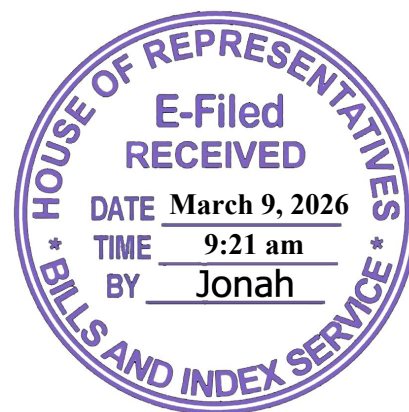


Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City
TWENTIETH CONGRESS
First Regular Session



HOUSE BILL NO. 8350

Introduced by: **REP. TOBIAS “TOBY” M. TIANGCO**

EXPLANATORY NOTE

The National Capital Region (NCR) confronts severe traffic congestion that impedes economic productivity, compromises public safety, and hinders sustainable urban development as the nation’s principal economic center. According to the TomTom Traffic Index (2025), Metro Manila ranks as *Asia’s most traffic congested city* and the Philippines being the *third most congested country* in the entire world. Motorists losing 143 hours annually during peak periods which is equivalent to nearly six full days and congestion levels rising by 0.8% from 2024. In 2025 alone, MMDA Chairperson Don Artes said that an average of 3.6 to 3.8 million vehicles pass through Metro Manila roads daily.

Recent statistics highlight the escalating driver safety and economic toll. The Department of Health (DOH) reported that road accidents surged to 1,384 injuries over the 2026 New Year period, marking a 101% increase from the previous year. According to the Japan International Cooperation Agency (JICA) study, daily traffic-related losses in NCR amount to *P3.5 billion*, projected to reach P6 billion by 2030. Ordinary 10-kilometer trips now average 31 minutes and 45 seconds during rush hours due to fragmented public transport systems and overburdened roadways.

This proposed legislation establishes a comprehensive, integrated, and modern mass transport system across the NCR. According to MRT Line 3 specifications, a single modern train carries 1,182 to 1,576 passengers, equivalent to 40–50 cars, vastly reducing road traffic per trip. This bill if passed will further support prior initiatives such as Executive Order No. 67, it mandates coordination between the Department of Transportation (DOTr) and the Metropolitan Manila Development Authority (MMDA) to deliver seamless operations, reduce reliance on private vehicles, and advance United Nations Sustainable Development Goal 11 for sustainable cities.

Immediate enactment of this measure is essential to alleviate road congestion, mitigate accident rates, improve commuter accessibility, and further minimize economic loss due to traffic.

TOBIAS “TOBY” M. TIANGCO
Representative
Lone District, Navotas City

Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

TWENTIETH CONGRESS
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HOUSE BILL NO. 8350

Introduced by: **REP. TOBIAS “TOBY” M. TIANGCO**

AN ACT
PROVIDING FOR A COMPREHENSIVE, INTEGRATED, AND MODERN MASS
TRANSPORT SYSTEM THROUGHOUT THE NATIONAL CAPITAL REGION
(NCR) AND APPROPRIATING FUNDS THEREFOR

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

SECTION 1. *Short Title.* – This Act shall be known as the “NCR Integrated Modern Mass Transport System Act.”

SEC. 2. *Declaration of Policy.* – It is hereby declared the policy of the State to promote efficient, safe, reliable, affordable, and environmentally sustainable public transportation in the National Capital Region by developing a comprehensive and integrated modern mass transit system.

SEC. 3. *Establishment of the NCR Integrated Mass Transport System.* – There shall be established a Light Rail Transit (LRT), Metro Rail Transit (MRT), Subway, Monorail, or such other appropriate modern mass transport system covering the entirety of NCR, including but not limited to major cities, municipalities, business districts, government centers, airports, seaports, and transport terminals.

SEC. 4. *Implementing Agency.* – The Department of Transportation (DOTr), in coordination with relevant government agencies and local government units, shall plan, construct, operate, maintain, and expand the NCR Integrated Mass Transport System.

SEC. 5. *System Integration.* – The system shall:

- a) Interconnect existing rail lines, bus systems, and other modes of public transportation;
- b) Provide seamless transfers through common stations and unified ticketing systems;
- c) Integrate with provincial transport systems to serve commuters from adjacent regions;
- d) Include intermodal terminals and park-and-ride facilities.

SEC. 6. *Transit-Oriented Development.* – The government shall promote transit-oriented development (TOD) around stations to maximize accessibility, reduce travel demand, and encourage sustainable urban growth.

SEC. 7. *Environmental and Social Safeguards.* —All projects under this Act shall comply with environmental laws, climate resilience standards, and social safeguards, including fair resettlement and livelihood assistance for affected persons.

SEC. 8. *Public-Private Partnerships.* —The DOTr may enter into public-private partnership agreements and other financing arrangements to accelerate project implementation.

SEC. 9. *Appropriations.* —The amount necessary for the initial implementation of this Act shall be charged against the current year’s appropriations of the DOTr. Thereafter, such sums as may be needed shall be included in the annual General Appropriations Act (GAA).

SEC. 10. *Implementing Rules and Regulations.* —Within sixty (60) days from the effectivity of this Act, the DOTr shall promulgate the necessary rules and regulations for its effective implementation.

SEC. 11. *Repealing Clause.* - All laws and executive orders, rules and regulations, or any part thereof, which are inconsistent with the provisions of this Act are hereby repealed and/or modified accordingly.

SEC 12. *Separability Clause* - In case any provision of this Act is declared unconstitutional, such declaration shall not affect the other remaining provisions, which shall remain valid.

SEC. 13. *Effectivity.* - This Act shall take effect fifteen days (15) after its complete publication in two (2) newspapers of general circulation in the Philippines.

Approved,