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Republic of the Philippines  
HOUSE OF REPRESENTATIVES  
Quezon City

EIGHTEENTH CONGRESS  
First Regular Session

380

HOUSE RESOLUTION No. \_\_\_\_\_



Introduced by

BAYAN MUNA Representatives CARLOS ISAGANI T. ZARATE,  
FERDINAND R. GAITE and EUFEMIA C. CULLAMAT,  
GABRIELA WOMEN'S PARTY Representative ARLENE D. BROSAS, and  
MANILA 5<sup>TH</sup> DISTRICT Representative CRISTAL L. BAGATSING

RESOLUTION DIRECTING THE COMMITTEE ON TRANSPORTATION TO  
CONDUCT AN INVESTIGATION, IN AID OF LEGISLATION, ON THE  
IMPENDING DEMOLITION OF THOUSANDS OF HOUSES TO GIVE WAY FOR  
THE NLEX-SLEX CONNECTOR ROAD AND THE PNR NORTH-SOUTH  
RAILWAY PROJECT

**WHEREAS**, the NLEX-SLEX Connector Road is an 8-kilometer all elevated 4-lane toll expressway extending the NLEX southward from the end of Segment 10 in C3 Road Caloocan City to PUP Sta. Mesa, Manila and connecting to Skyway Stage 3, mostly traversing the PNR rail track. The project includes two (2) interchanges located at C3 Road, Caloocan and España, Manila, according to information published in the Department of Public Works and Highways website;

**WHEREAS**, the tollways unit of Manuel Pangilinan-led Metro Pacific Investments Corporation (MPIC) gave an unsolicited proposal in 2010 for the connector road. Consequently, on January 21, 2014, the NLEX Corporation signed a joint venture agreement with the Philippine National Construction Corporation (PNCC) to build the road;

**WHEREAS**, the Department of Justice ruled later that the approval of the National Economic and Development Authority (NEDA) Board of the agreement was "without factual basis or justification" and returned the agreement for review by the NEDA;

**WHEREAS**, the NEDA Board ruled that the NLEX Corporation should be bid out through a Swiss challenge. A Swiss challenge is done for unsolicited proposals that invites third parties to match or better the proposal;

**WHEREAS**, in September 2016 the Department of Public Works and Highways (DPWH) still awarded the connector road project to the Pangilinan-owned Metro Pacific Tollways Development Corp. (MPTDC) and its subsidiary Manila North Tollways Corporation (MNTC);

50 **WHEREAS**, in the whole process since its inception in 2010, there was little mention on the social  
51 costs of these projects, especially the physical and economic displacement of thousands of people to give  
52 way for its construction in the densely populated areas of Manila;

53

54 **WHEREAS**, Sampaloc is one of busiest districts in the metropolis. It is dubbed the "Metropolitan  
55 Manila's University Belt" for it hosts four major universities: University of Santo Tomas, University of  
56 the East, Far Eastern University, and National University. It is also a transport hub of major bus  
57 companies. It also houses the famous Dangwa Flower Market. It is no wonder that the commerce of  
58 Sampaloc has resulted to many residential areas;

59

60 **WHEREAS**, residents of Sampaloc have long been in trepidation for their forcible eviction to give way  
61 for the construction of the twin projects. The 428 Homeowners Association and the Sampaloc People's  
62 Alliance had appealed for the projects' suspension and review, citing the massive demolition of houses in  
63 38 barangays in Manila composed mainly of homes and small businesses. According to the residents,  
64 thousands of families will be evicted, and are bound to be relocated in far and inaccessible relocations  
65 sites;

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67 **WHEREAS**, in a petition signed by about 100 homeowners, they allege that the Department of Public  
68 Works and Highways (DPWH) and the Department on Transport (DOTR) did not amply heed their  
69 concerns and plight such as their request for a Congressional review, dialogue with the concerned  
70 agencies, and a study of alternative routes that will have less social and economic impacts to residents;

71

72 **WHEREAS**, demolition in Metro Manila is a major concern as large-scale projects are being laid out in  
73 the country's densely populated capital. The Duterte government's thrust to boost infrastructure through  
74 the Build! Build! Build! Program expedited the construction of many projects. For instance, there are  
75 four Manila Bay Reclamation Projects that will ease out thousands in Road 10, Aroma, Barangay 105  
76 Happyland, Parola, and Baseco Compound all in Tondo;

77

78 **WHEREAS**, the thrust of past present administration to privatize its road infrastructure and railways  
79 has led to higher costs of transportation, without assurance of quality service. Instead of business, the  
80 government must look at the needs of its constituents for reliable, safe, and affordable mass  
81 transportation;

82

83 **WHEREAS**, as legislators and representatives of the people, we are tasked to be squarely behind the  
84 rights and welfare of our people. The weight of social costs of infrastructure projects in the pipelines  
85 must be prioritized over the profits of its private investment, especially in public utility and services such  
86 as roads and mass transport;

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88 **NOW THEREFORE BE IT RESOLVED**, that the House of Representatives, through its  
89 Committee on Transport, conduct and investigation, in aid of legislation, on the impending demolition  
90 of thousands of houses to give way for the NLEX-SLEX Connector Road and PNR North-South  
91 Railway Project.

92 *Adopted,*

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Rep. CARLOS ISAGANI T. ZARATE


*Bayan Muna Party-List*

  
Rep. FERDINAND R. GAITE

*Bayan Muna Party-list*

  
Rep. EUFEMIA C. CULLAMAT


*Bayan Muna Party-list*

  
Rep. CRISTAL L. BAGATSING

MANILA 5TH DISTRICT

Rep. EDWARD VERA PEREZ MACEDA

MANILA 4TH DISTRICT

  
Rep. ARLENE D. BROSAS  
GABRIELA WOMEN'S PARTY