, pero kapag iyong binanggit ko na urban poor community na mayroon pang dispute sa claim na naka-pending sa korte, ano po ang magiging tindig ng ahensiyang ito?

*At this juncture, Deputy Speaker Villarica relinquished the Chair to Deputy Speaker Pia S. Cayetano.*

REP. SARMIENTO (C.). Ikaklaro ko lang po na ang paggamit ng mga kalsada ng private villages ay dadaanan po ng mga sasakyan at para pahintulutan ang mga car owners na gamitin iyong private roads pero iyong tinutukoy po ninyo ay kung may mga in disputes, at ang pinag-uusapan lamang po natin dito ay iyong existing roads po.

So, itong paggawa po ng Traffic Management Plan sa pangunahing—iyong first paragraph, nakalagay po dito, “The Traffic Chief shall, in consultation with the affected private stakeholders, MMDA, ..., as the case may be, formulate a separate Traffic Management Plan (TMP) for each of the metropolitan areas,” pero pagdating ho doon, kung may—mahirap naman ho siguro kung ang kalsada ay i-occupy po ng sinasabing settlers.

REP. CASILAO. May kaugnayan po iyan sa susunod kong tanong dahil one of the powers in this Traffic Crisis Act of 2017, of course, iyong pag-enhance ng power of eminent domain. For example, mayroon tayong i-identify na road expansion. Of course, on the power of eminent domain, iyong may clear private claim or property na matatamaan sa planong ito na road expansion, babayaran iyon in accordance with the existing market value, appraisal value, in favor of the government—ganoon po iyong kapangyarihan ng eminent domain. How about kapag iyang property po na iyan ay in dispute at iyan ay identified na magiging bahagi ng expansion ng ruta para maging maluwag ang mga dadaanan, at kapag iyan po ay na-identify na bahagi ng programang ito, ano po ang magiging tindig ng ating ahensiya na kapag iyan po ay nasa dispute pa



lang, nasa korte pa lang ang usapin ng ownership or claims, hindi po ba logical na sabihin natin, papaano po ito makikialam, i-invoke ba ng ahensiyang ito ang kanyang eminent domain in favor of the claimant even if it is still in dispute or in court litigation?

REP. SARMIENTO (C.). Sa aking palagay, if that particular situation will happen, if the property is in dispute but is identified to be used to alleviate the traffic problem in the exercise of the power of eminent domain para ma-speed up po ang proyekto, of course, the government cannot just take any private property without just compensation. Dito po sa panukalang batas, mas mataas po ang nilalagay dito, the amount is 120 percent of the fair market value and to be placed in escrow so that when the dispute is settled, they can obtain that amount in escrow.

REP. CASILAO. Iyon na nga ang problema ko diyan, Mme. Speaker. While they are still in dispute, siyempre mapapalayas iyong mga pribado at saka iyong posibleng settler. Ngayon nga po, sino ang babayaran ng ating gobyerno, iyong alleged private claimant or iyong settler na kung saan ay mayroon ding claim na pending? Dinedebate pa nga sa korte iyong counterclaim niya. Marami po kasi ang mga ganyang mga kaso, iyong mga subject for demolition by a private claimant of a certain lot. Kapag ganyan po na ii-invoke niya nga ang kapangyarihan niya sa eminent domain, kahit na iyong fund ay escrow, pero sino po ang papaboran ng ating gobyerno to award the specific compensation and will it be on the final judgment or ruling of the said court? Marami po iyan at kung nasa RTC iyan, aakyat pa iyan sa mas mataas na korte. So, matatanggal, magkakaroon ng eviction—malinaw po iyon. Ang magiging tanong na lang diyan—sino ba ang babayaran ng ating gobyerno, iyong private claimant o iyong settler na may counterclaim na pending pa in court to be resolved?

Kasi bahagi din ito, Mme. Speaker, konektado din ito na, although iyong TRO, walang TRO na mai-issue except for the Supreme Court in terms of bidding, purchase and payment because of eminent domain or iyong pag-invoke ng eminent domain. Magiging third party po ang gobyerno, at kung magiging third party ang gobyerno, ang malaking tanong po diyan ay saan siya papanig, sa private owner claimant at saka doon sa mga settler-claimant na mayroong counterclaim?

REP. SARMIENTO (C.). Well, if the matter is in dispute, without determining the real owner, kung hindi pa nare-resolve ang kaso, iyong amount will be put in escrow and then, the court will have to determine the owner and upon determination of the owner of the property in question, then that is the time that the

amount will be given to the rightful owner as declared by the court.

