



# Congressional Record

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

Vol. 4

Tuesday, February 20, 2018

No. 65

## CALL TO ORDER

*At 4:00 p.m., Deputy Speaker Frederick “Erick” F. Abueg called the session to order.*

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

## NATIONAL ANTHEM

THE DEPUTY SPEAKER (Rep. Abueg). Everybody is requested to rise for the singing of the National Anthem.

*Everybody rose to sing the Philippine National Anthem.*

## PRAYER

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

*Everybody remained standing for the silent prayer.*

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

## ROLL CALL

REP. DEFENSOR. Good afternoon, Mr. Speaker. Mr. Speaker, I move that we call the roll.

THE DEPUTY SPEAKER (Rep. Abueg). 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. 65, dated February 20, 2018.\**

THE SECRETARY GENERAL. Mr. Speaker, the

roll call shows that 202 Members responded to the call.

THE DEPUTY SPEAKER (Rep. Abueg). With 202 Members present, the Chair declares the presence of a quorum.

The Majority Leader is recognized.

## APPROVAL OF THE JOURNAL

REP. PIMENTEL. Mr. Speaker, I move that we approve Journal No. 64, dated February 19, 2018. I so move, Mr. Speaker.

THE DEPUTY SPEAKER (Rep. Abueg). Is there any objection? (*Silence*) The Chair hears none; Journal No. 64 is hereby approved.

REP. PIMENTEL. Mr. Speaker, before we proceed to the Reference of Business, may we acknowledge the presence of the guests of Hon. Gavini “Apol” C. Pancho from Baliuag University College of Arts and Sciences, Baliuag, Bulacan, headed by Dr. Diosdado P. Estimada. May we request the guests of Rep. Apol Pancho to please rise.

THE DEPUTY SPEAKER (Rep. Abueg). The guests of the Hon. Apol Pancho, welcome to the House of Representatives. (*Applause*)

REP. PIMENTEL. May we also acknowledge the presence of the guests of Hon. Rodolfo C. Fariñas, the officials of Federation of Springville City Homeowners’ Association, Inc. (FOSCHAI)—or rather, the guests of Rep. Strike B. Revilla from the city of Bacoor, Cavite. May we request our guests to please rise.

THE DEPUTY SPEAKER (Rep. Abueg). The honorable guests of Rep. Strike Revilla, welcome to the House of Representatives. (*Applause*)

REP. PIMENTEL. We would also like to

\* See ANNEX (printed separately)

acknowledge the presence of the guests of Rep. Cheryl P. Deloso-Montalla from the Ramon Magsaysay Technological University Graduate School, students from Iba, Zambales led by Dr. Novrina Bigilda Orge, Dr. Domingo Edaña, Dr. Geoffrey Sepillo—graduate school students, those taking up their masteral degree. *(Applause)*

THE DEPUTY SPEAKER (Rep. Abueg). To the guests of the Hon. Cheryl Deloso-Montalla, welcome to the House of Representatives. *(Applause)*

REP. PIMENTEL. Mr. Speaker, I move that we now proceed to the Reference of Business.

THE DEPUTY SPEAKER (Rep. Abueg). 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 and Resolution on First Reading, Communications, and Committee Reports, and the Deputy Speaker made the corresponding references:*

#### BILLS ON FIRST READING

House Bill No. 7172, entitled:

“AN ACT PROVIDING FOR THE ESTABLISHMENT OF A TECHNICAL EDUCATION AND SKILLS DEVELOPMENT AUTHORITY (TESDA) TRAINING AND ACCREDITATION CENTER IN THE MUNICIPALITY OF RONDA IN THE PROVINCE OF CEBU TO BE KNOWN AS RONDA TESDA TRAINING CENTER, AND APPROPRIATING FUNDS THEREFOR”

By Representative Calderon  
TO THE COMMITTEE ON HIGHER AND TECHNICAL EDUCATION

House Bill No. 7173, entitled:

“AN ACT EXTENDING FOR ANOTHER TWENTY-FIVE (25) YEARS THE FRANCHISE GRANTED TO THE IGLESIA NI CRISTO, AMENDING FOR THE PURPOSE REPUBLIC ACT NO. 4339, ENTITLED ‘AN ACT GRANTING THE IGLESIA NI CRISTO A FRANCHISE TO ESTABLISH RADIO STATIONS FOR PRIVATE TELECOMMUNICATION,’ AS AMENDED BY REPUBLIC ACT NO. 7225, AND FOR OTHER PURPOSES”

By Representative Robes  
TO THE COMMITTEE ON LEGISLATIVE FRANCHISES

House Bill No. 7174, entitled:

“AN ACT AMENDING REPUBLIC ACT NO. 10588, OTHERWISE KNOWN AS THE PALARONG PAMBANSA ACT OF 2013”

By Representative Sarmiento (E.M.)  
TO THE COMMITTEE ON YOUTH AND SPORTS DEVELOPMENT

House Bill No. 7181, entitled:

“AN ACT CREATING THE OFFICE OF PHILIPPINE OVERSEAS LABOR ARBITER FOR THE PROTECTION OF OVERSEAS FILIPINO WORKERS, APPROPRIATING FUNDS THEREFOR AND FOR OTHER PURPOSES”

By Representative Bordado  
TO THE COMMITTEE ON OVERSEAS WORKERS AFFAIRS

House Bill No. 7182, entitled:

“AN ACT ESTABLISHING A DISTRICT BRANCH OF THE LAND TRANSPORTATION OFFICE (LTO) IN THE MUNICIPALITY OF RONDA IN THE 7TH DISTRICT OF CEBU, APPROPRIATING FUNDS THEREFOR AND FOR OTHER PURPOSES”

By Representative Calderon  
TO THE COMMITTEE ON TRANSPORTATION

House Bill No. 7183, entitled:

“AN ACT DECLARING THE SEVEN LINE REEF IN THE PROVINCE OF PALAWAN AS A PROTECTED SEASCAPE, PURSUANT TO REPUBLIC ACT 7586, OTHERWISE KNOWN AS THE NATIONAL INTEGRATED PROTECTED AREAS SYSTEM (NIPAS) ACT OF 1992 AND PROVIDING FUNDS FOR ITS MANAGEMENT AND FOR OTHER PURPOSES”

By Representatives Acosta, Abueg, Alvarez (F.), Bravo (A.) and Canama  
TO THE COMMITTEE ON NATURAL RESOURCES

House Bill No. 7186, entitled:

“AN ACT ENCOURAGING VOLUNTARY ACCREDITATION OF PRIVATE SCHOOLS IN THE PHILIPPINES, AND FOR OTHER PURPOSES”

By Representative Castelo  
TO THE COMMITTEE ON BASIC EDUCATION AND CULTURE AND THE COMMITTEE ON HIGHER AND TECHNICAL EDUCATION

House Bill No. 7187, entitled:

“AN ACT PROVIDING SUPPORT TO PRIVATE SCHOOLS THROUGH EASY ACCESS TO CREDIT”

By Representative Castelo

TO THE COMMITTEE ON BASIC EDUCATION AND CULTURE AND THE COMMITTEE ON HIGHER AND TECHNICAL EDUCATION

House Bill No. 7188, entitled:

“AN ACT PROVIDING SUPPORT TO PRIVATE SCHOOLS THROUGH THE SPECIAL EDUCATION FUND FOR TEACHER-STUDENT DEVELOPMENT PROGRAMS”

By Representative Castelo

TO THE COMMITTEE ON LOCAL GOVERNMENT

### RESOLUTION

House Resolution No. 1687, entitled:

“RESOLUTION COMMENDING THE DEPARTMENT OF ENERGY AND THE NATIONAL ELECTRIFICATION ADMINISTRATION FOR THEIR SWIFT ACTION, ON BEHALF OF THE PEOPLE OF ABRA, ON INTERCEDING AND PREVENTING THE IMPLEMENTATION OF THE PHILIPPINE ELECTRICITY MARKET CORPORATION’S ORDER SUSPENDING ABRA ELECTRIC COOPERATIVE, INC. FROM PARTICIPATING IN THE WHOLESALE ELECTRICITY SPOT MARKET”

By Representatives Uybarreta and Bernos  
TO THE COMMITTEE ON ENERGY

### COMMUNICATIONS

Report of Atty. Cesar Strait Pareja, Secretary General, House of Representatives, on enrolled bill, submitted to the Office of the President, for His Excellency’s consideration and signature, pursuant to the provision of Rule VI, Section 18, Par. (h) of the Rules of the House of Representatives:

1. House Bill No. 5177, entitled:

“AN ACT RENEWING FOR ANOTHER TWENTY-FIVE (25) YEARS THE FRANCHISE GRANTED TO INFOCOM COMMUNICATIONS NETWORK, INC. (PRESENTLY KNOWN AS NOW TELECOM COMPANY, INC.) UNDER REPUBLIC ACT NO. 7301, ENTITLED ‘AN ACT GRANTING INFOCOM COMMUNICATIONS NETWORK, INC. (ICNI), A FRANCHISE TO CONSTRUCT, ESTABLISH, OPERATE AND

MAINTAIN MOBILE RADIO SYSTEMS SUCH AS RADIO PAGING SYSTEMS, CELLULAR PHONE SYSTEMS, PERSONAL COMMUNICATION NETWORK (PCN), AND TRUNKED RADIO SYSTEMS WITHIN AND WITHOUT THE PHILIPPINES FOR A PERIOD OF TWENTY-FIVE (25) YEARS, AND FOR OTHER PURPOSES’, AS AMENDED BY REPUBLIC ACT NO. 7940”;

2. Consolidated Senate Bill No. 1239 and House Bill No. 4863, entitled:

“AN ACT GRANTING THE CHIEF OF THE PHILIPPINE NATIONAL POLICE (PNP) AND THE DIRECTOR AND THE DEPUTY DIRECTOR FOR ADMINISTRATION OF THE CRIMINAL INVESTIGATION AND DETECTION GROUP (CIDG) THE AUTHORITY TO ADMINISTER OATH AND TO ISSUE SUBPOENA AND SUBPOENA DUCES TECUM, AMENDING FOR THE PURPOSE REPUBLIC ACT NO. 6975, AS AMENDED, OTHERWISE KNOWN AS THE ‘DEPARTMENT OF THE INTERIOR AND LOCAL GOVERNMENT ACT OF 1990’ ”;

3. House Bill No. 4597, entitled:

“AN ACT ESTABLISHING A NATIONAL HIGH SCHOOL IN BARANGAY CONCEPCION DOS IN THE SECOND DISTRICT, CITY OF MARIKINA TO BE KNOWN AS SSS NATIONAL HIGH SCHOOL AND APPROPRIATING FUNDS THEREFOR”;

4. House Bill No. 5183, entitled:

“AN ACT ESTABLISHING A NATIONAL HIGH SCHOOL IN BARANGAY HAMPANGAN, MUNICIPALITY OF HILONGOS, PROVINCE OF LEYTE TO BE KNOWN AS HAMPANGAN NATIONAL HIGH SCHOOL AND APPROPRIATING FUNDS THEREFOR”;

5. House Bill No. 3438, entitled:

“AN ACT ESTABLISHING AN ELEMENTARY SCHOOL IN BARANGAY UGONG, VALENZUELA CITY TO BE KNOWN AS ANTONIO M. SERAPIO ELEMENTARY SCHOOL AND APPROPRIATING FUNDS THEREFOR”;

