



City. Further, rehabilitations and improvement projects were made as follows<sup>4</sup>:

NO.	PROJECTS	DATE IMPLEMENTED
1	Rehabilitation of the Main Line South	June 1976
2	Maintenance Workshop in Caloocan	June 1990
3	Main Line South Revitalization Project Phase I	May 1992 – October 1995
4	Main Line South Revitalization Project Phase II	July 1997 – July 1998
5	Improvement and Modernization of the Commuter Line South Project	February 1995 – August 1998
6	Remaining and Additional Works under MLSRP Phase II	May 2003 – October 2004
7	Reopening of the Bicol Line Project	December 2008 - 2011
8	Remaining Works under the Reopening of the Bicol Line Project Php 477M Program	2011 to Present
9	Under the Php250M Program DOTC sub-allotment	2012 to Present
10	Php359M Program	April 2014 to Present
11	Php344M Program	June 2014 to Present

**WHEREAS**, at present, the Philippine National Railways can accommodate peak ridership as follows<sup>5</sup>:

- Metro Commuter Operation – 47,000 passengers at 62 trips daily using 24 passenger cars;

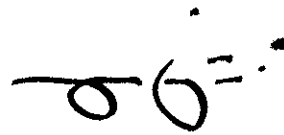
<sup>4</sup> PNR

<sup>5</sup> <http://www.pnr.gov.ph>

- Mainline North – 3,000 passengers at 6 trips daily using 14 passenger cars; and
- Long-distance train of the Mainline South – 7,560 passengers at 10 trips daily using 36 passenger cars

**WHEREAS**, it is most essential to revive, rehabilitate and modernize the Philippine National Railway System in order to accommodate the increasing demand from riding public of convenient and affordable mass transportation system.

**WHEREFORE**, BE IT HEREBY RESOLVED BY THE PHILIPPINE SENATE, to urge the proper Senate committee to conduct an inquiry, in aid of legislation, on the viability of rehabilitating and modernizing the Philippine National Railways for the purpose of considering radical transformation as a means to curtail congestion.



**JOSEPH VICTOR EJERCITO**