REP. CASILAO. Ang magiging epekto na lang niyan, Mme. Speaker, it will be moot and academic for the settler-claimants eventually dahil physically, matatanggal na sila diyan dahil nga ginamit na for road construction or expansion of a certain road. Ngayon, it will be moot and academic na lang in case that in the final decision of the court, the pertinent court, if sasabihin na peke pala itong claim ng isang pribadong nagke-claim at ang rightful owner pala ay iyong settler, iyong occupant na andiyan pero wala na siya physically o wala nang physical structure dahil nga na-demolish na to give way to road expansion.

I would like to go to another point, Mme. Speaker, distinguished Sponsor, sa Section 16 po, iyong revocation at suspension ng prangkisa sa mga padyak at tricycles, ano po ang magiging aktwal na katayuan nito sa mga secondary routes para sa mga tricycles or mga padyak, mga tricycles na may prangkisa na bumibiyaha sa loob ng mga villages, subdivisions, sa barangay roads, na ito iyong pangunahing access ng ating mga commuters, ng mga riding public natin, iyong nasa mga interiors, hindi po ba sakop ng suspension and revocation ng mga franchises?

REP. SARMIENTO (C.). Ang nakasaad po sa panukalang batas, iyong kapangyarihan po ng LGUs to issue franchises covering tricycles at ang mga padyak, parang moratorium as there will be no further issuance of franchises when this particular measure would become a law. Again, actions will be done after the completion of the rationalization of routes, but major roads will be covered by the rationalization program.

REP. CASILAO. In the succeeding provision, Mme. Speaker, distinguished Sponsor, mayroon din dito na ire-review iyong mga issued franchises. Aside from suspension, iyong mga na-isuhan na ng mga prangkisa, upon the effectivity of this Bill, of this proposed law, mare-review ito, including the tricycle franchises. Ngayon nga po, kapag doon sa timeline na provided ay mare-review at magiging bahagi ito ng route rationalization, then automatically, they will be subjected to compensation. Kapag iyan po ay naitigil at iyon nga, na-subject na siya sa compensation pero wala kaagad na in place na mechanism, mahihinto iyong access ng ating mga commuters dahil iyan lang po ang inaasahan nilang mode of transportation from their houses papunta sa kanto ng kanilang village o subdivision para sumakay ng public utility vehicle going to another route. Ano po ba—may in place po ba na plano kung ano iyong ipapalit sa mga tricycles dahil na-review at na-revoke na iyong mga prangkisa nila? Mayroon bang stop-gap measure or pamalit agad na

kapag ito ay identified na iko-compensate na ang mga prangkisang nito ng mga tricycle franchises, ipapalit ba kaagad iyong mga minibus-type or parang mga mini-jeeps or iyong mga ...

REP. SARMIENTO (C.). Multicab.

REP. CASILAO. ... maliliit o minicab na ipapalit doon sa mga subdivisions? Ganoon po ba ang inaasahan natin?

REP. SARMIENTO (C.). Again, iyon po ang magiging resulta ng rationalization, kung saan aalamin kung ano ang akma sa isang ruta, halimbawa po ay napakadami nito pero after the route rationalization, the appropriate mode of transportation would be tricycle, then let it be. But sa dami ng tricycle, mas appropriate po ang bigger modes of transportation, at iyon po ang pipiliin para mabawasan at maiwasan po ang traffic sa lugar na iyon.

REP. CASILAO. Bibigyan ko po kayo ng specific example. Sa Davao po kung saan ako nakatira, mayroong daanan diyan na tinatawag na Damosa Road or ang Angliongto Raod, Mamay Road. Ang Mamay Road, connecting ito sa main national highway ng Lanang Sasa at Buhangin na kung saan ito ang national route papuntang airport. The only mode of public transportation there is tricycle na may prangkisa sa lokal. Kapag iyang mga tricycle po na individually-owned, kung ito ay ma-identify at papalitan ng mga minibus, definitely ang immediate effect niyan, hindi po ba puwedeng iyong dating mga tricycle owners na may franchise ay sila rin ang ma-iisyuhan ng franchise for a minibus or minicab pero magiging ganoon pa rin naman ang bilang.

