

THURSDAY, MAY 13, 1999

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Leader in accordance with his request, and we also hope to satisfy the request of Senator Roco made earlier on the same matter.

Thank you.

Senator Guingona. Yes, thank you, Mr. President.

SUSPENSION OF CONSIDERATION OF P.S. RES. NO. 443

Senator Drilon. Mr. President, may I move that we suspend consideration of Proposed Senate Resolution No. 443 under Committee Report No. 42.

The President. Is there any objection? [Silence] There being none, the motion is approved.

MOTION OF SENATOR DRILON
(To Resume Consideration of the Motion for Reconsideration
Filed by Senator Osmena [J.]

Senator Drilon. Mr. President, may I move that we resume consideration of the Motion for Reconsideration pending which was submitted by Sen. John Henry R. Osmena moving for a reconsideration of this Chamber's approval of the Conference Committee Report on Senate Bill No. 1255 and House Bill No. 6216.

The President. Is there any objection? [Silence] There being none, the motion is approved.

Senator Drilon. Mr. President, there is no objection on the Floor to the motion for reconsideration.

May I now move that we approve the said Motion for Reconsideration.

The President. Is there any objection? [Silence] There being none, the motion is approved.

CONFERENCE COMMITTEE REPORT ON S. NO. 1255/H. NO. 6216
(Philippine Clean Air Act of 1998)

Senator Drilon. Mr. President, may we ask the Chair to recognize Sen. Gregorio B. Honasan, the principal sponsor; and to raise questions on the report, may I also request the Chair to recognize Sen. John Henry R. Osmena.

The President. Senator Honasan is hereby recognized; at the same time, Sen. John Osmena is recognized.

Please proceed.

Senator Osmena (J). Thank you very much, Mr. President.

At the outset, let me express my appreciation to the

sponsor, the Chairman of the Conference Committee on the part of the Senate and the sponsor of this report, for having so graciously allowed the reconsideration of the approval of this report which was made yesterday.

Therefore, Mr. President, may I ask if the sponsor would yield for just a few questions, which I would like to put on the record.

Senator Honasan. Certainly, Mr. President.

The President. Please proceed.

Senator Osmena (J). Mr. President, would the gentleman agree with the observation that the quality of the air nationwide is not uniform that it varies from area to area?

Senator Honasan. Yes, Mr. President. I would agree.

Senator Osmena (J). Therefore, would the gentleman say that the quality of the air in certain areas with a high concentration of industrial activity, a high concentration of motor vehicles such as the Metro Manila area would be much lower or, perhaps, in fact, be undesirable compared to those of the other areas such as the Batanes Islands?

Senator Honasan. Yes, Mr. President. I would agree.

Senator Osmena (J). Therefore, may this representation inquire if this Clean Air Act will uniformly apply to the Batanes Islands as it would to Metro Manila?

Senator Honasan. No, Mr. President.

Senator Osmena (J). I am pleasantly surprised, Mr. President. Apparently, even if we go to Section 29, for example, it says:

Effective not later than eighteen (18) months after the enactment of this Act, no person--

and I presume no person in the Philippines

--shall manufacture, import, sell, offer for sale, introduce into commerce, convey or otherwise dispose of, in any manner leaded gasoline and engines and components requiring the use of leaded gasoline.

Does the provision of Section 29 not apply to the Batanes Islands?

Senator Honasan. That is correct, Mr. President. It applies to the Batanes Islands and other remote parts of the country. But then, calling the attention of the gentleman to page

1 where we declared the overriding principles governing implementation of this law, we state here as a matter of principle, that environmental concerns, even as far as air pollution is concerned, would be area-based. Therefore, the research, the monitoring, the framework plans, the action plans, and the implementation will be guided by certain considerations governing emission control. In this case, despite the nationwide application of the law, there would be some qualitative dimensions.

Senator Osmena (J). Am I to understand, Mr. President,-- because the gentleman's reply earlier was that Section 29 will apply to Batanes--therefore, that we can import engines and use leaded gasoline in the Batanes Islands?

Senator Honasan. Considering the issue that was raised by the gentleman in a previous position paper where he said that this was antipoor, where fisherfolk in remote parts of the country have no capability to buy new engines, and since they would be emitting the exhaust of their motorboat engines in the seas where they would be fishing, there would be liberal applications in this provision, Mr. President.

Senator Osmena (J). Mr. President, I cannot reconcile the gentleman's answer with the provisions of Section 29. Section 29 is absolute. It does not say, "No person except in remote areas." It says, "No person anywhere in the country."

So, in effect, this applies to the remote areas as well.

Senator Honasan. That is correct, Mr. President.