6. House Bill No. 5052, entitled:

“AN ACT ESTABLISHING A NATIONAL HIGH SCHOOL IN BARANGAY BANAHAO, CITY OF BAYBAY, PROVINCE OF LEYTE TO BE KNOWN AS BANAHAO NATIONAL HIGH SCHOOL AND APPROPRIATING FUNDS THEREFOR”;

7. House Bill No. 4598, entitled:

“AN ACT ESTABLISHING A NATIONAL

TECHNICAL-VOCATIONAL HIGH SCHOOL IN BARANGAY NASISI, CITY OF LIGAO, PROVINCE OF ALBAY TO BE KNOWN AS LIGAO CITY NATIONAL TECHNICAL-VOCATIONAL HIGH SCHOOL AND APPROPRIATING FUNDS THEREFOR”;

8. House Bill No. 4599, entitled:

“AN ACT ESTABLISHING A NATIONAL HIGH SCHOOL IN THE CITY OF PAGADIAN, PROVINCE OF ZAMBOANGA DEL SUR TO BE KNOWN AS PAGADIAN CITY SCIENCE HIGH SCHOOL AND APPROPRIATING FUNDS THEREFOR”;

9. House Bill No. 6101, entitled:

“AN ACT SEPARATING THE MATAGUISI COMPREHENSIVE NATIONAL HIGH SCHOOL – CACALAGGAN ANNEX IN BARANGAY CACALAGGAN, MUNICIPALITY OF PUDTOL, PROVINCE OF APAYAO FROM THE MATAGUISI COMPREHENSIVE NATIONAL HIGH SCHOOL, CONVERTING IT INTO AN INDEPENDENT NATIONAL HIGH SCHOOL TO BE KNOWN AS TAWIT NATIONAL HIGH SCHOOL AND APPROPRIATING FUNDS THEREFOR”;

10. House Bill No. 5757, entitled:

“AN ACT SEPARATING THE PARAÑAQUE NATIONAL HIGH SCHOOL – SAN ANTONIO HIGH SCHOOL ANNEX IN BARANGAY SAN ANTONIO, PARAÑAQUE CITY, FROM THE PARAÑAQUE NATIONAL HIGH SCHOOL, CONVERTING IT INTO AN INDEPENDENT NATIONAL HIGH SCHOOL TO BE KNOWN AS SAN ANTONIO NATIONAL HIGH SCHOOL PARAÑAQUE, AND APPROPRIATING FUNDS THEREFOR”;

11. House Bill No. 5550, entitled:

“AN ACT SEPARATING THE CAMALOG NATIONAL HIGH SCHOOL – MALAGNAT EXTENSION IN BARANGAY MALAGNAT, MUNICIPALITY OF PINUKPUK, PROVINCE OF KALINGA FROM THE CAMALOG NATIONAL HIGH SCHOOL, CONVERTING IT INTO AN INDEPENDENT NATIONAL HIGH SCHOOL TO BE KNOWN AS MALAGNAT NATIONAL HIGH SCHOOL AND APPROPRIATING FUNDS THEREFOR”;

12. House Bill No. 4469, entitled:

“AN ACT SEPARATING THE TUBLAY SCHOOL OF HOME INDUSTRIES EXTENSION IN BARANGAY TUBLAY CENTRAL, MUNICIPALITY OF TUBLAY, PROVINCE OF BENGUET FROM THE TUBLAY

SCHOOL OF HOME INDUSTRIES MAIN, CONVERTING IT INTO AN INDEPENDENT NATIONAL HIGH SCHOOL TO BE KNOWN AS TUBLAY NATIONAL TRADE HIGH SCHOOL AND APPROPRIATING FUNDS THEREFOR”;

13. House Bill No. 5754, entitled:

“AN ACT SEPARATING THE RIZAL NATIONAL SCHOOL OF ARTS AND TRADES – SANTOR EXTENSION IN BARANGAY SANTOR, MUNICIPALITY OF RIZAL, PROVINCE OF KALINGA FROM THE RIZAL NATIONAL SCHOOL OF ARTS AND TRADES, CONVERTING IT INTO AN INDEPENDENT NATIONAL HIGH SCHOOL TO BE KNOWN AS SANTOR NATIONAL HIGH SCHOOL AND APPROPRIATING FUNDS THEREFOR”;

14. House Bill No. 6103, entitled:

“AN ACT SEPARATING THE CONNER CENTRAL NATIONAL HIGH SCHOOL – GUINA-ANG ANNEX IN BARANGAY GUINA-ANG, MUNICIPALITY OF CONNER, PROVINCE OF APAYAO FROM THE CONNER CENTRAL NATIONAL HIGH SCHOOL, CONVERTING IT INTO AN INDEPENDENT NATIONAL HIGH SCHOOL TO BE KNOWN AS GUINA-ANG NATIONAL HIGH SCHOOL AND APPROPRIATING FUNDS THEREFOR”;

15. House Bill No. 5212, entitled:

“AN ACT RENEWING FOR ANOTHER TWENTY-FIVE (25) YEARS THE FRANCHISE GRANTED TO FILIPINAS BROADCASTING ASSOCIATION, INC., PRESENTLY KNOWN AS WORD BROADCASTING CORPORATION, UNDER REPUBLIC ACT NO. 7485, ENTITLED ‘AN ACT GRANTING FILIPINAS BROADCASTING ASSOCIATION, INC. A FRANCHISE TO CONSTRUCT, OPERATE AND MAINTAIN FOR COMMERCIAL PURPOSES RADIO BROADCASTING AND TELEVISION STATIONS IN THE VISAYAS AND MINDANAO AND FOR OTHER PURPOSES’”;

16. House Bill No. 5756, entitled:

“AN ACT ESTABLISHING A NATIONAL HIGH SCHOOL IN BARANGAY DEPASE, MUNICIPALITY OF BAYOG, PROVINCE OF ZAMBOANGA DEL SUR TO BE KNOWN AS DEPASE NATIONAL HIGH SCHOOL AND APPROPRIATING FUNDS THEREFOR”;

17. House Bill No. 5758, entitled:

“AN ACT SEPARATING THE BOKOD

NATIONAL HIGH SCHOOL – DAKLAN EXTENSION IN BARANGAY DAKLAN, MUNICIPALITY OF BOKOD, PROVINCE OF BENGUET FROM THE BOKOD NATIONAL HIGH SCHOOL, CONVERTING IT INTO AN INDEPENDENT NATIONAL HIGH SCHOOL TO BE KNOWN AS DAKLAN NATIONAL HIGH SCHOOL AND APPROPRIATING FUNDS THEREFOR”;

18. House Bill No. 6100, entitled:

“AN ACT SEPARATING THE GOVERNOR BENJAMIN LEGUIAB, SR. MEMORIAL NATIONAL HIGH SCHOOL – SACPIL ANNEX IN BARANGAY SACPIL, MUNICIPALITY OF CONNER, PROVINCE OF APAYAO FROM THE GOVERNOR BENJAMIN LEGUIAB, SR. MEMORIAL NATIONAL HIGH SCHOOL, CONVERTING IT INTO AN INDEPENDENT NATIONAL HIGH SCHOOL TO BE KNOWN AS SACPIL NATIONAL HIGH SCHOOL AND APPROPRIATING FUNDS THEREFOR”;

19. House Bill No. 2507, entitled:

“AN ACT ESTABLISHING A NATIONAL HIGH SCHOOL IN BARANGAY UGONG, VALENZUELA CITY TO BE KNOWN AS JUSTICE ELIEZER R. DE LOS SANTOS HIGH SCHOOL AND APPROPRIATING FUNDS THEREFOR”;

20. House Bill No. 2508, entitled:

“AN ACT ESTABLISHING A NATIONAL HIGH SCHOOL IN BARANGAY BAGBAGUIN, VALENZUELA CITY TO BE KNOWN AS BAGBAGUIN NATIONAL HIGH SCHOOL AND APPROPRIATING FUNDS THEREFOR”;

21. House Bill No. 5064, entitled:

“AN ACT RENEWING FOR ANOTHER TWENTY-FIVE (25) YEARS THE FRANCHISE GRANTED TO SUBIC BROADCASTING CORPORATION UNDER REPUBLIC ACT NO. 7511, ENTITLED ‘AN ACT GRANTING THE SUBIC BROADCASTING CORPORATION A FRANCHISE TO CONSTRUCT, INSTALL, OPERATE AND MAINTAIN RADIO AND TELEVISION BROADCASTING STATIONS IN THE PHILIPPINES AND FOR OTHER PURPOSES’ ”; and

22. House Bill No. 4636, entitled:

“AN ACT GRANTING THE ILOILO BAPTIST CHURCH, INC. A FRANCHISE TO CONSTRUCT, INSTALL, ESTABLISH, OPERATE AND MAINTAIN RADIO AND TELEVISION BROADCASTING STATIONS IN THE PHILIPPINES”.

TO THE ARCHIVES

## COMMITTEE REPORTS

Report by the Committee on Legislative Franchises (Committee Report No. 615), re H.B. No. 7199, entitled:

“AN ACT RENEWING FOR ANOTHER TWENTY-FIVE (25) YEARS THE FRANCHISE GRANTED TO THE DELTA BROADCASTING SYSTEM, INC. TO ESTABLISH, MAINTAIN AND OPERATE RADIO AND TELEVISION BROADCASTING STATIONS WITHIN THE PHILIPPINES UNDER REPUBLIC ACT NO. 7723”

recommending its approval in substitution of House Bill No. 4906

Sponsors: Representatives Alvarez (F.) and Velasco

TO THE COMMITTEE ON RULES

Report by the Committee on Cooperatives Development (Committee Report No. 616), re H.R. No. 1700, entitled:

“RESOLUTION COMMENDING THE VICTO NATIONAL FEDERATION FOR ITS OUTSTANDING ACHIEVEMENTS AND VALUABLE CONTRIBUTIONS IN UPLIFTING COMMUNITIES BY PROMOTING SELF-RELIANCE AND COOPERATIVISM”

recommending its adoption in substitution of House Resolution No. 1366

Sponsors: Representatives Geron, Bravo (A.) and Canama

TO THE COMMITTEE ON RULES

Report by the Committee on Justice (Committee Report No. 617), re H.B. No. 7206, entitled:

“AN ACT GRANTING PHILIPPINE CITIZENSHIP TO MOHAMAD WASSIM NANAA”

recommending its approval in substitution of House Bill No. 3266

Sponsors: Representatives Umali, Fuentesbella, Oaminal and Villarica

TO THE COMMITTEE ON RULES

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

CONSIDERATION OF S. CT. RES. NO. 8

REP. BONDOC. Mr. Speaker, I move that we consider Senate Concurrent Resolution No. 8 and direct the Secretary General to read only the title of the measure.

THE DEPUTY SPEAKER (Rep. Abueg). 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. Senate Concurrent Resolution No. 8, entitled: RESOLUTION CONCURRING IN THE POSTHUMOUS CONFERMENT OF THE QUEZON SERVICE CROSS TO MIRIAM DEFENSOR SANTIAGO.

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

#### ADOPTION OF S. CT. RES. NO. 8

REP. BONDOC. Mr. Speaker, I move that we adopt Senate Concurrent Resolution No. 8.

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

Senate Concurrent Resolution No. 8 is adopted.