Ang ibig sabihin po ba, sa mga operators or drivers na iyan, they will be forced to become cooperatives, magiging coop sila, maggu-grupo sila at iyong number o ang iisyuhan ng franchise for a minibus or a minicab is limited in terms of number? Definitely, there will be displacement of livelihood dahil nga dati sa arrangement na one tricycle na may franchise, na may driver, na may isang nagmamay-ari, kung ganoon din ang programa ngayon to limit the number of utility vehicles plying that route, definitely, hindi lahat ng mga dating may nagmamay-ari ng tricycles ang mabibigyan ng prangkisa. Am I correct?

REP. SARMIENTO (C.). Ayon sa panukalang-batas, in case of displacement, may mechanism po tayo na pagbigay ng ayuda o tulong sa madi-displace but if a bigger mode of transportation will replace the many number of tricycles plying that particular route, well, priority should be given to the ones affected if they will be able to acquire or to provide a mode of transportation for that particular route.

REP. CASILAO. Ako po ay nababahala, Mme. Speaker, sa social support mechanism na ito. I would suggest and I will require, siguro, that you present a feasible study kasi ang nakalagay kasi dito ay mga generic terms like annual income at iko-compute mo iyan. Iyan po ba ay batay sa aktwal na kita ng isang driver? Gaano po iyan ka-dependent o reliable na in a different economic situation like Manila and Davao, magkakaroon ba ng similar computation, uniform lang ba ang compensation calculation or computation sa mga affected na matatamaan? Again, Mme. Speaker, distinguished Sponsor, while there is a support mechanism, iba pa rin kung mayroon kang aasahan doon, kasi hindi naman po ito dependent na lang iyong magiging benepisyaryo, kung ano ang ibibigay ng ating gobyerno sa kanya na support mechanism.

Definitely, that family man or that family person, maghahanap talaga siya ng sustainable, stable source of livelihood para may maikabuhay o may maipakain sa kanyang pamilya and definitely, the support mechanism will not suffice as to the necessity. Sabihin natin, ang computation ba ng support mechanism is based doon sa family living wage or sa daily cost of living or baka naka-base ba siya doon sa minimum wage requirement, iyong nga ang hindi ko po maisalarawan. Mme. Speaker, wala pa po akong malinaw na istatiska na pu-puwede nating pag-aralan kung gaano ba ka-effective, initially, ang magiging calculation natin na itong social support mechanism will really address displacement? When we say displacement, we will be targeting possible hundreds of thousand heads of families or dependents at kung iko-compute mo iyan, times five as a minimum number of family members, malaki-laki po ang requirement niyan. and I cannot find—maybe in the IRR, distinguished Sponsor, Mme. Speaker, kung mayroong ganyang computation, siguro, titingnan at busisiin natin pagdating ng panahon na may ganyang kalkulasyon. My fear, Mme. Speaker, distinguished Sponsor, you probably understand na hindi pang matagalang solusyon ang maibibigay ng anumang probisyon nito sa ating panukalang batas sa usapin ng social support mechanism.

My second to the last question, Mme. Speaker, distinguished Sponsor, ay iyon pong roadworthiness. Kumakaharap tayo ngayon ng mga problemang maraming stranded dahil na-invoke iyong Joint Administrative Order na hulihin, pagmultahin at tanggalin sa kalsada iyong mga lumalabag sa probisyon ng Joint Administrative Order No. 11, if I am not mistaken, with regard to road worthiness. Ngayon pa lang po ay nakita na natin ang problema na kapag pinilit ng ating gobyerno itong enforcement ng road worthiness, ang domino effect po ay sa mga kababayan na commuter natin. Kahit na aminado din po ang ating Department and even the I-ACT, na nagulat din sila noong ipinatupad nila noong January 7 or 8, that it

resulted in a massive—iyong mga commuters natin ay walang masakyan at inabot na sila ng hatinggabi, sa awayan sa mga public utility jeeps, at nagsiksikan na nga basta makauwi lang. We will probably expect that same scenario dahil iyong kahandaan nga natin kapag ipinatupad ang panukalang batas na ito, and its enforcement, especially during the 90-day period, ano po iyong in place na mechanism that will not result in the suffering of our already burdened commuters kapag ito po ay 100 percent o mas seryosohin talaga na ipapatupad ng ating gobyerno?

REP. SARMIENTO (C.). Una sa lahat, ang ating mga drivers and operators, they are fully aware that they are required to obtain registration on a yearly basis, and one requirement would be subjecting their vehicles to a roadworthiness test. Alam po natin na kapag hindi roadworthy ang isang sasakyan, under the law, hindi po mabibigyan ng registration.

