

Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

SEVENTEENTH CONGRESS
First Regular Session

HOUSE BILL NO. 2478

HOUSE OF REPRESENTATIVES

RECEIVED

03 AUG 2016

DATE:

TIME: 6:07 PM

BY: Jardelle

REGISTRATION UNIT
BILLS AND INDEX SERVICE

Introduced by Rep. Winston "Winnie" Castelo

EXPLANATORY NOTE

Tangent with the efforts of the Metropolitan Manila Development Authority to address congestion along the 24-kilometer highway commonly known as EDSA (Epifanio de los Santos Avenue), there is a need, by legislative fiat, to direct as well as operationalize the eventual integration or centralization of bus terminals.

Under this plan, EDSA as well as major arteries cutting through Metro Manila will be congested. If the central terminal will be operationalized, more than 900 buses will be removed from the major thoroughfares. Provincial buses, whether southbound or southwest, as the case may be, will be out of sight along EDSA or major roads.

Truly, congestion problem appears to have already gone out of hand. Note that some 3,600 city buses pass everyday out of the 300,000 vehicles that use the highway not to mention millions of commuters. To date, there are 85 provincial bus terminals within Metro Manila, 45 of these are located along EDSA. The relief of 45 bus terminals translate to around 7,000 plus buses effectively taken out of EDSA – across points, across time.

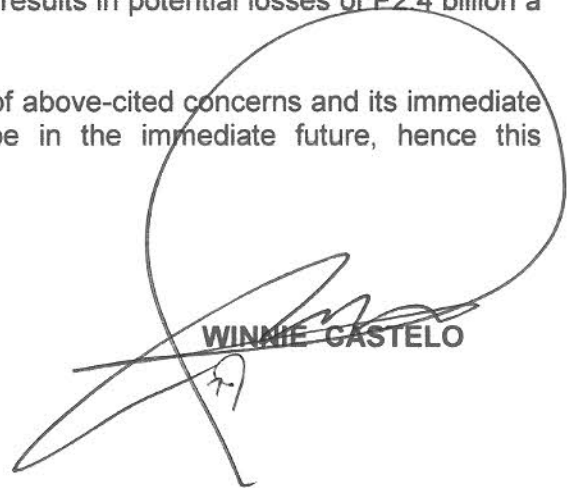
Adding insult to injury, there are bus companies found operating colorum and out-of-line buses and despite aggressive campaign, this add-on congestion is on the rise. More than 15 colorum buses have been impounded for 6 months as a penalty. However, as the government impounds violator buses, the more space might be needed. Still however, with less buses at EDSA, congestion is relatively mitigated by simple subtraction.

Certain solutions are designed to mitigate the congestion problem from even worsening. For example, MMDA is about to implement the plan of setting up 'reversible' or 'zipper' lanes on EDSA taking its lesson from the success of the counterflow scheme at the Rockwell flyover. One more recent scheme is the proposed expanded number-coding as an effort to reduce volume of vehicles plying along EDSA and other major roads.

On the strength of Administrative Order 40 signed July 16, 2013, the President directed the immediate set up of three interim terminals which this bill seeks to affirm by legislation. These interim transport terminals (ITTs) will be located in Trinoma Mall in Quezon City for buses and AUVs in northern Metro Manila; Filinvest area in Alabang, Muntinlupa for southern; and Uniwide Reclamation Area in Parañaque for southwest.

The bus-carrying capacity of EDSA is pegged at only 1,600 units daily. A Japanese study shows that such traffic congestion in Metro Manila results in potential losses of P2.4 billion a day.

This bill therefore seeks to cushion off the impact of above-cited concerns and its immediate passage will usher in a better urban landscape in the immediate future, hence this submission.



WINNIE CASTELO

Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

SEVENTEENTH CONGRESS
First Regular Session

HOUSE BILL NO. 2478

Introduced by Rep. Winston “Winnie” Castelo

AN ACT

**DESIGNATING THREE INTEGRATED AND CENTRALIZED BUS TERMINALS OR
TRANSPORT HUBS FOR ALL CITY AND PROVINCIAL BUSES IN METRO MANILA
THROUGH INTER-AGENCY APPROACH, APPROPRIATING FUNDS THEREFOR AND
FOR OTHER PURPOSES**

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

SECTION 1. This Act shall be known as the “Integrated and Centralized Bus
Terminal Act of 2016.”

SEC. 2. There shall be designated three Integrated and Centralized Bus Terminals
through inter-agency collaboration of the Metropolitan Manila Development Authority, the
Department of Transportation and Communication and the Department of Public Works and
Highways.

SEC. 3. The Metropolitan Manila Development Authority in administrative and
operational collaboration with the Department of Transportation and Communication and the
Department of Public Works and Highways shall be the implementing agencies for this
project and shall issue appropriate guidelines, rules and regulations to carry out the
provisions of this Act.

SEC. 4. This Act shall take effect thirty (30) days after its publication in the Official
Gazette and in at least two (2) newspapers of general circulation.

Approved,