REP. BONDOC. Mr. Speaker, the authors of this Senate Concurrent Resolution No. 8 regarding the posthumous conferment of the Quezon Service Cross to the honorable Senator Miriam Defensor Santiago are the honorable Speaker Pantaleon D. Alvarez, the honorable Majority Leader Rodolfo C. Fariñas, and the honorable Minority Leader Danilo E. Suarez.

I move that all Members of the House who wish to become coauthors of this Concurrent Resolution be made so and the said list to be submitted by the Committee on Rules.

I so move, Mr. Speaker.

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

REP. BONDOC. Mr. Speaker, I move that we recognize our honorable Minority Leader Danilo Suarez. I so move, Mr. Speaker.

THE DEPUTY SPEAKER (Rep. Abueg). The honorable Minority Leader Danilo Suarez is recognized.

REP. SUAREZ. Thank you, Mr. Speaker. Mr. Speaker, I respectfully submit two motions.

First, I move for the appointment of Hon. Aniceto "John" D. Bertiz III of ACTS-OFW Party-List as Asst. Minority Leader.

I so move, Mr. Speaker.

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

REP. SUAREZ. Mr. Speaker, my second motion is with respect to my written submission to the Committee on Rules dated February 13, 2018. I move that the Hon. Ciriaco S. Calalang of KABAYAN Party-List replace Hon. Manuel Monsour T. Del Rosario III as the representative of the Minority to the following House Committees: Games and Amusements, Basic Education and Culture, Dangerous Drugs, Ecology, Good Government and Public Accountability, Health, Housing and Urban Development, Justice, Metro Manila Development, National Defense and Security, Public Order and Safety, Tourism, Transportation, and Youth and Sports Development; and the Special Committee on Bases Conversion.

I so move, Mr. Speaker.

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

The Majority Leader is recognized.

#### NOMINAL VOTING ON H.B. NO. 7115 ON THIRD READING

REP. PIMENTEL. Mr. Speaker, I move that we vote on Third Reading on House Bill No. 7115 and direct the Secretary General to read the title of the measure, and call the roll for nominal voting.

I so move.

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

*Thereupon, the Secretary General read the title of the measure, printed copies of which were distributed to the Members on February 15, 2018, pursuant to Section 58, Rule X of the House Rules.*

THE SECRETARY GENERAL. House Bill No. 7115, entitled: AN ACT PENALIZING THE CONVERSION OR CAUSING THE CONVERSION OF IRRIGATED AND IRRIGABLE LANDS, AMENDING FOR THE PURPOSE REPUBLIC ACT NO. 6657, AS AMENDED, OTHERWISE KNOWN

AS THE COMPREHENSIVE AGRARIAN REFORM LAW OF 1988.

*The Chair directed the Secretary General to call the roll for nominal voting. Thereafter, pursuant to the Rules of the House, a second roll call was made. The result of the voting on Third Reading\* on the aforesaid measure is reflected in Journal No. 65, dated February 20, 2018.*

APPROVAL OF H.B. NO. 7115  
ON THIRD READING

THE DEPUTY SPEAKER (Rep. Abueg). With 188 affirmative votes, no negative vote and no abstention, House Bill No. 7115 is approved on Third Reading. The Majority Leader is recognized.

NOMINAL VOTING OF H.B. NO. 652  
ON THIRD READING

REP. PIMENTEL. Mr. Speaker, I move that we vote on Third Reading on House Bill No. 652 and direct the Secretary General to read the title of the measure, and call the roll for nominal voting.

I so move.

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

*Thereupon, the Secretary General read the title of the measure, printed copies of which were distributed to the Members on February 15, 2018, pursuant to Section 58, Rule X of the House Rules.*

THE SECRETARY GENERAL. House Bill No. 652, entitled: AN ACT CREATING AN ADDITIONAL BRANCH OF THE REGIONAL TRIAL COURT IN OZAMIZ CITY, CONVERTING THE MUNICIPAL CIRCUIT TRIAL COURT COVERING THE MUNICIPALITIES OF CLARIN AND TUDELA INTO THE MUNICIPAL TRIAL COURT OF CLARIN, AND CREATING A NEW MUNICIPAL CIRCUIT TRIAL COURT COVERING THE MUNICIPALITIES OF SINACABAN AND TUDELA, ALL IN THE SECOND LEGISLATIVE DISTRICT OF THE PROVINCE OF MISAMIS OCCIDENTAL, AND APPROPRIATING FUNDS THEREFOR, AMENDING FOR THE PURPOSE BATAS PAMBANSA BLG. 129, OTHERWISE KNOWN AS "THE JUDICIARY REORGANIZATION ACT OF 1980."

*The Chair directed the Secretary General to call*

*the roll for nominal voting. Thereafter, pursuant to the Rules of the House, a second roll call was made. The result of the voting on Third Reading\* on the aforesaid measure is reflected in Journal No. 65, dated February 20, 2018.*

APPROVAL OF H.B. NO. 652  
ON THIRD READING

THE DEPUTY SPEAKER (Rep. Abueg). With 189 affirmative votes, no negative vote and no abstention, House Bill No. 652 is approved on Third Reading. The Majority Leader is recognized.

REP. PIMENTEL. Mr. Speaker, may we acknowledge the presence of the guests of Rep. Florida "Rida" P. Robes from the city of San Jose del Monte, Bulacan who are here on a Lakbay Aral sa Kongreso. May we request the guests of Rep. Florida Robes to please rise to be acknowledged.

THE DEPUTY SPEAKER (Rep. Abueg). The guests of the Hon. Florida Robes, please rise. Welcome to the House of Representatives. (*Applause*)

DESIGNATION OF MEMBERS TO  
THE BICAM. CONF. CTTEE. ON  
H.B. NO. 5269 AND S.B. NO. 1279

REP. PIMENTEL. I move that we designate the following as members of the Bicameral Conference Committee on the disagreeing provisions of House Bill No. 5269 and Senate Bill No. 1279, institutionalizing the National School Feeding Program for public kindergarten and elementary pupils: Rep. Ramon "Red" H. Durano VI, Rep. Raul V. Del Mar, Rep. Wes Gatchalian, Rep. Evelina G. Escudero, Rep. Marlyn L. Primicias-Agabas and Rep. Julieta R. Cortuna.

I so move.

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

The Members nominated are so designated.

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

REP. PIMENTEL. Mr. Speaker, I move that we designate the following as additional members of the Bicameral Conference Committee on the disagreeing provisions of House Bill No. 5792 and Senate Bill No. 1533,

\* See ANNEX (printed separately)

institutionalizing the Balik Scientist Program: Rep. Allen Jesse C. Mangaoang and Rep. Edward Vera Perez Maceda.

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

The Members nominated are so designated.

REP. PIMENTEL. Mr. Speaker, the Committee on Rules, in its meeting dated February 13, 2018, decided to recommit House Resolution No. 1645 to the Committee on Higher and Technical Education to allow the Committee to introduce some perfecting amendments thereto.

Mr. Speaker, I move that we recommit House Resolution No. 1645 to the Committee on Higher and Technical Education.

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

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

*Continuation*

#### PERIOD OF SPONSORSHIP AND DEBATE

REP. PIMENTEL. Mr. Speaker, under the Calendar of Unfinished Business, I move that we resume the consideration of House Bill No. 6425. For this purpose, may I ask that the Secretary General be directed to read only the title of the measure.

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

The Secretary General is directed to read only the title of House Bill No. 6425.

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. Abueg). The Majority Leader is recognized.

REP. PIMENTEL. Mr. Speaker, the parliamentary status of the Bill is that we are still in the period of sponsorship and debate. I move that the Chairperson

of the Committee on Transportation, Rep. Cesar V. Sarmiento, be recognized.

THE DEPUTY SPEAKER (Rep. Abueg). The honorable Chairman of the Committee on Transportation, Rep. Cesar Sarmiento, is recognized for the sponsorship of this Bill.

REP. SARMIENTO (C.). Yes, Mr. Speaker.

REP. PIMENTEL. Mr. Speaker, I move that we proceed to the interpellation and recognize the Gentleman from the Party-List BUHAY, Rep. Jose “Lito” L. Atienza Jr.

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

The honorable Representative Atienza is recognized.

REP. ATIENZA. Maraming salamat po, Mr. Speaker, Mr. Majority Leader. With the kind indulgence of the Sponsor, Congressman Cesar Sarmiento, this Representation would like to clarify certain matters.

REP. SARMIENTO (C.). Yes, the Gentleman from the Party-List BUHAY may do so.

REP. ATIENZA. Kapuna-puna po na ang pamagat nitong panukalang batas ay Makiisa, Makisama, Magkaisa. Tama po ba iyon?

REP. SARMIENTO (C.). Tama po.

REP. ATIENZA. Ano po ba ang tunay na pakay nitong panukala ninyo, in summary?

REP. SARMIENTO (C.). Doon sa binanggit na Makiisa, Makisama, Magkaisa, itong problema po natin na kinakaharap, itong traffic crisis, halos lahat tayo ay apektado. The solution to addressing the problem of traffic that we are experiencing will involve the participation of everybody so that we will be able to address the problem of traffic.

Maraming factors po, maraming dahilan kung bakit may traffic po tayong nararanasan sa metro areas: number one, dahil po sa wala tayong efficient mass transportation; and then, nandiyan po iyong situation, lalo na dito sa Metro Manila, na we have 17 LGUs broken down to 16 cities and one municipality, and they have their own traffic rules and regulations. Ang layunin po ng panukalang batas na ito ay sana ma-harmonize ang mga ito para maibsan natin o ma-alleviate ang problem of traffic here in Metro Manila and other metro areas.



REP. ATIENZA. In short, Mr. Speaker, the Gentleman stresses that the purpose of this Bill is to improve or solve the traffic mess prevailing in the metro region and urban centers of the country like Cebu and Davao. Tama po ba iyon?

REP. SARMIENTO (C.). Tama po.

REP. ATIENZA. Ano po ba ang inyong nakikita na tunay na problema kung bakit ang pagdaloy ng traffic sa ating urban centers, katulad po ng Metro Manila, ay tunay na pinagdurusahan natin lahat? What do you think is the number one reason for all of these?

REP. SARMIENTO (C.). Siguro, hindi po iyong number one kung hindi maraming factors po. Puwede po diyan, gaya ng sinabi ko, na iba't ibang traffic rules and regulation being issued by the different cities and the municipality. Then, sa kawalan po ng sufficient mass transportation system in Metro Manila, sa kawalan po ng disiplina ng other sectors, tulad sa transport sector, at sa paggamit po ng mga kalsada wherein may mga kalsada na hindi dapat naka-park ang mga sasakyan ay pinahihintulutan ng ating LGU, or may mga activities po na pinapayagan ang LGUs na magkaroon ng mga, like for instance, iyong paglamay, mga parada at iba pa.

REP. ATIENZA. Iyon lang po ba ang inyong nakitang mga problema o mayroon pa kayong gustong ibahagi sa aming lahat na hindi pa namin alam.

REP. SARMIENTO (C.). Nabasa ko sa ating pahayagan na nagkaroon kayo o nagsalita po kayo na, among others, ang naging sanhi ng ating problema ay iyong ating traffic enforcers na hindi ginagampanan ang tunay nilang trabaho, kung saan hindi nila natutugunan na maiayos ang pagdaloy ng ating trapiko sa ating mga lansangan.

