

Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

SEVENTEENTH CONGRESS
Second Regular Session

HOUSE BILL NO. **7168**



Introduced by Representative MICHAEL L. ROMERO

EXPLANATORY NOTE

The **Metro Rail Transit System** (MRT Line 3, MRT-3 or Metrostar Express) and the **Light railway Transit System** (LRT) is a rapid transit system of the National Capital Region, Philippines. Although it has the characteristics of light railway, such as with the type of rolling stock used, it is more parallel to a rapid transit system owing to its total grade separation and high passenger throughput.

This was envisioned in the 1970s as part of the Metropolitan Manila Strategic Mass Rail Transit Development Plan, the thirteen-station, 16.9-kilometer (10.5 mi) line was the second rapid transit line to be built in Metro Manila when it started full operations in 2000 under a 25-year concession agreement between its private owners and the government's Department of Transportation.

The railways is owned by the **Metro Rail Transit Corporation (MRTC)**, a private company operating in partnership with the DOTr under a Build-Lease-Transfer agreement. Serving close to **600,000 passengers** on a daily basis when MRTC's maintenance provider, **Sumitomo Corp. of Japan**, was handling the maintenance of the system, **MRT-3** is the busiest among Metro Manila's three rapid transit lines, built with essential standards such as barrier-free access and the use of magnetic card tickets to better facilitate passenger access. The total ridership significantly exceeds its built maximum capacity of 350,000 passengers a day, with various solutions being proposed or implemented to alleviate chronic congestion in addition to the procurement of new rolling stock.

MRT-3 is integrated with the public transit system in Metro Manila, and passengers also take various forms of road-based public transport, such as buses, to and from a station to reach their intended destination. Although the line is aimed at reducing traffic congestion and travel time, the transportation system has only been partially successful to expand the capacity of the system to take up to **1.1 million passengers** a day. Expanding the network's capacity to accommodate the rising number of passengers is currently set on tackling this problem.

This House Bill seeks to institutionalize and modernize our railway systems, to provide the proper fare rates, collection and ticketing schemes.

Thus, the early passage of this bill is earnestly requested.



MICHAEL L. ROMERO Ph.D.

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AN ACT

CREATING THE "**METRO RAILWAYS TRANSIT REGULATORY BOARD**" TO PROMOTE THE EXTENSIVE USE OF OUR RAILWAYS THROUGH A RATIONAL PAYMENT SYSTEM, TO FOSTER AND IMPOSE THE APPROPRIATE FARE RATES, DEFINING ITS POWERS AND FUNCTIONS, AND FOR OTHER PURPOSES

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

SECTION 1. TITLE – This Act shall be known as the "**Metro Railways Transit Regulatory Board Act of 2018.**"

SECTION 2. DECLARATION OF POLICY - it is hereby declared a policy of the state to protect and ensure the security and welfare of all commuters.

There is hereby created the **Metro Railways Transit Regulatory Board** that will oversee, regulate and create an effective control mechanism for all its commuters.

SECTION 3. POWERS AND FUNCTIONS OF THE REGULATORY BOARD:

- a. To create and issue rules, regulations;
- b. To oversee that the proper fare rates are being implemented and circulated;
- c. To prescribe fare rates that shall be collected from the riding commuters;
- d. To foster successive and progressive mechanisms and schemes;
- e. To facilitate effective planning towards development; and
- f. To promote the imposition of all existing policies, guidelines, penalties and sanctions.

SECTION 4. TRANSITORY PROVISION – Existing industries, businesses and offices affected by the implementation of this Act shall be given six **(6)** months transitory period from the effectivity of the IRR or such other period as may be determined, to comply with the requirements of this Act.

SECTION 5. IMPLEMENTING RULES AND REGULATIONS – The departments and agencies charged, to be led by the Department of Transportation **(DOTr)** with carrying out the provisions of this Act, shall within sixty **(60)** days after the effectivity of this Act, formulate the necessary rules and regulations for its effective implementation.

SECTION 6. REPEALING CLAUSE – All laws, decrees, executive orders, rules and regulations, or parts thereof inconsistent with the provisions of this Act are hereby repealed or modified accordingly.

SECTION 7. SEPARABILITY CLAUSE – If, for any reason, any section or provision of this Act is held unconstitutional or invalid, the other sections or provisions hereof shall not be affected thereby.

SECTION 8. EFFECTIVITY CLAUSE – This Act shall take effect after fifteen (15) days from its publication in the Official Gazette or in at least two (2) national newspapers of general circulation whichever comes earlier.

Approved,