

SENATE

'18 AUG 15 P1:32

P.S. Res No. 845

RECEIVED

Introduced by Senators Vicente C. Sotto III, Ralph G. Recto, Juan Miguel F. Zubiri,
Franklin M. Drilon

**RESOLUTION STRONGLY URGING THE METRO MANILA COUNCIL TO
RECALL MMDA REGULATION NO. 18-005 "ESTABLISHING THE
EXPANDED HIGH OCCUPANCY VEHICLE LANES IN EDSA" AND
CALLING FOR METROPOLITAN MANILA DEVELOPMENT AUTHORITY
TO IMMEDIATELY SUSPEND THE IMPLEMENTATION THEREOF**

1 WHEREAS, the Metro Manila Council issued in 2017, without public
2 consultation and hearing, MMDA Regulation No. 17-400 "Establishing the High
3 Occupancy Vehicle Lanes in EDSA" which designated the lanes closest to the Metro
4 Rail Transit Line 3 for the exclusive use of motor vehicles with at least two (2)
5 occupants otherwise known as "High Occupancy Vehicles" ("HOVs");
6

7 WHEREAS, following the alleged but unknown success of the dry-run of the
8 implementation of MMDA Resolution No. 17-400, the Metro Manila Council, still
9 without public consultation and hearing, subsequently issued MMDA Regulation No.
10 18-005 "Establishing the Expanded High Occupancy Vehicle Lanes in EDSA"
11 ("Regulation") designating all lanes of EDSA as HOV Lanes;
12

13 WHEREAS, the Regulation effectively imposed a "driver-only" ban in the
14 whole 23.8 kilometer stretch of EDSA, from 7:00 a.m. until 10:00 am and from 6:00
15 p.m. until 9:00 pm from Monday to Friday, thereby depriving thousands of people of
16 the use of the country's major thoroughfare;
17

18 WHEREAS, it is not proven, empirical or otherwise, that indeed, seventy
19 percent (70%) of the motor vehicles plying EDSA is driver-only-driven;
20

21 WHEREAS, experts and citizens alike protest, criticize and doubt the success
22 of HOV regulations in easing traffic congestion in the absence of safe and reliable
23 alternative means of transportation, and uncongested vehicular road routes;
24

25 WHEREAS, transportation experts, including University of the Philippines
26 Planning and Development Research Foundation's Primitivo Cal, warned that such
27 "piecemeal" or "band-aid" measure could even worsen traffic congestion as it could
28 encourage the proliferation of unauthorized "for-hire" vehicles or "colorum", as
29 shown by the recently scrapped Indonesian model;
30

1
2
3 WHEREAS, a transportation research of a fellow from the Institute of
4 Transportation Studies, University of California Berkeley shows that a HOV
5 regulation will not eliminate congestion as it is proven that it will not always be more
6 effective than general-purpose lanes;
7

8 WHEREAS, the implementation of HOV lanes in other jurisdictions, including
9 the US, Canada, and Indonesia, have been criticized as ineffective and
10 counterproductive in addressing traffic congestion;
11

12 WHEREAS, other jurisdictions provided for incentives for HOVs instead of
13 imposing a total ban for driver-only vehicles;
14

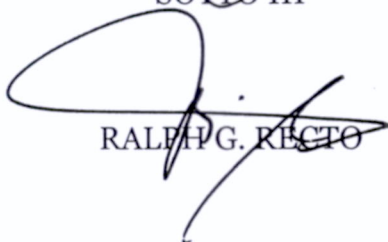
15 WHEREAS, the implementation of a regulation that would allegedly affect
16 seventy percent (70%) of the road-users tax-paying motorists plying the Philippines'
17 major thoroughfare without holding a prior public consultation or hearing is violative
18 of the due process of laws enshrined and protected under the Constitution: *Now,*
19 *therefore, be it*
20

21 RESOLVED BY THE SENATE, to strongly urge the Metro Manila Council and
22 the Metropolitan Manila Development authority to conduct public consultations,
23 further study the 'driver-only' ban, and provide for real solutions to Metro Manila
24 traffic congestions;
25

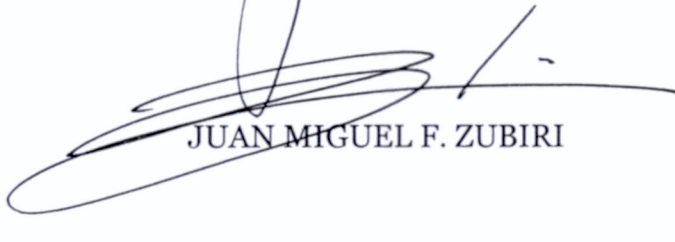
26 RESOLVED, FURTHER, to strongly urge the Metro Manila Council to recall
27 MMDA Regulation Nos. 18-005 "Establishing the Expanded High Occupancy Vehicle
28 Lanes in EDSA", and for MMDA to immediately suspend the implementation
29 thereof.
30

Adopted,


SENATE PRESIDENT VICENTE C.
SOTTO III


RALF P. RECTO


FRANKLIN M. DRILON


JUAN MIGUEL F. ZUBIRI