REP. ATIENZA. Sa tingin po ba ng ating kagalang-galang na Kongresista Sarmiento (C.), sa pagpasa nitong batas ay magtatrabaho na po ang lahat ng kinauukulan ng ayon sa kanilang sinumpaang tungkulin?

REP. SARMIENTO (C.). Sa aking palagay, kailangan po natin ito dahil hindi kaila sa lahat na talagang ramdam natin ang matinding problema. Kailangan po natin to require the agencies covered to effectively discharge their duties and responsibilities to address the problem of traffic.

Kung sa pagtingin po ng kagalang-galang na Gentleman from the Party-List BUHAY, this will make our traffic enforcers discharge their functions to ensure the free flow of traffic, well, we have that problem but we have to stress the point that at this time, there is really a need to ensure that traffic enforcers or even

local officials will do their share in seeing to it that the traffic crisis is alleviated.

REP. ATIENZA. Mr. Speaker, ang ating sistema ngayon sa pagpapatakbo ng ating traffic condition ay punong-puno na po ng batas, lahat po ng uri ng batas na maaaring isipin ninyo. Mayroon po tayong batas na nagawa diyan sa ating Kongreso, sa Senado, sa local government units, sa mga konseho—patong-patong na po ang batas. Ngayon, mayroon na naman po tayong nakasalang na panukalang batas—ang pagbibigay pa ng higit na kapangyarihan sa Metro Manila Development Authority. So, puro batas ang mayroon tayo pero ang kulang natin ay ang pagpapatupad.

Enforcement of existing laws is what is, glaringly, the number one problem and indeed, if you heard my statement, I stressed that—which you simply have failed in your studies to notice—it is corruption. That is the number one problem as to why we are in such a mess. Corruption in all levels of government—corruption in the local government; corruption in the enforcement department; corruption in the PNP; corruption in the enforcement of traffic rules and regulations. Wala po akong nakita rito—wala po akong nakita sa inyong pagsusuri na binanggit ninyo na corruption is the number one problem. It is not the law but the misapplication of the law and the abuse of power that is causing the problem.

Ito po bang batas ninyong ito ay iyong tinatawag na emergency law that will supposedly solve the traffic problem? Emergency measures, ganoon po ba ito?

REP. SARMIENTO (C.). Gaya po ng obserbasyon ninyo, ang problema po natin sa trapiko ngayon hindi lang maiuugat sa isang dahilan. Patong-patong ang factors kung bakit nagkakaroon ng pagbuhol-buhol ng trapiko sa ating kalsada at gaya ng sinabi ko kanina, siguro kailangan po ng single traffic authority para matugunan ang problema natin sa trapiko. Sa present situation natin, again, sinabi ko na may kanya-kanyang traffic rules and regulations.

Halimbawa po, ang city of Makati ay magpapasa po ng traffic rules and regulations para doon sa lugar po ng Makati without taking into consideration iyong nearby LGUs. In other words, there is a need to harmonize the various traffic rules and regulations at kasama na po diyan iyong kung paano ang paggamit o ika-classify ang mga kalsada dahil may mga ordinansa diyan disallowing parking in secondary roads. There are also other city governments that allow parking and they are even collecting parking fees in that situation. So, marami pong factors, hindi lang po iyong nasasabi ninyong dahilan kung bakit may problema po tayo sa trapiko.

REP. ATIENZA. At the outset, Mr. Speaker, we have

to disagree with the Gentleman. He sees the problem as one needing to create another level of bureaucracy to address the problem. We see it otherwise.

Ako po ay nagsilbi sa local government unit. Ako po ay siyam na taon namahala ng traffic sa lungsod ng Maynila at nakita ko po ang problema talaga. Sa simula't simula, ang problema ay corruption. Walang nagpapatupad ng batas sa tamang paraan kaya nagkakaroon ng buhol-buhol sa mga panulukan at nagkakaroon ng gridlock sapagkat iyong dapat nagpapatupad ng batas ay hindi nagtatrabaho. Iyon po ang inasikaso namin and we solved the problem of traffic during our time. We did not need an emergency power, we did not need to bypass existing rules and regulations on biddings, on procurement, on supplies. We did not give anybody emergency powers. What made you think that this proposed law will address the problem squarely when it is disjointed in the sense that it is looking at another side when the problem is glaring before you? Iyon po bang mga terminal ng bus sa EDSA, iyon po ba ay ligal sa inyong pananaw?

REP. SARMIENTO (C.). Sa ngayon po, may authority sila na mag-put up ng terminal diyan. They were issued clearances by the LTFRB sa ngayon.

REP. ATIENZA. I think the Gentleman should review his knowledge of existing laws. Bawal na bawal po ang magkaroon ng terminal sa EDSA. Mayroon na pong ordinansa iyan, mayroon na pong batas iyan, kaya iyan ay puwedeng-puwedeng pigilin at hindi na pabaya. Bawal na bawal po ang pumarada ang mga bus sa mga highway, sa Buendia, sa North Avenue, dito sa Commonwealth. Hindi puwedeng pumarada ang mga dambuhalang at naglalakihang sasakyan sapagkat iyan ay ipinagbabawal na. Ang tanong ko po ay, ang problema ba ay batas o ang hindi pagpapatupad ng batas?

REP. SARMIENTO (C.). Sa aking palagay po, there is an existing law that outlaws the establishment of terminals along EDSA or prohibits the parking of buses along the highways. Siguro, hindi naman po papayag ang concerned agency like the MMDA or probably the LGUs in allowing the existence of those terminals that contribute a lot to the problem of traffic. So, with due respect, wala po akong alam na batas na nagbabawal na mag-put up ng terminals along EDSA.

REP. ATIENZA. Dito po tayo magkalihis ng pananaw. Sa paningin ng ating kagalang-galang na Sponsor, wala nang magagawa kung hindi ipagbawal. Bawal po, ano ang ipagbabawal, iyong bawal? Puwede po bang magburol ng patay sa anumang lansangan, ano sa tingin po ninyo?

REP. SARMIENTO (C.). Sa aking palagay, ang

bagay na iyan ay trabaho po ng ating LGUs. Ang pagpapatupad at pagkakaroon ng kaayusan sa trapiko, especially within the jurisdiction of each city, I think the local government units must have the political will to clear the roads of obstruction. Halimbawa, iyong pagkakaroon ng burol or lamay sa mga kalsada, sa palagay ko po, mas alam po ninyo ito dahil naging alkalde po kayo ng Manila, that if they are not given authority from the barangay or the city government, that will not happen, this putting-up of wakes along the road.

REP. ATIENZA. Sa tingin po ba ng kagalang-galang na Sponsor, iyong pagtira sa gitna ng kalye ay ligal?

REP. SARMIENTO (C.). Definitely, hindi po ligal ang tumira sa gitna ng kalsada.

REP. ATIENZA. Iligal. Sa tingin po ba nila, iyong magtambak ng construction materials sa sidewalk at lansangan ay ayon sa batas?

REP. SARMIENTO (C.). Sa palagay ko ay hindi ayon sa batas.

REP. ATIENZA. Sa tingin po ba nila, ang magtambak ng basura sa gitna ng kalsada at hindi kolektahin ay ayon sa sinumpaang tungkulin ng mga nanunungkulan?

REP. SARMIENTO (C.). Iyong mga nabanggit po ninyo ay talagang hindi pupuwede ang mga iyon. Siguro, you are just stressing the point that if it is not allowed by law or local rules and regulations, pero how come nangyayari po iyan. Tama po kayo, it is a matter of enforcement but for so long a time, the LGUs are given the opportunity to make their cities livable to ensure the free flow of traffic. Yet, up to this time, we are suffering from traffic simply because the LGUs do not exercise a strong political will in seeing to it that roads are clear of traffic.

REP. ATIENZA. Sa tingin po ba ng ating kagalang-galang na Sponsor ng panukalang ito, ang magpatakbo ng ating railway system, ang ibig sabihin ba ay bumili ng 48 tren na hindi magagamit sapagkat hindi bagay sa ating riles—iyon po ba, ayon sa inyong pananaw, ay good, effective government?

REP. SARMIENTO (C.). With due respect, pakiulit po ang inyong tanong.

REP. ATIENZA. Binabanggit ko po ito sapagkat kung tatakbo lamang ang ating MRT at ang ating PNR nang tama ay maganda po at malaki ang maitutulong

nito sa daloy ng ating trapik at ng mga manggagawa sa ating Metro Manila Region. Pero kung ang MRT ay sira maya't maya at bumili ang nakaraang administrasyon ng 48 bagon na hindi magamit ngayon, ang tanong ko po, may nanagot na po ba diyan? Mayroon po bang nakulong? Dapat nakakulong na ngayon iyong bumili ng mga tren na iyan, kaya ang tinutukoy ko po, iyon po ba ay tama o mali?

REP. SARMIENTO (C.). For the information of the Gentleman from the Party-List BUHAY, charges have been filed against the officials responsible for the entry of 48 Dalian trains, and it is pending at the Ombudsman.

I must agree with the Gentleman from BUHAY that the problem of traffic can easily, can be greatly alleviated if we have an efficient public transportation like, for instance, the MRT, but the problem is the MRT system experiences glitches almost everyday.

REP. ATIENZA. Mabuti naman at nabanggit nila na hanggang sa kasalukuyan mayroon po tayong problema sa pagpapatakbo ng ating katangi-tangi, kaisa-isang mass transport system—iyong ating MRT at kasama iyong ating Philippine National Railways. Tapos, noong isang araw lamang, tumigil na naman.

REP. SARMIENTO (C.). And the LRT, not necessarily...

REP. ATIENZA. And the LRT.

REP. SARMIENTO (C.). ...MRT, LRT and the PNR.

REP. ATIENZA. Mabuti naman at alam na ninyo iyan at kung aayusin lang, sa palagay ko ay wala tayong pinagdedebatihan ngayon. Dahil sa hindi inaasikaso at kurakot ang iniisip, korapsyon ang problema, kaya hindi nakapigil maski na sino pa man dahil iyon ang problema. Mayroong connivance between the supplier and the buyer. The Philippine government opened up itself, prostituted itself to the corrupt sellers of these wagons and now, we are talking about providing more avenues for corruption.

I say this because if we suspend the law covering procurement and bidding and we allow corruption to persist in our system, ay lalo pong lalala ang ating problema at hindi natin maso-solve ito dahil ang inyong batas, ang panukalang batas na ito ay nagbibigay ng emergency powers sa mga kinaukulan. I do not doubt the integrity of our President, he means well. He is the first one to shout that corruption is the number one problem in our country and I agree with him 100 percent. But this Bill will even exacerbate, it will allow

the commission of more corruption in the government because you aim to suspend existing laws and rules covering all of these actions and decisions which breed corruption in our country. Papaano po ang mangyayari sa atin kung ipapasa natin ito at bibigyan natin ng laya ang lahat na bumili ng tren, dadagdagan pa natin iyong 48 at gagawin nating 100 tren iyan na hindi bagay sa ating riles? Pabayaang natin ang pagpapatupad ng batas. Sa halip, linisin natin ang ating mga lansangan na pinababayaang nating tirahan, na pinababayaang natin ang mga dambuhalang korporasyon na nagtatayo ng mga gusali na gamitin ang kalahati ng lansangan para sa kanilang graba, buhangin, semento, bakal, at hinahayaan natin ang mga junk dealers na gamitin ang ating mga lansangan para hindi na po madaanan ng mga motorista. Ano po ang mangyayari sa atin? Ito po ba ay makapagbabago ng ating kalagayan sa buhay, sa kalagayan sa ating ekonomiya? Palagay ko po ay hindi iyan ang mangyayari.