Senator Osmena (J). When the gentleman says that it shall be liberal, if the law will be applied uniformly, how is that liberality now going to be implemented?

Senator Honasan. It will be governed by certain emission control standards, Mr. President. This may apply as far as Section 29 is concerned. But in cases where we will have limited capability to monitor and enforce emission control standards, then we should apply the principle that this will be area-based. It will be a function of planning and assessment of the air quality in each particular area not governed by any political or geographic boundaries.

Senator Osmena (J). Mr. President, I cannot disagree with that and, unfortunately, since I could not attend the conference committee, I would have hoped precisely that this bill would have contained a provision where the situation that I originally brought up in my first question, wherein air quality is not a universal standard, would have been provided for in this law.

But as Section 29 points out--I am only using Section 29 because it is the most absolutist of all--it says, "No person anywhere in the Philippines may use leaded gasoline and engines

and components requiring the use of leaded gasoline."

Senator Honasan. Thank you, Mr. President. May I, if it will help clarify this issue, call the attention of the distinguished gentleman to the succeeding paragraph. It states: "for existing vehicles, the DTI shall formulate standards and procedures that will allow nonconforming engines to comply with the use of unleaded fuel within five years after the effectivity of this Act."

Mr. President, I would imagine--as it was the intent of the conference committee--that this would provide the liberal dimension to the enforcement and application of this law.

Senator Osmena (J). Mr. President, as the gentleman pointed out, the phrase is premised upon the existence of those engines. In other words, heretofore, there is no longer going to be a permit. There is going to be a prohibition because it only applies to existing vehicles. In this particular case, I would assume that it implies motor vehicles and not stationary engines that are used in farms by fisherfolks.

Senator Honasan. Mr. President, we can look at the technical dimensions of this whether stationary engines would fall or not fall into this category.

But I would like to invoke the principles I mentioned, that in case of conflict in the application of this law, considering that we even have provided a phaseout period, and also considering that initially, it is not our intention to control what is already there in the field existing and being utilized by our productive sectors, it is our intention to prevent additional pollutants that would contaminate our air.

Senator Osmena (J). Precisely, Mr. President, we are going back to that. I think that is a settled issue that pollution is not a universal condition in this country. That is precisely my problem here.

Mr. President, will the distinguished gentleman point out to this principle that he is talking about which unfortunately has not been translated into specific provisions of law?

Senator Honasan. Mr. President, as I mentioned, on page 1 of the reconciled version, lines 13 to 14, if I may quote: "The State recognizes that the responsibility for cleaning the habitat and environment is primarily area-based." And we have correspondingly designed the structure that will implement this law to conform with this principle.

Senator Osmena (J). Precisely, Mr. President. I do not want to be repetitious about this. So, Section 29 is in conflict with this particular statement of principles. Because Section 29 is absolute.

Senator Honasan. No, Mr. President, if we look at the succeeding paragraph where the DTI has some latitude.

Senator Osmeña (J). Only for existing vehicles.

Senator Honasan. That is correct, Mr. President. In fact, I am thankful that that has been emphasized--to comply with the use of unleaded fuel within five years. Considering that this is the first major environmental law we might pass, we also drove home the point that this is not a purely environmental issue, this is a public health issue.

So this is a first step for us. We will find out if we can implement this when we put the structures in place and we adopt certain liberal standards that will allow us to examine closely the actual conditions, especially in the remote areas that the gentleman was referring to with enough flexibility.

Senator Osmeña (J). Mr. President, I would like to test the liberality of the gentleman's statement.

If I were a fisherman in Batanes and I were to import a shipment of secondhand engines from Japan as we usually do for our fisherman, and it would arrive in the port of Manila, is the gentleman saying that the Bureau of Customs should ignore the provisions of Section 29 and allow the entry of these for use in the Batanes in the spirit of liberality?

Senator Honasan. Mr. President, this would be subject to what we call a "certificate of conformity," indicating that this engine passes emission control standards.

Senator Osmeña (J.) And the certificate of conformity is issued by whom?

Senator Honasan. By the DENR, Mr. President.

Senator Osmeña (J). And the DENR is expected to issue a certificate of conformity for secondhand engines that would be using leaded fuel notwithstanding the provisions of Section 29?

Senator Honasan. Well, unleaded fuel, Mr. President,--

Senator Osmeña (J). No, leaded fuel.

Senator Honasan. Leaded fuel is a separate issue from the quality of the engine that will utilize this fuel.

Senator Osmeña. No, Mr. President. Section 29, I think, is very clear. It is a prohibition; outright, clear unequivocal. And since the gentleman now is invoking liberality, my question, is: In the gentleman's interpretation, does he expect the DENR to now allow the importation of an internal combustion engine that uses leaded gasoline for use in the Batanes Island?

