

SENATE  
P.S. Res 99

16 JUN 15 2012

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Introduced by Senator Poe

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**RESOLUTION**

**DIRECTING THE SENATE COMMITTEE ON PUBLIC SERVICES TO REVIEW THE DISCRETION AND POWER GIVEN TO THE LAND TRANSPORTATION FRANCHISING AND REGULATORY BOARD TO PRESCRIBE ROUTES FOR UV EXPRESS VEHICLES, WITH THE END GOAL OF FORMULATING MEASURES TO ENSURE THAT DUE PROCESS, PROPER CONSULTATION WITH ALL STAKEHOLDERS, AND REASONABLE CRITERIA AND PARAMETERS SHALL BE OBSERVED IN THE PROCESS OF ROUTE SELECTION AND/OR ALTERATION OF THE SAME**

**WHEREAS**, the 1987 Philippine Constitution provides that the State shall promote a rising standard of living and an improved quality of life for all;<sup>1</sup>

**WHEREAS**, the worsening traffic congestion in urban areas, particularly in Metro Manila, has led to excessively long commute times for public and private commuters and a deterioration of the overall quality of life;

**WHEREAS**, the productivity cost of the current transportation crisis has been estimated to be within the region of Php2.4 Billion per day, or more than Php800 Billion per year;

**WHEREAS**, a prevalent mode of public transportation in Metro Manila and its nearby cities, municipalities or provinces is the "UV Express" vehicle that caters to a vast group of commuters from Bulacan, Cavite, Rizal and all around Metro Manila, among the urban areas afflicted with traffic;

**WHEREAS**, the Land Transportation Franchising and Regulatory Board (LTFRB) has the authority to: (a) prescribe and regulate routes of service, economically viable capacities and zones or areas of operation of public land transportation services provided by motorized vehicles;<sup>2</sup> and (b) issue, amend, revise, suspend or cancel Certificates of Public Convenience or permits authorizing the operation of public Land Transportation services provided by motorized vehicles, and to prescribe the appropriate terms and conditions therefore, among others;<sup>3</sup>

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<sup>1</sup> Section 9, Article II of the Constitution.

<sup>2</sup> Section 5 (a) of Executive Order (EO) No. 202 which created the LTFRB.

<sup>3</sup> Section 5 (b) of EO No. 202.

**WHEREAS**, as of the first week of August 2016, the website of LTFRB lists a total of almost 300 routes within, around, and at the outskirts of Metro Manila that are being serviced by around 9,000 authorized UV Express units – given that one vehicle can cater to 18 passengers per trip, all UV Express units serve roughly 162,000 passengers per trip;

**WHEREAS**, just recently, the LTFRB issued Memorandum Circular No. 2016-009 prohibiting all UV Express vehicles to traverse Epifanio de los Santos Avenue (EDSA) which took effect on July 30, 2016;

**WHEREAS**, the Memorandum Circular met strong opposition from the Coalition of Operators, Drivers, Employees, Atbp. (CODE-X), whose members stated that the LTFRB did not inform or consult with UV Express drivers or operators;<sup>4</sup>

**WHEREAS**, in particular, CODE-X emphasized that UV Express units are being patronized by young, skilled workers, to the envy of other transport groups, because UV Express vehicles are able to bring their passengers to their places of work on time, if not earlier,<sup>5</sup> with relative ease, convenience, and comfort, owing to the fact that UV Express vehicles have a lot of terminals that are situated at the heart of urban areas where employment and commercial activity are concentrated;

**WHEREAS**, it is of common, public knowledge that EDSA is one of the largest and busiest public thoroughfares in Metro Manila that serves as passageway to a large number of public places, including malls, schools, hospitals, commercial establishments, and government buildings;

**WHEREAS**, although it is necessary to reduce traffic in all public thoroughfares, the convenience and sentiments of the riding public who patronize and rely upon UV Express units on a daily basis and who may be adversely affected by LTFRB's Memorandum Circular No. 2016-009 must be considered;

**WHEREAS**, although the LTFRB has the mandate and authority to prescribe, alter or modify routes of public land transportation vehicles, it goes without saying that the LTFRB should make sure that it will prescribe routes that entail the shortest possible travel times, while servicing the needs of the most number of passengers, and without exacerbating the traffic crisis;

**WHEREAS**, in the interest of thousands of commuters patronizing UV Express vehicles, there is a need to ensure that alternative routes offered and authorized to be serviced by UV Express vehicles shall be the most convenient and viable routes for their passengers, after due process and consultation with stakeholders have been observed;

**BE IT RESOLVED, AS IT IS HEREBY RESOLVED**, by the Senate of the Philippines, directing the Senate Committee on Public Services to review the discretion and

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<sup>4</sup> <http://www.mb.com.ph/transport-group-cries-foul-over-uv-express-ban-on-edsa/>

<sup>5</sup> See <http://www.mb.com.ph/transport-group-cries-foul-over-uv-express-ban-on-edsa/>

- power given to the Land Transportation Franchising and Regulatory Board to prescribe routes for UV Express vehicles, with the end goal of formulating measures to ensure that due process, proper consultation with all stakeholders, and reasonable criteria and parameters shall be observed in the process of route selection and/or alteration of the same.

*Adopted,*

  
GRACE POE