Humihingi kayo ng pagkakaisa—makiisa, makisama, magkaisa—magagandang panawagan po iyan. Wala po sigurong tatanggi diyan, pero kung ang ating pinag-uusapan ay makiisa na huwag nating tumbukin ang tunay na problema, makisama tayo at tumahimik na lang tayo at magkaisa tayong lahat dito sa malayang pamamaraan ng mga nag-aabusong mga taong gobyerno, sa palagay ko ay—isip-isipin po ninyo and I appeal to the Gentleman to face reality.

Our problem right now in the avenues and boulevards of the urban centers is, first, abuse of authority, nag-aabuso po ang mga may kapangyarihan. Sa halip na magtrabaho ang mga pulis, magtrabaho ang enforcers, nakatago sila sa tabi-tabi, manghuhuli na lang sila kapag may nagkamali para makahingi ng kanilang pananghalian. Ang mga traffic lights ay inaareglo upang kontrolado nila ang takbo ng trapiko at sila ang nasusunod, at hindi iyong pinag-aralan ng mga kinaukulan upang ang ating traffic lights ay magamit para sa efficient flow of traffic rather than its discretionary use para po naman lumaki ang kanilang iuuwing kita sa gabi. Ito po ang mga problemang nakabilad sa ating mga mukha.

Is the Gentleman seeing differently? Am I developing a negative attitude or I am seeing reality and I am expressing it today in the halls of Congress?

REP. SARMIENTO (C.). Well, firstly I would like to take exception to the statement of the Gentleman from Party-List BUHAY that this proposed measure intends to suspend the law on procurement by allowing the President through the Traffic Chief to enter into a negotiated contract because presently, Republic Act No. 9184 recognizes other methods of procurement other than competitive public bidding. The general rule is competitive public bidding and of course, there is an exception only in highly exceptional cases wherein

other methods of procurement are recognized and one alternative method is negotiated procurement. Now, it is allowed in three instances: 1) two failed biddings; 2) in case of emergency; and 3) man-made calamity.

In this proposed measure, we are making a declaration and recognition that this situation is of such an emergency situation that it will now fall under one of the alternative methods of procurement, which is negotiated procurement. Until now, even without this proposed measure, negotiated procurement is recognized under Republic Act No. 9184. So, we do not intend to suspend the provisions of the procurement law with the passage of this proposed measure.

REP. ATIENZA. Mr. Speaker, at this juncture, let me make myself very clear as the Gentleman seems to be skirting the issue and diverting the issue of the integrity of the President. I have not mentioned anything along that line. In fact, I stressed that, kung si Pangulong Duterte ang bibigyan mo ng emergency powers on all of these matters contained in your proposed law, I will agree with you because I believe in his integrity; but if you are giving the whole bureaucracy all these methods that you are mentioning and in so doing, changing the norms that we are now using to buy requirements needed for governance, ay hindi po ako naniniwalang pare-pareho ang integrity ng mga nagpapatakbo ng ating pamahalaan.

Ilagay din sana dito that all decisions should be made by the President, no less, at papayag po tayo. Magkakaisa tayo dito sapagkat hindi po ako naniniwalang marumi ang layunin ng ating Pangulo. Hindi lamang po kayo ang mayroon paniniwala sa Pangulo. Naniniwala po kami sa kanyang kagustuhang ituwid ang baluktot na sistema ng ating pamamahala, subalit, itong batas ninyo ay nagbibigay ng paraan upang ang lahat ng mga kinauukulan ay makagamit ng ibang paraan upang makaikot sila sa istriktong pamamaraan ng pagbili at paggamit ng salapi ng bayan. That is the gist of our point of discussion and debate this afternoon.

We do not believe that giving the bureaucracy all the leeway to change the norms that we are following strictly will lead to efficiency. On the other hand, it will cause more corruption in government. Having said that, I would like to, again, reiterate, wala dito sa measure na ito na humaharap doon sa mga binanggit ko sa inyo na katotohanan sa lansangan, na sa katotohanan ay ang nangyayari. Hindi po ito mga kataga, hyperbolic philosophical words, which do not really genuinely address the problem. Ang sabi ninyo ay magki-create ng tanggapan at sila ngayon ang mag-aaral nito. Magki-create pa ng tanggapan pero ang dami na pong mga tanggapan sa ngayon magmula po sa national, provincial, regional. Sa Metro Manila, nandiyan po ang MMDA. Sa local government, andiyan po ito pero

may barangay pa tayo na hindi nagtatrabaho kaya iyon ang nagiging sanhi ng problema. Dina-justify pa ninyo ngayon na ang mga terminal ay legally situated. I challenge the Gentleman to prove that, and I will prove otherwise that they are illegally situated.

I cannot agree that Buendia was widened by the government, niluwagan ito, upang ibigay iyong kalahati sa mga bus companies. Iyon po ba ay ligal? Are you trying to defend that kind of abuse of authority which is causing the traffic mess from Makati up to the Mall of Asia? Gagapang kayo mula doon sapagkat ang mga bus ay naghambalang sa Buendia at ginagamit po ang kalahati ng Buendia na niluwagan ng gobyerno. Gumamit ng biyon-bilyong salapi ang bayan upang ibigay sa mga bus companies, and you just mentioned that this is within the bounds of law. Kaya pala naman hindi gumagalaw ang mga iligal na ito sapagkat sa tingin ninyo, ligal ito. Sa tingin po ng mga mamamayan at pangkaraniwang abogado, sa palagay ko ay tutugusin nila ang mga iyan na hindi po ligal ang ginagawa nila.

REP. SARMIENTO (C.). Well, sa pananaw po ninyo po, na iyong mga terminals po along Buendia and EDSA are illegal, but I beg to disagree because the authority to issue, to put up a terminal, is lodged with the LTFRB. I am sure these terminals, while we may perceive that these are the major contributors to traffic but still, they have the authority from the LTFRB. So, the policy as regards the existence of the terminals is just to mitigate the problem of traffic by the so-called “Nose-in, Nose-out” policy, and the presence of these terminals along EDSA are covered by authority coming from LTFRB.

REP. ATIENZA. Mr. Speaker, is the Gentleman saying, again, that the one responsible and should be made accountable is the LTFRB on the illegal—uulitin ko po—illegal bus terminals using our avenues? You are saying that it is the LTFRB that we should be looking at? Pakiulit nga po iyong sinabi ninyo, na sinabi ninyo the LTFRB should be made to answer. Tama po ba iyon?

REP. SARMIENTO (C.). Well, ayon sa ating existing laws and regulations as regards the operations of public utility vehicles, wherein bus companies or transport companies are required to put up a terminal concomitant to the authority to operate a transport business, the putting up of a terminal, ang nagbibigay po ng authority diyari is no other than the LTFRB. The transport or bus company would then be required, under the LGUs, to secure a business permit from the concerned LGU, but the authority to put up a terminal is lodged with the LTFRB.

REP. ATIENZA. Sino po iyon?

REP. SARMIENTO (C.). LTFRB.

REP. ATIENZA. Uulitin ko, Mr. Speaker, I disagree with him 100 percent. Ang terminal na itatayo dahil po sa local government unit na pumapayag, hindi po LTFRB iyan. Ang LTFRB ang nagbibigay ng lisensiya sa pag-o-operate ng bus, sa pagbibigay ng linya, pero iyong pagpapatayo ng terminal, sa local government unit po galing iyan. Kaya kung tatawagan nang pansin ng gobyerno ang mga kinauukulan, hindi ito sa pamamagitan ng bagong batas kung hindi sa pagganap ng tungkulin nila, ay mababawasan ng malaki ang ating problemang pinag-uusapan.

Isa pong isyu na gusto ko ring talakayin, iyon po bang paglalagay ng gate sa mga barangay ay ligal sa inyong pananaw?

REP. SARMIENTO (C.). Gate po?

REP. ATIENZA. Sa mga lansangan ng bayan.

REP. SARMIENTO (C.). Ang authority po niyan, under the Local Government Code, the power to open or to close would be vested sa sangguniang bayan or sangguniang panlungsod.

REP. ATIENZA. Mr. Speaker, the Gentleman is way off the direction of the law. Wala pong batas na nagsasabing pwedeng sarahan ang isang kalye, lansangan, na ginagamit ng bayan. Wala po. Even the City Council would be illegally using their powers—these can be abused—would be abusing their authority if they allow the closing of certain streets for the private use of the private residents.

Ang tinutukoy ko po ay mga dahilan kaya bakit mayroon tayong problema. Kapag kayo ay galing po sa Makati, tatawid kayo at pupunta kayo ng Maynila, hindi kayo makakadaan sa alternative route dahil punong-puno ng kabulukan. Doon po naman sa main avenues, sa Kamagong at doon sa extension ng Vito Cruz, mayroon po namang dapat madaanang mga side streets pero hindi na po madadaan sapagkat may gate; they are now gated communities. Sa Maynila, pumasok po kayo sa Sampaloc, pumasok kayo sa San Andres Bukid, ganoon na rin po, naglagay din po ng gate ang mga barangay. Parang hindi nakikita po ito ng gobyerno.

Tayo naman, buhol-buhol na tayo sa traffic pero wala tayong kibo, at ngayon ay magbibigay tayo ng panukala na bibigyan na natin ng emergency powers ang mga iyan para ma-solve ang problema. Tingnan muna natin, isa-isahin natin itong mga binanggit ko, at aksyunan natin. Ilagay natin sa tama ang kalagayan ng ating mga lansangan. Dadaan kayo sa mga vehicular underpass, kung minsan ay maliwanag, maayos at tuloy-tuloy ang daloy ng traffic pero madalas, ito madilim na naman. Bakit? Walang maintenance. Sino

ang nagkukulang? Nagkukulang po ang gobyerno, ang DPWH, ang local government unit. Hindi po natin ginagawa ang tama.

Alam ninyo, Mr. Speaker, umikot kayo sa Metro Manila at lahat nitong mga binanggit ko ay mapapansin ninyo—lahat katotohanan—na ngayon ay parang hindi nakikita ng ating Kagalang-galang na Sponsor nitong ating emergency measure. Ang sa amin po, bigyan natin ng aksyon iyong mga dapat aksyunan. Ituwid natin ang mga baluktot na pamamaraan. Linisin natin ang hanay ng korapsyon sa mga may hawak ng kapangyarihan at kung kulang pa ho, at saka tayo mag-isip ng mga iba't ibang paraan. Your noble ways of procurement and your noble ways of government in using people's money, at saka natin pag-usapan iyan; pero sa ngayon, nagpatong-patong po ang mga problemang ginagawa ng mga nag-aabuso, ay bibigyan pa natin ng kapangyarihan iyong mga nag-aabuso. Sa palagay ko ay mananagot tayo sa bayan diyan, sasabihin nila na kung hindi natin pinag-usapan ito ngayon at tayo ay bumoto na lamang, tayo naman ang hindi tumupad sa aming tungkulin.

So, Mr. Speaker, we point out all of these matters today in the halls of Congress when we are in the eve of approving a measure that, to us, will not solve the traffic problem of Metro Manila, urban Cebu or urban Davao. The use of emergency powers and other modes of procurement should be reserved for those who have tried every bit and space of the law. We have enough laws in the country. We have enough ordinances in Metro Manila. All we need is the correct enforcement of all of these laws that are now in place.

