

Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City, Metro Manila



THIRTEENTH CONGRESS

Third Regular Session

House Bill No. **5670**

Introduced by **Representatives PEDRO M. PANCHO, WILHELMINO M. SY-ALVARADO,**
LORNA C. SILVERIO, REYLINA G. NICOLAS, EDUARDO V. ROQUERO and
MA. MILAGROS H. MAGSAYSAY

EXPLANATORY NOTE

The disturbance in every community in the Philippines continue to grow in every corner of the country not only because of the increasing tax rates but because of policies favoring the foreign and local investors, where their investments are not being supportive of the existing problems but instead, cause economic illness that cannot be remedied by medicines which is supposed to cure the poor health of the business sector.

The middlemen are complaining on the negative effects to their lives and their businesses while the people in the depressed areas are asking for job security and in marketing the locally produced products.

The home industries lost their place in the market because of the arrival of imported goods. Dollars were borrowed to purchase foreign products instead of local produce.

The destructive method of the technocrats in favoring importation gave the foreign laborers the opportunity to improve their skills while the Filipinos suffer.

The administration cabinet failed to analyze the sudden rise of toll fees coming from the North Luzon Expressway and South Luzon Expressway that gave additional burden to motorists and hampered our economic development. Every product passing through the said expressways and other national roads and highways, lost their local and foreign market due to high toll rates and the lowered weight limit provided in the Anti-Overloading Law, that needs correction to put their market in a more competitive price. But due to the lowered weight limit, operators of the trucking industry are losing as much as 40% of their profit on their expenses on the road.

A loaded truck for forwarding used to contain 1,000 bags at 25 kilos per bag but now can only load 600 bags. If the service charges P10,000.00, now it is only at P6,000.00. The P4,000.00 difference is a big loss for the freight service industry which they will be adding to the consumer's cost through the increased transportation expenses. This method eats and eliminates the good intention of providing the Filipino people prompt delivery of basic necessities in the most affordable prices.

Due to the economic failure in passing through NLEX, SLEX and other national roads and highways, there is now a need to change the law that limits the load of the cargo trucks. The rule on the highway broke the image of a beautiful life to be developed in the business sector contributed by the weight limit and 1,000% increase in the toll fee.

The NLEX and SLEX make profit on their investments to be recovered only after 10 years and not 30 years, which is extended without passing a law in Congress as required before making the award to the franchise holder. The grave abuse of the PNCC and NLEX in giving a franchise and extending without consultation with Congress destroys the essence of the purpose to respect the lawmakers.

The project was awarded without bidding and deprived the right of the PNCC as owner of the property and getting only 2.5% share while they can own the total of 97.5% in year 2005 without consultation done in the House of Representatives. The cost of construction was very expensive per kilometer as compared to the Department of Public Works and Highways' estimate. The method introduced by NLEX and PNCC is so prejudicial to the public and to our government. The worse scenario was the increase in toll fee and weight limit that gave inconvenient effect to the present business in the entire country. Everybody believes that NLEX will solve the economic conditions to promote happiness, especially to the poor families living in the depressed areas. Now, they are suffering and shouting for change of our technocrat policy in getting the validity of the way of life in the road constructed by the NLEX. In the cavalry of burden, the highway is blocked to reach the success which lost to compete in the world market to the local produce when passing through NLEX.

We pray and request to remove the weight limit and make the truck load return to the same position or usual procedure to avoid the harmful effect to our locally produce commodities that contribute bad effect to home industries. The penalty for overloading as computed over the increase of 13.5 tons is to be used by NLEX Road Maintenance or create special road for cargo trucks.

The weight limit cause double traffic for handling of the item passing expressways and national roads and highways plus unemployment and poor revenue collection.

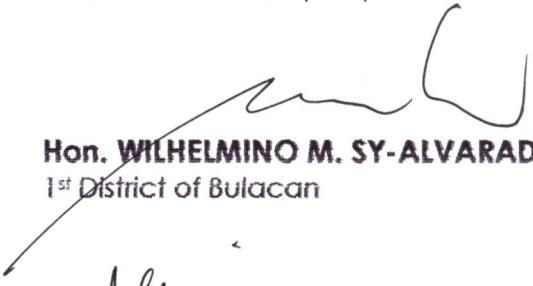
The double handling needs more borrowing of dollars in buying gasoline. The sad effect did not materialize that Juan dela Cruz was the victim of the high cost of NLEX construction, toll fee, and weight limit instead of delivering at low prices in toll fee for the bright future vanish under the expert hand of the investor for booming the weakening strength of economic recovery.

We hope that our colleagues will join us to amend the provision under RA 8794, Section 6 on the penalty for overloading. The purpose of amending the present system of charging 25% of the MVUC to those vehicles that shall exceed 13.5 metric tons per axle is not helping the progress of our dying business atmosphere and controlling the share of obligation as partner of our government for economic development. Due to the exorbitant price of gasoline, toll fee, and weight limit, it affected the unfortunate families when it comes to double the cost of handling service charges to all local item that pass through the road of hope for cheap price on their food on the table. Their hungry stomach got nothing but still being eaten by the high cost of toll fee and penalty on the overloading because the law was adopted from rich countries. Without proper analysis of its effects in our country, said law is detrimental for the vehicle owners. The implementation gave so much favor for the investors' profit and not to the nation's economic development, more so, with the extension of their franchise for another thirty (30) years without passing through Congress for consultation and evaluation of its project.

Accordingly, approval of the attached bill is earnestly requested.

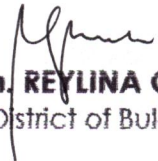


Hon. PEDRO M. PANCHO
2nd District of Bulacan

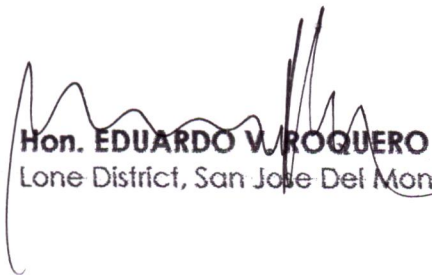


Hon. WILHELMINO M. SY-ALVARADO
1st District of Bulacan

Hon. LORNA C. SILVERIO
3rd District of Bulacan



Hon. REYLINA G. NICOLAS
4th District of Bulacan



Hon. EDUARDO V. ROQUERO
Lone District, San Jose Del Monte City



Hon. MA. MILAGROS H. MAGSAYSAY
1st District of Zambales

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**"AN ACT AMENDING SECTION 6 OF REPUBLIC ACT NO. 8794, OTHERWISE KNOWN
AS 'AN ACT IMPOSING A MOTOR VEHICLE USER'S CHARGE ON OWNERS
OF ALL TYPES OF MOTOR VEHICLES', AND FOR OTHER PURPOSES."**

Be it enacted by the Senate and House of Representatives of the Philippines in
Congress assembled:

SECTION 1. Section 6 of Republic Act No. 8794 is hereby amended to
read as follows:

"SEC. 6. Penalty for Overloading – The amount of Five Hundred
Pesos (P500) shall be imposed on trucks and trailers for every 1,000 kilograms
(or 1 metric ton), beyond their prescribed gross vehicle weight for one year:
Provided, That axle load shall not be limited to thirteen thousand five hundred
kilograms (13,500 kgs.)."

SEC 2. This Act shall take effect upon its approval.

APPROVED,