


SENATE  
P.S. RES. No. 64

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Introduced by SENATOR JOSEPH VICTOR G. EJERCITO

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**RESOLUTION**

**DIRECTING THE APPROPRIATE SENATE COMMITTEE TO CONDUCT AN INQUIRY, IN AID OF LEGISLATION, ON THE STATUS OF IMPLEMENTATION OF VARIOUS GOVERNMENT RAILWAY PROJECTS, WITH THE END IN VIEW OF CRAFTING MEASURES THAT SHALL FAST-TRACK CONSTRUCTION AND PREVENT FURTHER DELAY OF THEIR COMPLETION**

**WHEREAS**, Metro Manila and other major cities in the country have been suffering from the worst traffic conditions in recent years. In the latest TomTom Traffic Index 2021, Metro Manila is ranked 18<sup>th</sup> as the worst traffic-congested city in the world; 6<sup>th</sup> most congested in Asia.<sup>1</sup> Moreover, in the list of cities with the highest traffic index in the world released by Numbeo, Manila ranked 6<sup>th</sup> with 55.04 minutes average one way time needed to transport; in South East Asia, Manila ranked 1<sup>st</sup>;<sup>2</sup>

**WHEREAS**, in 2017, Japan International Cooperation Agency (JICA) estimated losses amounting to Php 3.5 billion daily as a result of the severe traffic conditions in the metro. Further losses are expected to reach Php 5.4 billion daily by 2035 if the government does not come up with viable measures to solve the traffic situation;<sup>3</sup>

**WHEREAS**, the national government has exerted a tremendous amount of time, money and effort to reduce traffic congestion, most especially in Metro Manila. The Duterte administration launched the Build, Build, Build Program aligned with the government's National Spatial Strategy which seeks to address wide income disparities across the country by connecting regions to markets and attracting more investment,

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<sup>1</sup> [https://www.tomtom.com/en\\_gb/traffic-index/ranking/](https://www.tomtom.com/en_gb/traffic-index/ranking/)

<sup>2</sup> [https://www.numbeo.com/traffic/region\\_rankings.jsp?title=2021&region=142](https://www.numbeo.com/traffic/region_rankings.jsp?title=2021&region=142)

<sup>3</sup> <https://newsinfo.inquirer.net/970553/jica-traffic-congestion-now-costs-p3-5-billion-a-day-metro-manila-traffic-jica-cost-of-traffic>

generating jobs, and spurring improved regional economic growth in a country that is already one of Southeast Asia's fastest growing economies. The strategy aims to decongest Metro Manila and cut poverty by ensuring the benefits of growth reach the marginalized;<sup>4</sup>

**WHEREAS**, different infrastructure projects all over the country has been proposed, funded and underwent construction since 2017. Some were completed, while many were halted due to the pandemic, among others;

**WHEREAS**, majority of our *kababayans* prefer to use public transportation as their mode of travel because they either find it to be the fastest and most efficient or because most of the time, it is what their economic capacity permits;

**WHEREAS**, in 2020, according to the Social Weather Stations, "87 percent of Filipinos wanted the government to give more weight on public transportation over private vehicles";<sup>5</sup>

**WHEREAS**, the constant long lines in bus terminals and train stations, and daily sightings of commuters occupying almost a quarter of an avenue just to hail a ride home during rush hour are more than enough evidence to conclude that Metro Manila and nearby cities are experiencing a shortage in public transport. According to a report done by the Move As One Coalition, by the year 2030 there will be a demand of 2.8 million daily passenger trips in Metro Manila alone;

**WHEREAS**, the worsening traffic condition and the shortage of public transport further contributes to the daily suffering of our people already battered and bruised by economic ills brought about by the pandemic and inflation;

**WHEREAS**, the government is duty-bound to establish a safe, reliable and efficient public transportation system;

**WHEREAS**, one of the solutions to improve the country's unfortunate traffic situation and ease up congestion is to promote the use of trains;