To add one more law, one big law to add one more bureaucracy, the super body that the Gentleman is ambitioning, centralizing everything will not solve the problem. The centralization of power breeds more corruption. Decentralization is the rule of the day. We have to decentralize and in governing the different communities, the Constitution of the Philippines provided for this when they created the barangays in our democratic system. To allow them to abuse their powers is something else and again, I appeal to the Gentleman, maghunos dili kayo. Huwag kayong humingi ng pakikiisa, pakikisama at pagkakaisa kung ang hinihingi ninyo ay pabayaang na lamang ang lahat ng kabuktutan sa mga lansangan at bigyan ng kapangyarihan ang mga namumuno.

It will not solve the problem, it will aggravate the situation. It could even come to a point where we will all suffer the consequences of the impact of this law. So, where there is time, I appeal to all of my colleagues, pag-aralan nating mabuti ito. Hindi ganoong kasimple ito. Hindi si Pangulong Duterte ang binibigyan lamang ng paraan dito na magamit ang kanyang kapangyarihan sa kanyang malinis na hangarin.

Ang marami pong gagamit nitong batas ay iyong mga nag-aabuso sa kapangyarihan ngayon na nakapuwesto

sa iba't ibang sangay ng pamahalaan. From the barangays to the local government units, provincial and the regional governments, the officials will only hide behind this law which will justify not only their incompetence but their abusive and corrupt practices.

I read the report of the Gentleman, I listened to him during his presentations, and I am sorry to tell him, you are way off the mark. Hindi po ninyo tinumbok ang problema. Iniwasan ninyo iyong katagang "corruption." Corruption is the number one problem that you, I and all the rest of the Members of Congress should address today and not create another monster in our system. In our quest for solutions, we may be giving our people a bigger monster to confront. Hindi ito o wala po itong kinalamang personal sa inyo dahil alam kong wala po namang pakinabang kayo sa bisa nitong batas pero kung sino man ang tumulong sa inyo rito ay hindi nakakakita ng katotohanan. Siguro po ay dapat kumonsulta sila sa mga optometrist at saka mga optician para makagamit sila ng tamang salamin, makita nila iyong mga binanggit ko at turuan naman kayo ng tamang sagot.

Hindi po LTFRB ang may sala sa mga sinabi kong mga terminal na naghambalang sa Buendia sa EDSA at iba pang mga lansangan sa Metro Manila, and right now this malpractice is spreading out even in southern Luzon. Kung kayo po ay magbibiyahang papuntang Quezon, makikita ninyo ang mga bagong gawang kongkretong lansangan na pinalapad—from a four-lane avenue, ginawa po nilang walo pero iyong kalahati ng kalsada po ay terminal ng bus. Ganyan po ang nangyayari ngayon. Lalala po iyan kung ang batas na ito ay ating ipapasa.

Therefore, honorable Gentlemen and Ladies, we hope we are able to open up our eyes and senses on the real problems besetting our country. We are imbued with the same patriotic sense, so let us act accordingly. This law should be reverted for further study. If and when I see the word "corruption" written already on our own faces, then I will believe the effectivity of this law. Otherwise, this is a waste of paper, waste of time, waste of the efforts of the Gentleman which could be better put to use in improving the local governments in many parts of the country but definitely, not in solving the traffic mess in Manila, in the National Capital Region or for that matter, Metro Cebu and Metro Davao.

Maraming, maraming salamat po, Mr. Speaker, and thank you for the indulgence of the Gentleman. There is nothing personal between the two of us. I know you mean well but you are wrong 100 percent. Thank you.

REP. SARMIENTO (C.). Well, I respect the observations of the honorable Gentleman from the Party-List BUHAY at sa kanyang pangamba na magkaroon ng corruption in the implementation of the Traffic Crisis Act, pero kung babasahin po nang buong-buo ang Traffic

Crisis Act, doon sa pagbigay ng poder na mag-enter into negotiated procurement, punong-puno rin po ng mga safety nets para maiwasan iyong kanyang kinakatakutan na abusuhin ang poder na ibinigay ng panukalang batas na ito.

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

REP. PIMENTEL. Mr. Speaker, I move that we recognize the Lady from the ACT Teachers Party-List, Rep. France L. Castro. I so move, Mr. Speaker.

THE DEPUTY SPEAKER (Rep. Abueg). The Honorable Rep. France Castro is recognized for her interpellation.

REP. CASTRO (F.L.). Maraming salamat po, Mr. Speaker. Iyong atin po bang kagalang-galang na Sponsor ay willing na tumanggap po ng mga clarification question mula sa Representasyong ito?

REP. SARMIENTO (C.). Puwedeng-puwede po para ma-clarify po iyong mga dapat liwanagin.

REP. CASTRO (F.L.). So, unang-una po, Mr. Sponsor, Mr. Speaker, ang unang tanong ko po ay may kalaman doon sa public transport, particularly iyong corporatization ng public transport. Una po, doon sa Section 16, ano po ang ibig sabihin natin ng "appropriate capacity to serve the route"? Ano ang mga pamantayan para masabing ang operator ay may appropriate capacity at sa paanong paraan igagawad ang mga prangkisang ito? Ano po iyong mga pamantayan para makonsiderang operator?

REP. SARMIENTO (C.). Sa bagay pong iyan, it has a relation to the so-called Route Rationalization Plan under Section 15 at nakasaad po dito, ang tawag po ay "Route Rationalization Plan for Public Utility Vehicles." Sabi dito:

There shall be established a Route Rationalization Plan for PUVs which shall be submitted to the Joint Congressional Oversight Committee not later than eight months from the effectivity of this Act. It shall include the following minimum components:

a) Procedure for integration of different transportation modes into a unified public transport 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.

Kung titingnan ninyo po sa panukalang batas ay wala naman tayong sinasabi na corporatization. Ang kailangan po para malutas po ang ating problema sa traffic ay magkaroon ng honest-to-goodness route rationalization. Ang ibig pong sabihin, alamin po ang measured capacity ng isang lansangan and having determined iyong measured capacity, ay aalamin kung ano ngayon ang pinaka-akma, appropriate, at the determination of the size, type and number of PUVs, among others, to include—mga malalaki ito dahil mass transport—double-decker bus, articulated bus, mini-bus, jeepney, asian utility vehicle et cetera— and so, ang pinaka-appropriate po sa nasabing rutang iyon, having determined the route's measured capacity.

REP. CASTRO (F.L.). Thank you po. Nabanggit po natin iyong route rationalization. So, sa tatlong metro, iyong Metro Manila, Metro Davao at Metro Cebu, ang DOTr po ba ay mayroon na pong nakahanda o mayroon na po silang route rationalization by this time? Kasi kung ito po ay maaprobahan, mabilis na po ito, iyong sinasabi ninyong, after eight months or six months, route rationalization. Alam ko po na napakatagal na itong napapag-usapan sa ating Committee, sa Committee po ninyo pero hanggang ngayon ay parang wala pang malinaw na sagot iyong ating mga taga-DOTr tungkol doon sa route rationalization, at mayroon pang mga study, mga pag-aaral pa na ginagawa sa UP, Ateneo. So, mayroon na po ba tayong at least man lang draft or mayroon na po ba na route rationalization doon sa tatlong siyudad po na nabanggit natin?

REP. SARMIENTO (C.). Dito po sa panukalang batas ay naatasan ang appropriate agency to conduct the so-called Route Rationalization Plan within eight months from the effectivity of this Act. Trabaho po ng Department of Transportation ang bagay na ito. Ang aking pagkakaintindi, ongoing pa po ang sinasabing Route Rationalization Plan but for purposes of the implementation of this proposed measure identifying Metro Manila, Metro Cebu and Metro Davao, siguro po, wala pa po except “ongoing” ang masasabi ko.

REP. CASTRO (F.L.). So, wala pa po iyong route rationalization. Kasi paano natin matutukoy ito—magkakaroon na dito ng modernization, hindi po ba? Sabi dito, lahat ng mode of transportation—maging ito man ay jeepney, maging ito man ay tricycle o kuliglig, o ano man pa pong uri ng transportation—ay nilalayong i-rationalize iyong route ng mga ito. Ang dami pong maaapektuhan nito, na kung hanggang ngayon po ay hindi pa handa, siguro, mga ilang panahon na lang ay maaaprubahan na ang batas na ito. Kung ganoon po, mayroon po tayong agam-agam para doon sa ating mga maliliit na mga driver, tulad ng mga tricycle drivers, kaugnay nitong route rationalization kasi hindi nila

alam kung sila ba ay mananatili pa or whatever po ang mangyayari sa kanila.

REP. SARMIENTO (C.). Depende po iyan sa pag-aaral ang resulta po ng Route Rationalization Plan. Kung sa tingin ninyo, after the conduct of the Route Rationalization Plan, ay sobra po ang numero ng pampublikong sasakyan, ay pag-iisipan po ng appropriate agency kung ano ang akmang public transportation that will address the problem of traffic. Kung, halimbawa, ay sobra po, definitely, may maaapektuhan pero kung sa pagsusuri po, after conducting the Route Rationalization Plan, ito ay hindi sobra at baka kulang pa, hindi po sila maaapektuhan.

REP. CASTRO (F.L.). Okay. So, halimbawa po sa tricycle, ang nagre-regulate po nito ay iyong ating mga LGU. Tama po ba?

REP. SARMIENTO (C.). Sa ngayon po ang power na iyan po, originally sa DOTr through LTFRB but na-delegate po sa LGU ang pagbibigay ng power to issue franchise.

REP. CASTRO (F.L.). So, kung maaaprubahan po ang batas na ito, definitely, mapupunta po ang regulation nito doon sa LTFRB at babalik o mawawala na po ito sa ating mga local government units.

REP. SARMIENTO (C.). Depende po iyan sa resulta po ng Route Rationalization Plan, na kung sobra po ang numero ng mga tricycle sa isang ruta ay maaapektuhan po iyan and then mag-iisip po ang appropriate agency kung ano ang malaki-laking sasakyan ang puwedeng bumaybay sa rutang iyon.

REP. CASTRO (F.L.). Mr. Speaker, Mr. Sponsor, hindi na po maiiwasan dito sa modernization plan na nilalayan ng batas na ito, ng panukalang batas na ito, iyong tinatawag natin na pribatisasyon, ang mas lalo pang pribatisasyon ng ating mga public transport at malalaking korporasyon ang magpi-play dito. So, ito po, lilinawin ko lang: nilalayan ba ng batas na ito na isaalang-alang ang public transport sa pribadong sektor at mga malalaking korporasyon?

REP. SARMIENTO (C.). Sa panukalang batas ay wala naman tayong mababasa tungkol sa privatization o mapupunta ito sa mga korporasyon. Basta nilalayan po ng panukalang batas na ito na maiayos ang problema natin sa trapiko by way of really finding out iyong measured capacity ng isang ruta at bigyan ng appropriate public utility vehicle para matugunan ang problema sa trapiko.