Siyempre ang dokumentong iyon would be valid at the time it was issued but after the issuance of the certificate of registration, that connotes that it has passed the roadworthiness test. Siyempre, may mga after the fact na mangyayari following the registration kaya nga the motor vehicle is subjected to for example, oil replacement. If the concerned government agency like the LTO or the I-ACT would subject the public utility vehicle to inspection and if it turned out na hindi pumasa, there is a consequence under the Land Transportation Code and that would mean the impounding of the motor vehicle. What the I-ACT is doing, sa pagkakaalam ko, they are given the opportunity to rectify the situation.

REP. CASILAO. Thank you for that, Mme. Speaker, distinguished Sponsor. Alam po ninyo, sa totoo lang, itong mga nangyayari ngayon, itong enforcement ng JAO, while the intention is good—ako I agree that to ensure public safety, yong mga sasakyan na namamasada ay dapat talagang safe mechanically, physically and convenient pero alam naman po natin ang reyalidad din sa ngayon, Mme. Speaker, distinguished Sponsor.

Ang mga public utility jeepney operators and drivers natin, na pangunahing source ng kanilang livelihood ito, dahil nga alam naman natin na sa matagal din na panahon ay naging pangunahing moda ng pampublikong transportasyon ang mga jeep natin. In fact, may mga brands na tayo diyan, mga icons kagaya ng Sarao at Francisco Motors, mga ganyan, pero dahil nga po hindi natin nailalagay sa pangunahing tungkulin ito ng gobyerno to provide efficient public mass transportation, ang pangunahing sasakyan ng ating mga commuters, especially the minimum wage earners, mga manggagawa, urban poor, dependent sila dito sa mga namamasadang jeeps.

Pero dahil nga mayroong mga plano ang ating gobyerno na mag-modernize—sang-ayon po ako na kailangan natin mag-modernize po—kailangan na baguhin po natin at ma-seguro natin na ang mga pumapasada ay safe, ang mga pumapasada ay convenient for the passengers and the commuters. Pero ang paradigm shift to public utility vehicle modernization or the PUV Modernization Program ay nanakawin at sasaklawin pa rin ito ng pangunahing pribadong negosyo, kaya pipilitin ng ating public utility jeepney drivers/operators na mag-coop, magkaroon ng fleet management system, bumili sila ng P1.4 million worth na Euro 4 or iyong makina na compliant sa ating mga batas. Tila nami-miss out na naman ng ating gobyerno na this is not the road supposedly to address that. Siguro, mas doon tayo sa pangmatagalan na roadmap o plano on how the government will really present a roadmap to produce our very own efficient, convenient, and safe public mass transportation.

Sa tingin ko po, iyon ang dapat pangunahing pagsikapan ng ating gobyerno. The traffic management or the traffic crisis is just the tip of the iceberg. The problem with regard to addressing inefficient public mass transportation cannot be done within a three-year time. Pero, kapag ang paradigm ng ating gobyerno ay ang alalayan niya ay ang negosyo, then, Mme. Speaker, distinguished Sponsor, it will only breed social injustice.

To end my interpellation, Mme. Speaker, distinguished Sponsor, kaisa po ako sa aking mga kasamahang Mambabatas, we are being haunted on a day-to-day basis in terms of the magnitude of traffic congestion, at sa bawat biyahe po natin bago tayo pumunta sa Kongreso mula sa ating mga tinitirahan, wala ni isang araw po na makakaranas tayo ng maluwa na daanan. Alam po natin, the problem of traffic and congestion is already in an alarming state but with the proposed Bill, the emergency powers, marami po kaming puna sa nilalaman nito that will only result in multiple social problems. Kaya nga po, Mme. Speaker, distinguished Sponsor, there is a need to address the traffic crisis but along that line, there should also be a clear, long-term solution to provide that the government shall create a long-term roadmap with regard to efficient public mass transportation.

Thank you very much, distinguished Sponsor, for accommodating my questions. Thank you very much, Mme. Speaker.

REP. SARMIENTO (C.). Maraming salamat din po, Gentleman from ANAKPAWIS.

THE DEPUTY SPEAKER (Rep. Cayetano). Thank you.

The Majority Leader is recognized.

## SUSPENSION OF SESSION

REP. TY. May I ask for a one-minute suspension of the session, Mme. Speaker.

THE DEPUTY SPEAKER (Rep. Cayetano). The session is suspended for one minute.

*It was 6:38 p.m.*

## RESUMPTION OF SESSION

*At 6:41 p.m., the session was resumed.*

THE DEPUTY SPEAKER (Rep. Cayetano). The session is resumed.

