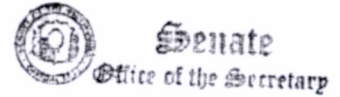


SEVENTEENTH CONGRESS OF THE)
REPUBLIC OF THE PHILIPPINES)
Second Regular Session)



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RECEIVED BY

SENATE

P. S. RES. NO. 662

Introduced by **SENATOR LEILA M. DE LIMA**

RESOLUTION
DIRECTING THE APPROPRIATE SENATE COMMITTEE TO CONDUCT
AN INQUIRY, IN AID OF LEGISLATION, ON THE NEED TO
STANDARDIZE NATIONAL AND LOCAL ROAD SIGNS TO CONFORM TO
INTERNATIONAL STANDARDS

WHEREAS, Article II, Section 5 of the Constitution provides that “[t]he maintenance of peace and order, the protection of life, liberty, and property, and promotion of the general welfare are essential for the enjoyment by all the people of the blessings of democracy”;

WHEREAS, in 2010, the United Nations General Assembly proclaimed 2011 to 2020 as the Decade of Action for Road Safety. The goal is to stabilize and reduce the road traffic fatalities around the world¹;

WHEREAS, according to the World Health Organization (WHO), more than 1.2 million road traffic deaths occur globally each year. In the Philippines alone, 28 persons or roughly every hour die due to road crashes²;

WHEREAS, the Philippines, with a road length of 270,000 kilometers³, ratified the Vienna Convention on Road Signs and Signals⁴ (Convention) in 1973;

WHEREAS, as a state party to the Convention, the Philippines is obligated to conform and implement the prescribed system of road signs, signals and symbols and of road markings necessary to increase road safety;

WHEREAS, Articles 6 and 7 of the Convention state in part that “[i]t is recommended that domestic legislation should provide that ‘signs shall be so placed that they do not obstruct vehicular traffic on the carriageway, and, if placed on the verges, obstruct pedestrians as little as possible’, ‘dimensions of sign panels shall be

¹ United Nations Decade of Action for Road Safety 2011-2020. Retrieved from <http://www.un.org/en/roadsafety/>

² VERA Files. Org. 13 June 2017. “Tanay bus crash: Confluence of factors makes PH roads unsafe”. Retrieved from <http://verafilms.org/articles/tanay-bus-crash-confluence-factors-makes-ph-roads-unsafe>. Accessed 19 February 2018.

³ Lantin, Dante M. (8-10 May 2013). “Road Safety in the Philippines: Country Report”. Retrieved from <http://www.unescap.org/sites/default/files/2.19.Philippines.pdf>. Accessed 10 August 2017.

⁴ 1968 Vienna Convention on Road Signs and Signals. Retrieved from https://www.unece.org/fileadmin/DAM/trans/conventn/Conv_road_signs_2006v_EN.pdf

such that the sign is easily visible for a distance and can be easily understood by a person approaching it', 'dimensions of danger warning signs and of regulatory signs shall be standardized in the territory of each Contracting Party' and 'in order to make them more visible and legible at night, road signs, in particular danger warning signs and regulatory signs other than those regulating standing and parking in lighted streets of built-up areas, shall be lighted or equipped with reflecting material or reflecting devices'';

WHEREAS, the Department of Public Works and Highways (DPWH), then Ministry of Public Works and Highways, issued Ministry Order No. 78 series of 1982 whereby it adopted a Revised Philippine Road Signs Manual and updated the same in 2004 and in May 2012;

WHEREAS, according to such Manual, for a road sign to be effective, it should meet five basic requirements: fulfill a need, command attention, convey a clear message, command respect, and give adequate time for proper response;

WHEREAS, an article on TopGear Philippines reported that road signs in the Philippines are not visible from a distance and/or are installed in less visible places⁵;

WHEREAS, in a Right of Way video series by Rappler, Executive Director of the Transparency and Accountability Network and a safer roads advocate Vincent Lazatin opines that "road signs are important in helping create a safe and efficient road system and when properly designed and placed, they can help prevent congestion, road crashes and fatalities"⁶. He has likewise consistently posted photos in his Twitter account of ill-placed road signs urging the Metropolitan Manila Development Authority (MMDA) and the DPWH to rectify those. Examples of these are road signs with absurd statements such as "*Walang tawiran, nakamamatay*", "*Walang tatawid, may namatay na dito*", and "*Motorsiklo lumabas sa Motorcycle lane dahan-dahan na may kaukulang signal. Ingat po kayo..*";

WHEREAS, Vera Files, on 05 July 2017, reported that one of the factors that could have contributed to the Tanay Crash which killed 15 college students on their way to a National Service Training Program could be the "road condition" since "a survey of the area shows very sharp curves that result in blind spots, the lack of protective barriers, signal lights and road signs that do not meet universal visibility and luminescence standards"⁷;

WHEREAS, last September, an open letter to DPWH of motoring journalist James Deakin on Facebook became viral, wherein Deakin shared the story of a Filipino motorist who had an accident after his car fell in a deep open excavation about 10 to

⁵ TopGear Philippines. Retrieved from <http://www.topgear.com.ph/features/feature-articles/here-are-5-photos-that-prove-traffic-signs-in-ph-aren-t-large-enough>. Accessed 26 July 2017.

⁶ Rappler. "[Right of Way] The fault in our signs Part 2". Retrieved from <https://youtu.be/4BzL9a61psY>. Accessed 15 February 2018.

⁷ Verafiles.Org. 04 July 2017. "Inadequate road signs, 'speeding' driver factors in Tanay crash." Retrieved from <http://verafiles.org/articles/inadequate-road-signs-speeding-driver-factors-tanay-crash>. Accessed 19 February 2018.

15 meters long because it was “unmarked, with no barriers or warning devices around it”⁸;

WHEREAS, it is estimated that Metro Manila suffers economic and financial losses of up to 3 billion pesos a day due to the daily gridlock and traffic congestion that beset our road network and effective traffic signs can help guide motorists towards more efficient road use;

WHEREAS, with the Duterte Administration’s push for a “Golden Age of Infrastructure” with its “Build, Build, Build” Program, it is expected that traffic congestion will get worse once the projects break ground and start construction. As such, effective road signs are necessary to guide motorists with the expected road closures, excavations, detour and alternate routes;

WHEREAS, it is the responsibility of Government to promote road safety in order to reduce the loss of lives and property due to road accidents and thus, there is need to study whether our existing road signs and signals contribute to the rising number of road accidents nationwide rather than its intended purpose of assisting our motorists and pedestrians;

WHEREAS, there is also need to explore possible legislation to properly adopt, for all national and local road signs, the prescribed system of road signs and signals on color, size, shape and height from the ground, in accordance with the Convention; to allocate the responsibilities of both local and national government on the construction, design, installation and maintenance of the road signs and signals; and to ensure that sufficient amount of budget will be appropriated to fund the program;

NOW THEREFORE, BE IT RESOLVED, AS IT IS HEREBY RESOLVED, to direct the appropriate Senate Committee to conduct an inquiry, in aid of legislation, on the need to standardize national and local road signs and signals to conform to international standards.

Adopted,


LBILA M. DE LIMA

⁸ Inside Manila. 29 September 2017. “Look: Netizen’s open letter to DPWH after car accident in unmarked trench”. Retrieved from <https://insidemanila.ph/article/3241/look-netizens-open-letter-to-dpwh-after-car-accident-in-unmarked-trench>. Accessed 19 February 2018