**WHEREAS**, to encourage our people to use trains, the government must continue with its campaign to modernize our railway system;

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<sup>4</sup> <https://www.adb.org/news/features/adbs-biggest-philippine-project-improve-transport-northern-provinces-manila>

<sup>5</sup> <https://newsinfo.inquirer.net/1507740/sensible-public-transport-a-post-pandemic-dream>

**WHEREAS**, the Duterte administration has started several major projects in improving and upgrading the country's railway system, which aims to significantly address the traffic problem and deficiency of public transportation;

**WHEREAS**, the Philippines has 300,000 square kilometers land area and a coastline of 36,289 kilometers but has only 161 kilometers of operational railway network in Luzon, which includes LRT-1 (Roosevelt to Baclaran), LRT-2 (Recto to Santolan), MRT-3 (North Avenue to Taft) and PNR Current Operations;<sup>6</sup>

**WHEREAS**, the ongoing railway projects of the Department of Transportation include the Light Rail Transit (LRT)-1 Cavite Extension (Baclaran to Bacoor), Metro Rail Transit (MRT) 7, Metro Manila Subway Project (MMSP), North-South Commuter Railway (NSCR) which includes the PNR Clark Phase 1 (Tutuban to Malolos), PNR Clark Phase 2 (Malolos to Clark), PNR Calamba (Solis to Calamba) and PNR Bicol or the South Long Haul. The other projects in the pipeline are the Mindanao Railway Network Phase 1, LRT-2 West extension Project (Recto to Pier 4), the MRT-4 Project and the Subic Clark Railway Project;

**WHEREAS**, the LRT-1 Cavite Extension is an 11.7-kilometer extension of the railway from Baclaran to Bacoor, Cavite; the MRT-7 a 22.8-kilometer rapid transit line from North Triangle Common Station to San Jose Del Monte, Bulacan<sup>7</sup>; the Metro Manila Subway Project is a 34-kilometer long subway from Quezon City to NAIA Terminal 3; the North-South Railway Project is a 148-kilometer railway project which is divided into three segments, from Clark, Pampanga to Calamba, Laguna; the PNR South Long Haul/ PNR Bicol is a 639-kilometer railway system from Manila to Legazpi, Matnog, and Batangas City; the Subic-Clark Railway is a 71.13-kilometer railway that will link the Port of Subic Bay and Clark Freeport Zone; the Mindanao Railway Project - Phase 1 is a 100-kilometer railway system linking Tagum, Davao del Norte, Davao City and Digos, Davao del Sur;<sup>8</sup>

**WHEREAS**, only recently, as reported by the Department of Transportation, China has failed to act on the funding requests of the Duterte Administration and is

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<sup>6</sup> <https://dotr.gov.ph/railways-sector.html>

<sup>7</sup> <https://philkotse.com/market-news/dotr-mrt-7-2022-completion-10968>

<sup>8</sup> <https://dotr.gov.ph/railways-sector.html#operational-railway-network-in-luzon>



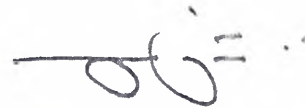
now considered to have withdrawn from its loan agreements with the Philippines for three railway projects;<sup>9</sup>

**WHEREAS**, it is necessary for the Senate, pursuant to its mandate of uplifting the lives of the people through legislation, to inquire into the progress of the government's railway projects, to be informed of how to further provide assistance to the Department of Transportation in improving the country's railway system and in the spirit of transparency, keep the public apprised; .

**WHEREAS**, every Filipino deserves a safe, reliable and efficient mass transport system;

**RESOLVED BY THE SENATE**, as it is hereby resolved, to direct the appropriate Senate Committee to conduct an inquiry, in aid of legislation, on the status of implementation of various government railway projects, with the end in view of crafting measures that shall fast-track their construction and prevent further delay of their completion.

Adopted,



**JOSEPH VICTOR G. EJERCITO**

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<sup>9</sup> <https://www.pna.gov.ph/articles/1179059>