SUSPENSION OF CONSIDERATION  
OF H.B. NO. 6425

REP. TY. Mme. Speaker, I move for the suspension of the consideration of House Bill No. 6425. I so move, Mme. Speaker.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.

The consideration of the said measure is hereby suspended.

REP. TY. Mme. Speaker.

THE DEPUTY SPEAKER (Rep. Cayetano). The Majority Leader is recognized.

## APPROVAL OF THE JOURNAL

REP. TY. Mme. Speaker, I move for the approval of Journal No. 55, dated January 29, 2018. I so move.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.

The said Journal No. 55 is hereby approved.

DESIGNATION OF MEMBERS TO THE BICAM.  
CONF. CTTEE. ON H.B. NO. 5792  
AND S.B. NO. 1533

REP. DEFENSOR. Mme. Speaker, I move that we designate the following Members to the Bicameral Conference Committee on the disagreeing provisions of House Bill No. 5792 and Senate Bill No. 1533 on Institutionalizing the Balik Scientist Program: Reps. Erico Aristotle C. Aumentado, Divina Grace C. Yu, Joey Sarte Salceda, Mariano Michael M. Velarde Jr.,

Mark Aeron H. Sambar, John Marvin “Yul Servo” C. Nieto, Salvador B. Belaro Jr. and Arlene B. Arcillas. I so move, Mme. Speaker.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion designating the named Members to the Bicameral Conference Committee is hereby approved.

## SUSPENSION OF SESSION

REP. DEFENSOR. Mme. Speaker, I move for the suspension of the session.

THE DEPUTY SPEAKER (Rep. Cayetano). The session is suspended.

*It was 6:42 p.m.*

## RESUMPTION OF SESSION

*At 6:45 p.m., the session was resumed.*

THE DEPUTY SPEAKER (Rep. Cayetano). The session is resumed.

The Majority Leader is recognized.

## ELECTION OF MEMBERS TO COMMITTEES

REP. FARIÑAS. Mme. Speaker, I move for the election of the following Members to various Committees:

The Majority Leader read the names of the House Members elected to the various Committees, per Journal No. 56, dated January 30, 2018:

## COMMITTEE ON PUBLIC INFORMATION

Rep. Scott Davies S. Lanete, M.D. as Chairperson, vice

Rep. Bernadette “BH” Herrera-Dy

COMMITTEE ON WOMEN AND GENDER  
EQUALITY

Rep. Bernadette “BH” Herrera-Dy as Chairperson

SPECIAL COMMITTEE ON GLOBALIZATION  
AND WTO

Rep. Rodante D. Marcoleta as Chairperson, vice Rep. Scott Davies S. Lanete, M.D.

I so move, Mme. Speaker.

THE DEPUTY SPEAKER (Rep. Cayetano). Is

there any objection? (*Silence*) The Chair hears none; the motion is approved.

REP. FARIÑAS. Mme. Speaker, I also move for the election of the following Members to the different Committees:

The Majority Leader read the names of the House Members elected to the various Committees, per Journal No. 56, dated January 30, 2018:

COMMITTEE ON INDIGENOUS CULTURAL COMMUNITIES AND INDIGENOUS PEOPLES

Rep. Amihilda J. Sangcopan, as member.

COMMITTEE ON LOCAL GOVERNMENT

Rep. Raul A. Daza, as member, vice Rep. Edgar R. Erice

COMMITTEE ON MINDANAO AFFAIRS

Rep. Amihilda J. Sangcopan, as member

COMMITTEE ON MUSLIM AFFAIRS

Rep. Amihilda J. Sangcopan, as member

COMMITTEE ON PEOPLE’S PARTICIPATION

Rep. Amihilda J. Sangcopan, as member

COMMITTEE ON POPULATION AND FAMILY RELATIONS

Rep. Amihilda J. Sangcopan, as member

COMMITTEE ON WOMEN AND GENDER EQUALITY

Rep. Amihilda J. Sangcopan, as member; and

SPECIAL COMMITTEE ON FOOD SECURITY

Rep. Amihilda J. Sangcopan, as member. I so move, Mme. Speaker.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.

ADJOURNMENT OF SESSION

REP. DEFENSOR. Mme. Speaker, I move that we adjourn the session until tomorrow, 31st of January 2018, at four o’clock in the afternoon.

THE DEPUTY SPEAKER (Rep. Cayetano). Is there any objection? (*Silence*) The Chair hears none; the session is adjourned until four o’clock tomorrow afternoon.

*It was 6:47 p.m.*