REP. CASTRO (F.L.). Mr. Sponsor, ano po iyong

pamantayan? Halimbawa po, kung isang korporasyon po ba, mga kooperatiba lang po ba ang makakapag-avail ng modernization plan na ito sa mga PUJ? So, ano po iyong mga pamantayan para ma-avail iyong financial assistance para sa PUV modernization? Kasi, definitely po, matatanggal na dito iyong indibidwal na mga driver na nagmamay-ari ng kanilang mga jeepney. Tama po ba? So ano po iyong pamantayan para magkaroon po iyong mga maliliit na mga cooperatives o iyong mga nagsama-samang mga jeepney drivers para makabuo sila at maka-avail sila ng Modernization Program o pondo mula dito?

REP. SARMIENTO (C.). Well, kung babasahin po natin ang panukalang batas sa kabuuan, wala ho tayong binabanggit na binibigyan ng prayoridad ang mga private corporation para tugunan ang problema sa trapiko. Ang sinasabi po ng panukalang batas ay alamin ang tunay na kapasidad ng isang ruta at kung ano ang pinaka-appropriate na sasakyan. Halimbawa po, kung ma-determine na sobra-sobra ang bumabaybay na public utility vehicle, definitely, the appropriate agency will have to determine how to address the problem of congestion, kung ano ang puwedeng type of public utility vehicle, with priority to addressing the optimal use of the capacity of that route.

REP. CASTRO (F.L.). Mr. Speaker, Mr. Sponsor, ang katanungan ko po ay iyong para doon sa mga maliliit na mga drivers na gustong mag-avail nitong Modernization Program o financial assistance sa batas na ito. Ano po ba iyong mga minimum requirements o minimum na bagong units? Iyong capacity to avail ng financial assistance, ano po ba ang magkakaroon dito?

REP. SARMIENTO (C.). Sa Section 26 po ng panukalang batas, may nakasaad doon, referring to “Financial Assistance to PUV Modernization”:

The Development Bank of the Philippines shall reserve funds to facilitate the improvement and enhancement of PUVs in the metropolitan areas.

The DBP shall extend financial assistance to existing public transportation operators with valid franchise to enable them to modernize their units. It shall provide financing to qualified applicants at preferred rates and shall report to the JCOC on the funding made available to support the implementation of this section.

REP. CASTRO (F.L.). Okay. So, Mr. Speaker, Mr. Sponsor, samakatuwid, wala pa po talaga iyong pinakadetalye, iyong mga qualification kung paano ma-avail ito kasi idi-determine pa po ito noong ating financier, iyong Development Bank of the Philippines. Tama po ba, Mr. Sponsor?

REP. SARMIENTO (C.). Wala pa hong guidelines,

general pa lamang po, iyon po ang sinasabi na ang DBP po ay magbibigay po ng financial assistance sa mga qualified applicants.

REP. CASTRO (F.L.). Noong binubuo po, Mr. Sponsor, Mr. Speaker, ang panukalang batas na ito, halimbawa po, ang mga PUV franchises, ano po ang naisip ng Committee at ng DOTr para maisip ang ganitong probisyon? Makikipagkompetensiya po ba ang gobyerno sa mga fleet management companies o sa mga corporation na maaaring mag-take over ng mga public transport? Oras ba na ma-take over ang PUV franchise ng gobyerno, puwede ba itong ipasok sa PPP?

REP. SARMIENTO (C.). Well, sa katanungan ninyo, puwede po, as a last resort, na pumasok po ang gobyerno para makatulong po sa pagtugon sa problema ng trapiko.

REP. CASTRO (F.L.). So, posible din po ba dito iyong PPP, Public-Private Partnership, kaugnay noong ating modernization?

REP. SARMIENTO (C.). Well, again, puwede nating masabing puwedeng mangyari, and in lieu of addressing the problem of traffic, the government will resort to that.

REP. CASTRO (F.L.). Okay. Alam po ninyo, mayroong mga jeepney drivers na nagpapatanong nito, iyon pong mga bagong mga jeepney, siguro, ay mga tatlo o apat na taon pa lang, na maayos pa naman po iyong jeepney, tapos, nagbayad po sila para sa mga prangkisa and so, kung ito po ay maimplementa, ano pong mangyayari doon sa naibayad nila para sa prangkisa, na napakalaki naman, sa LTFRB?

REP. SARMIENTO (C.). Ang ...

REP. CASTRO (F.L.). Ano pong probisyon dito sa panukalang batas na iyan?

REP. SARMIENTO (C.). Well, pagdating po sa sinasabi ninyo pong malaking pagbayad ng prangkisa, kung titingnan ninyo po, if we will require or ask the LTFRB how much is being required by the LTFRB to pay for the franchise, hindi naman ganoon kataasan. Very reasonable ang ibinabayad po para makakuha ng prangkisa. Ngayon, iyong mga jeepney na nasa rutang iyon, if it will be determined that there are more numbers of PUVs plying along that route and there is a need to reduce the number dahil malaki, may mekanismo po dito sa panukalang batas. Iyong maaapektuhan dito ay may mekanismo



sa batas para mabayaran po ang affected owners ng public transport.

REP. CASTRO (F.L.). Thank you, Mr. Sponsor, Mr. Speaker.

Nakakalungkot 'no, kasi sa Section 16, malinaw dito na ire-revoke sa loob ng anim na buwan ang lahat ng mga naibigay na prangkisa sa mga smaller capacity PUVs gaya ng tricycle din at mga pedicab; at depende sa LTFRB, kung maabot sa tuluyang pagkansela sa karamihan sa mga ito. So, nakita natin na malaki, at ang iba diyan ay mga nangutang pa para doon sa kanilang pambayad doon sa prangkisa.

Ironically po, Mr. Speaker, Mr. Sponsor, ang gagamiting pondo po sa pagpapatupad sa panukalang batas na ito ay ang MVUC Special Vehicle Pollution Control Fund, ang pondo para sana sa regular na rehabilitasyon at pagmentena ng mga PUV, na ginagamit lang ng gobyernong ito, katulad nga ng nabanggit ni Cong. Lito Atienza kanina, iyong korapsyon. Hindi ba puwedeng tumindig ang Sponsor at ang panukalang batas na ito sa panawagan ng ating mga tsuper na rehabilitasyon sa halip na phaseout ng kanilang mga jeepney? Ito po ay panawagan po noong ating mga jeepney driver. Hindi naman po sila against sa modernization. Sino ba naman ang aayaw sa pagda-drive ng magandang jeepney, hindi po ba? So, hindi po ba puwedeng tumindig ang Sponsor para ma-rehabilitate o mabigyan ng aid naman iyong ating kawawang mga driver sa kasalukuyan?

REP. SARMIENTO (C.). Well, ang layunin po ng panukalang batas na ito ay matugunan ang malaking problema natin na kinakaharap at iyan po ang trapiko na nararamdaman po ng lahat. Kailangan po natin, as I have been saying, na after the conduct of the Route Rationalization Plan, after determining the measured capacity and appropriate PUV, gaya ng sinabi ko, kung ang isang ruta ay tama lang po ang numero, hindi po maaapektuhan ang mga existing operators. If, after the conduct of the Route Rationalization Plan ay mapagalaman na sobra-sobra po ang present number of PUVs, ang resulta po ay may maaapektuhan, mababawasan; at bagkus, ang bibigyan po ng pamantayan ng ating pamahalaan is to give preference to PUVs that would accommodate more passengers. Naintindihan po natin ito kaya nga po naglagay po tayo dito ng social support mechanism sa mga maaapektuhan. In the case of those that will be dislocated in the implementation of the measures contained in this proposed measure, some assistance would be given to the affected transport operators.

REP. CASTRO (F.L.). Kaugnay po doon sa trapiko, lahat po tayo ay gusto nating maibsan iyong ating problema doon sa ating trapiko dahil talaga naman na ang ating mga mananakay—ang atin pong mga

manggagawa, mga estudyante, mga empleyado—ay talagang apektadong-apektado dito, at gusto natin naman makadagdag ito sa paggulong ng ating ekonomiya, hindi po ba?

Sa trapiko, bakit po parang ang batas na ito ay nagdidiin masyado doon sa mga pampublikong sasakyan katulad ng mga jeepney, ng mga tricycle? Hindi po ba na maa-address ng batas na ito na kaugnay—o kaya tahimik ang batas po na ito tungkol sa mga pribadong sasakyan naman na mas apat na beses ang laki o dami kung ikukumpara po natin ang mga ito sa dami ng mga bus natin o kaya mga jeepney, hindi po ba? Bakit parang tahimik ang batas na ito kaugnay naman sa pagre-regulate ng ating private cars? Ano po ba iyong ino-offer noong ating batas na ito kaugnay naman sa regulation ng ating private cars?

REP. SARMIENTO (C.). Ang bagay po na iyan ay naitanong na dati ni Representative Tinio and Representative Brosas, kung bakit nakasentro, nakatuon ang panukalang ito sa mga pampublikong sasakyan at bakit hindi po sa mga pribado. Kung tutuusin po, sa ibang bansa ay napakaayos po ng kanilang public transportation kaya po ang mga private car owners, hindi nila dinadala ang sasakyan nila to and from the point of destination and instead, they are using public transportation. Sad to say, iyon po ang problema dito sa ating bayan, na wala tayong sufficient, efficient mass transportation and that is why ang ating mga kababayan ay napipilitang bumili ng sasakyan para makarating sa kanilang paroroonan. If we will be able to put up an efficient mass transportation, then that would be the time that ang ating private vehicle owners would rather choose to ride public transportation.

REP. CASTRO (F.L.). Okay. So, sana po ma-address—hindi pa po nasasagot iyong tanong ko—iyong regulation naman po doon sa ating private cars.

Anyway, Mr. Speaker, Mr. Sponsor, naniniwala ako doon sa sinabi ninyo na, lalo na sa mga mauunlad na bansa, kapag maayos ang mass transportation ay less iyong private cars. Totoo po iyan. Sa Netherlands nga, mga bisikleta ang ginagamit, hindi po ba, at naging efficient naman. Alam po ninyo, narinig ko na po iyan. Alam po ninyo, noong ginagawa po iyong MRT 3, narinig ko iyong plano diyan na ang mangyayari ay point to point, na magkakaroon po ng parang parking lot para sa private vehicles, na doon po ipopondo para po iyong ating mga manggagawa, iyong mga empleyado, iyong mga nag-oopisina, ay dadaan na lang ng MRT, tapos, doon sila bababa doon sa kanila pong bababaan.

Maganda po sana iyon pero ano po iyong nangyari pagkalipas ng ilang taon? Nakita na natin iyong kabulukan noong ating mga MRT na hindi naman po na—actually, maganda po iyong naging planong ganoon kaya lang ay hindi napatupad at naipasa sa private sector iyong ating

MRT, sa halip na ito po ay na-nationalize iyong ating public transport na iyan at naayos pa siguro iyong mga maintenance at lahat ng iyan kung hindi naibigay ito sa pamribadong sektor. Iyon po dapat iyong ideal na dapat gawin, hindi po ba, Mr. Speaker, Mr. Sponsor? Dito po ba sa emergency power na ibibigay natin sa ating chief o traffic czar ay puwedeng ma-address iyong ganooon pong konsepto o magawa iyong ganoong pamamaraan?

