

FIFTEENTH CONGRESS OF THE)
REPUBLIC OF THE PHILIPPINES)
First Regular Session)

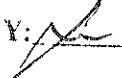


Senate
Office of the Secretary

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SENATE

P. S. Res. No. **330**

RECEIVED BY: 

INTRODUCED BY SENATOR VILLAR

RESOLUTION
URGING THE SENATE COMMITTEES ON ECONOMIC AFFAIRS AND PUBLIC SERVICES, TO CONDUCT AN INQUIRY, IN AID OF LEGISLATION, ON THE ECONOMIC IMPLICATIONS OF THE INCREASE IN TOLL RATES AND TRAIN FARES TO MOTORISTS, ENTREPRENEURS, BUS COMPANIES, STUDENTS, LOW-INCOME WORKERS AND THE RIDING PUBLIC IN GENERAL

Whereas, higher toll rates were implemented in key expressways that connect the country's capital to neighboring provinces;

Whereas, at the South Luzon Expressway (SLEX), an over 200% toll rate increase was implemented last January 1;

Whereas, the full new rate hike of 250% at the SLEX will be implemented in April;

Whereas, likewise, the 85-km North Luzon Expressway (NLEX), the 94.5-km Subic-Clark Tarlac Expressway (SCTEX), and the 8.5-km Subic Freeport Expressway (SFEX) increased their toll rates effective January 1;

Whereas, starting March 1, 2011, passengers taking the Metro Rail Transit (MRT) and the Light Rail Transit (LRT) lines 1 and 2 will pay an P11 boarding fee, with an additional P1 for every succeeding kilometer;

Whereas, based on the new rates, the P20 fare for LRT line 1 (Roosevelt Avenue, QC to Baclaran, Parañaque City) will be increased to P30, while the P15 fare in LRT line 2 (Marikina City to Recto, Manila) will be hiked to P25;

Whereas, the government, which has been heavily subsidizing the train service, could save an estimated P1.2 billion a year as a result of the fare increase;

Whereas, around 500,000 commuters take the MRT (North Ave. in Quezon City to Taft Avenue Extension in Pasay City) everyday, while the LRT line 1 has a daily ridership of over half a million and LRT line 2 is used by around 250,000 people every day;

Whereas, though the provisional fare hike was approved by the Light Rail Transit Authority (LRTA) board and the Department of Transportation and Communication (DOTC), it will still undergo public consultation in February and March;

Whereas, the train hike will have far-reaching effects on roughly 1.2 million combined LRT and MRT commuters, increasing their fares by as much as 100 percent without a corresponding wage or salary hike;

Whereas, all mass transit systems in the world, whether elevated rails or the regular trains or the city-operated bus lines, are subsidized by their governments;¹

Whereas, all governments subsidize their people, in one form or another, as a form of public service in exchange for the taxes that people pay: Now therefore be it

RESOLVED, as it is hereby resolved, to urge the Senate Committees on Economic Affairs and Public Services, to conduct an inquiry, in aid of legislation, on the economic implications of the increase in toll rates and train fares to motorists, entrepreneurs, bus companies, students, low-income workers and the riding public in general.

Adopted,



MANNY VILLAR
Senator

¹ Neal Cruz, Philippine Daily Inquirer, "All mass transit systems are subsidized by gov't", August 3, 2010