REP. SARMIENTO (C.). Sa aking pagkakaalam po, ang Department of Transportation ay nag-iisip ng mararaming mga bagay para maibsan ang problema sa trapiko. Nandiyan po ang mga pending projects—iyong pagkakaroon ng mga integrated terminal sa strategic places para mabawasan ang numerong pampublikong sasakyan na bumabaybay sa busy streets like EDSA. Tulad po noong unang ginawa po ang MRT 3, may malaking problema tayo noong 1990s, lalong-lalo na diyan sa EDSA, kaya naisipan ang solusyon, ang pagput up po ng MRT. Maganda po ang layunin and for a while, it was able to address the problem of congestion and it encouraged the free flow of movement of passengers. Kaya lang po, sa tagal na po ng ating MRT system at dahil sa hindi magandang pagpapatakbo, we are now suffering the problem of constant glitches, to the great inconvenience of our passengers.

REP. CASTRO (F.L.). Salamat po. Iyong Section 41 po, Mr. Speaker, Mr. Sponsor, about Traffic Education, nakalagay po dito: “The DOTr, LTO, LTRFB, DepEd, and TESDA shall jointly develop a program for drivers’ education and for road and pedestrian etiquette education that shall be incorporated as a mandatory subject in the senior high school curriculum.”

So, sa konkreto po, Mr. Speaker, Mr. Sponsor, puwede ba ninyo akong mabigyan ng idea kung paano po magagawa ang Section 41 na ito? Sa ngayon po, alam po ninyo, as early as grades nine and 10, itinuturo na po iyong automotive, itinuturo na rin po iyong traffic signs at kung anu-ano pa po, pero sa kasamaang palad, sa ating high schools, sa ating mga eskuwelahan, wala rin naman tayong enough resources para ito ay mas maiging maituro sa ating mga estudyante. So, dito po ba ay magkakaroon ng dagdag na pondo, for example, iyong DepEd, iyong ating mga eskuwelahan, para dito?

REP. SARMIENTO (C.). Para maisakatuparan ang planong ito, siyempre, at para maging matagumpay ang programang ito, mangangailangan po ito ng pondo and definitely, this will be funded so that it will be implemented nationwide, particularly sa K to 12 para in the future ay makatutulong po ito sa paghahanap ng mga solusyon sa ating problema sa ngayon sa trapiko.

REP. CASTRO (F.L.). Okay po. Nakalagay po dito kasi, Mr. Speaker, Mr. Sponsor, mandatory subject

in senior high school curriculum and so, ibig sabihin ngayon, iaayon na ng DepEd at TESDA ang kanilang magiging curriculum para mai-incorporate po itong mga sinasabi natin na may kinalaman doon sa pedestrian etiquette at iba pa pong mga kinakailangan na malaman ng ating mga estudyante.

REP. SARMIENTO (C.). Sa language po ng probisyong ito, it being mandatory and so, it will be compulsory at magiging part of their curriculum sa K to 12. So, pag-uusapan po ito ng concerned agencies to come up with a module that would really be addressing the problem of traffic.

REP. CASTRO (F.L.). Okay. Last question na po. Dito po sa Section 38, ito lang po, bigla lang po akong na-struck dito dahil gagamitin dito iyong pondo ng GSIS. Alam naman ninyo na ang purpose ng pondo ng GSIS ay para sa proteksiyon po ng mga empleyado ng gobyerno in terms ng pangangailangan sa paglo-loan sa educational needs at medical needs ng kanilang pamilya, sa retirement at iba pa. Nabigla po ako, Mr. Speaker, Mr. Sponsor, sa Section 38, Protection against Law Suits, proteksiyon laban sa pagbibigay—in terms na magkaroon ng cases. So, nakalagay po dito, babasahin ko ha, and it states:

x x x Public officers involved in the implementation of policies and priority projects covered by this Act shall be insured against litigation by the Government Service Insurance System (GSIS) in the event that the Office of the Solicitor General or the Office of the Government Corporate Counsel is not authorized to represent them. The concerned public officer shall obtain the needed insurance coverage from the GSIS and hire legal counsel, unless the GSIS itself determines that such official has clearly violated the laws.

Bakit po inilagay ang part na ito, ang probisyon na ito, na ang ibig sabihin gagamitin ng batas na ito iyong GSIS fund para sa kung sino man po iyong magpapatupad ng batas na ito, at kung nagkaroon ng problema ay maaari pong bayaran ng GSIS iyong mga insurance at iba pang representation fees na nakasaad dito?

Ano po ba ang ibig sabihin nito, Mr. Speaker, Mr. Sponsor?

REP. SARMIENTO (C.). If the public official, in the performance of his function, in the implementation of the provisions of this proposed measure, a lawsuit is filed against him sa regular performance of his function, there is a need to provide him protection or help from the government. So, the concerned government agency will pay for the required premium to the GSIS because I

understand that it is only the GSIS that offers this kind of program. But the GSIS is not duty-bound or has the right to refuse if in its evaluation the public official sought to be insured has clearly violated the law.

REP. CASTRO (F.L.). Okay. So, nakalagay po dito, Mr. Speaker, Mr. Sponsor, hindi lang po insurance dahil “The concerned public officer shall obtain the needed insurance coverage” na babayaran po ng ahensiya, halimbawa po, ng DOTr. Tama po ba ito, Mr. Sponsor?

REP. SARMIENTO (C.). In case of a lawsuit.

REP. CASTRO (F.L.). In case of a lawsuit, nakalagay din po dito, “and hire legal counsel.”

REP. SARMIENTO (C.) Yes.

REP. CASTRO (F.L.). So, ibig sabihin, gagamitin rin po iyong pondo para sa pagha-hire ng ating legal counsel dito? Medyo, iyong Section 38 po, Mr. Speaker, Mr. Sponsor, ay parang malabo po kasi kapag nabasa po ito ng government employees na gagamitin iyong pondo sa GSIS kaugnay noong mga sigalot, na maaari po o in case na maaari pong maibigay doon sa officer na magpapatupad ng batas na ito, puwede nang ma-access iyong pondo ng GSIS through insurance ang pagha-hire ng legal counsel.

REP. SARMIENTO (C.). Nakasaad po dito sa provision na ito, na in case the Office of the Solicitor General or of the Government Corporate Counsel would not be able to represent the public official in case of a lawsuit as a result of his discharge of duties in the implementation of this proposed measure, definitely, he has to secure the services of a lawyer and that is the purpose of why we have to ask the GSIS, upon payment of the requisite premium, so that he has the necessary funds to answer the charges filed against him.

REP. CASTRO (F.L.). So, malaki-laki pong insurance ito na ia-avail noong mga officers na sinasabi ninyo at sa pagkakaintindi ko po, ang trabaho po ng Solicitor General ay talagang mag-represent doon sa ating officers ng gobyerno na magkakaroon ng legal suit. So, ito po ba, Mr. Speaker, Mr. Sponsor, hindi ko po nakita kung ano po iyong naging comment ng GSIS kaugnay nito. Naimbitahan po ba natin sa isang Committee hearing ang GSIS kaugnay po nitong Section 38?

REP. SARMIENTO (C.). In the crafting of this proposed measure, we have invited all offices concerned/mentioned in this proposed measure.

REP. CASTRO (F.L.). Including the GSIS, Mr. Sponsor?

REP. SARMIENTO (C.). Yes, but to clarify.

REP. CASTRO (F.L.). So, mayroon po ba silang written comment or reaction man lang dito?

REP. SARMIENTO (C.). The answer is in the positive.

REP. CASTRO (F.L.). Puwede po bang makahingi, Mr. Speaker, Mr. Sponsor, ang Representasyong ito noong written comment nila, ng GSIS, kaugnay nito bilang isang miyembro ng GSIS na nagbabayad? Alam ba ninyo kung magkano po ang binabayaran natin sa GSIS? Twenty-thousand a month iyong binabayaran natin, at iyong mga maliliit na empleyado, P1,500 a month, at iniipon iyon para sa retirement nila at iba pang pangangailangan. Dahil may concern dito sa pondo ng GSIS, ito po iyong isa sa concerns ko rin na malinawan kung ito po ba ay naging—bakit po nag-positive dito ang GSIS, para matanong ko naman po ang GSIS kaugnay nito, Mr. Sponsor.

REP. SARMIENTO (C.). Yes, we will be giving you a copy of the written comment submitted to us by the GSIS para lang sa kaliwanagan po ng ating kasama na ang bagay na ito ay magko-cover lang po iyong cost of litigation. Now, in case of a decision adverse to the public officer ay hindi na po sagot noon.

REP. CASTRO (F.L.). Okay po pero, siguro po, ang puwedeng mai-amend o puwedeng ma-suggest ng Kinatawang ito ay tanggalin na lang ang Section 38 na ito, kasi malinaw naman sa batas na dapat iyong Solicitor General iyong mag-represent doon sa opisyal natin na magkakaroon ng ganitong problema.

So, ito lang po, Mr. Sponsor, at salamat po sa inyong patience at sa atin pong Speaker, thank you po.

REP. SARMIENTO (C.). Maraming salamat po.

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

DESIGNATION OF MEMBERS  
TO THE BICAM. CONF. CTTEE.  
ON H.B. NO. 6772 AND S.B. NO. 1444

REP. PIMENTEL. Mr. Speaker, before we recognize the next interpellator, I move that we designate the following as members of the Bicameral Conference Committee on the disagreeing provisions of House Bill No. 6772 and Senate Bill No. 1444, ensuring the preservation and management of protected areas: Reps. Arnel U. Ty, Rodel M. Batocabe, Josephine Ramirez-Sato, Gil “Kabarangay” P. Acosta and Orestes T. Salo. I so move, Mr. Speaker.

THE DEPUTY SPEAKER (Rep. Abueg). Is there

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

The Members nominated are so designated.

DESIGNATION OF REP. OLIVAREZ  
TO THE CONF. CTTEE. ON H.B. NO. 6573 AND  
S.B. NO. 1662

REP. PIMENTEL. Mr. Speaker, I move that we designate Rep. Eric L. Olivarez as additional member of the Bicameral Conference Committee on the disagreeing provisions of House Bill No. 6573 and Senate Bill No. 1662, prohibiting hazing and regulating other forms of initiation rites.

I so move, Mr. Speaker.

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

The Member nominated is so designated.

REP. SARMIENTO (C.). I understand that the Gentleman from Albay would like to ask some questions but may I ask to be excused from entertaining his interpellation until tomorrow.

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

SUSPENSION OF SESSION

REP. PIMENTEL. I move for a one-minute suspension of the session, Mr. Speaker.

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

*It was 6:02 p.m.*

RESUMPTION OF SESSION

*At 6:02 p.m., the session was resumed.*

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

SUSPENSION OF CONSIDERATION  
OF H.B. NO. 6425

REP. PIMENTEL. Mr. Speaker, I move that we

suspend the consideration of House Bill No. 6425. I so move, Mr. Speaker.

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

SUSPENSION OF SESSION

REP. PIMENTEL. Mr. Speaker, I move for a suspension of the session.

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

*It was 6:03 p.m.*

RESUMPTION OF SESSION

*At 6:04 p.m., the session was resumed.*

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

REP. PIMENTEL. Mr. Speaker, I move to adjourn the session.

REP. DEFENSOR. Before that, Mr. Speaker, I move that we send the Bills that we approved on Third Reading to the Senate.

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

The Secretariat is directed to send the aforementioned Bills to the Senate.

ADJOURNMENT OF SESSION

REP. PIMENTEL. Mr. Speaker, I move to adjourn the session.

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

We adjourn the session until tomorrow, February 21, 2018, at four o'clock in the afternoon.

*It was 6:05 p.m.*