Senator Honasan. For purposes of the law, yes.

Senator Osmeña (J). Well, Mr. President, that brings us to our second point, the point of the practicability of this law, on whether this law can be really enforced.

Now, Mr. President, how is the DENR going to control that secondhand engine assuming that the DENR allows it? I doubt if it can be allowed to see the liberality of the gentleman's point of view. How are we now going to prevent that engine to be moved to an area where it could contribute to the pollution?

Senator Honasan. Mr. President, that will be a problem of enforcement which will be a function of the coordinated efforts among all these agencies involved. But, at least, with due respect, there is only one way to test this law, as we have tested other laws before.

Senator Osmeña (J). Mr. President, in light of the gentleman's statement, I will take the initiative to import one engine and have it for use in a remote area and we will see. And I will cite the gentleman's statements in my importation saying, that the gentleman has said that this is allowed notwithstanding the provision of Section 29.

Senator Honasan. Thank you, Mr. President. We have incorporated three mechanisms. I would just like to share this with the gentleman that would allow close monitoring, especially from both Houses. First, is an annual reporting system from the DENR, considering the provisions that we want strictly implemented; second, is a two-year evaluation plan; and third, an oversight committee to be participated in by both Houses.

In that light, Mr. President, considering how the gentleman would like to test this, I will take full responsibility for my statements which I have entered into the *Record*.

Senator Osmeña (J). Mr. President, what the gentleman has just said even reinforces my skepticism as to whether this law is (1) practical; (2) wise; (3) can be implemented; and (4) really going to be enforced.

Now, Mr. President, coming to another section, Section 21, on Pollution from Motor Vehicles.

Section 21 says that the DOTC shall implement the emission standards for motor vehicles set pursuant to and as provided in this Act. To further improve the emission standards, the Department shall review, revise and publish the standards every two years, or as the need arises. It shall consider the maximum limits for all major pollutants to ensure substantial improvements in air quality.

Now, are the standards, Mr. President, going to be area-based? Are we going to have different standards for Manila, for

Batanes, for the Cordilleras, for CARAGA region and another standard for Tawi-Tawi? Is it going to be area-based?

Senator Honasan. No, Mr. President. It is going to be a uniform standard applied nationwide. If I may add, the other dimension to this is the emission standard that would fall into the area assessment function. So two separate issues: the uniform standards for motor vehicles and the emission standards that would indicate that the degree of air pollution in each particular area based on the area-based principle would be applied, I suppose, subjectively.

Senator Osmeña (J). Mr. President, the standard is universal. The quality of the air we have established from the first question that I asked here is not the same all over. So I presume--if my presumption is wrong, I would like to be enlightened--that the standard that is going to be applied is that standard which will minimize the pollution in the most polluted area, which is Metro Manila. Is that not correct?

Senator Honasan. This is correct, Mr. President.

Senator Osmeña (J). And that standard, Mr. President, will cause the cost of that vehicle to increase.

Senator Honasan. That is correct, Mr. President.

Senator Osmeña (J). Therefore, in an area like Batanes, where the air is sweet, one could possibly, conceivably operate a motor vehicle which is a smoke belcher without seriously impairing the air quality of Batanes, because chances are that that smoke will be easily dissipated in that environment.

Senator Honasan. That is correct, Mr. President.

Senator Osmeña (J). But yet, Mr. President, that resident in Batanes will have to pay for the additional cost of the unleaded fuel and the additional cost of the equipment or the vehicle that is being tailored to the standards of the polluted Metro Manila area. Is that not correct?

Senator Honasan. That is correct, Mr. President, with the additional information that this is precisely what we tried to incorporate into the law: The capability of government to revalidate what the oil companies are claiming about passing on certain costs to the consumer.

Senator Osmeña (J). That is not the issue, Mr. President. The gentleman is evading the issue. The issue is that in an environment of varying air standards, the minimum standard that is going to cost a small money is going to be imposed upon an area that does not require that standard.

Senator Honasan. That is the reason, Mr. President, that we would have an air quality assessment.

Senator Osmeña (J). But, Mr. President, an air quality assessment in Batanes will tell us that we can operate a smoke-belching vehicle, but again this Section 21 will not allow it because that vehicle will not meet the standards.

Senator Honasan. Then for that reason, Mr. President, that is also precisely why I mention that this is the liberal dimension of this law.

Senator Osmeña (J). Mr. President, I am really amazed at how little consideration we are giving to the realities of life. That that liberal dimension is either going to be the subject of corruption or the subject of nonapplication. In fact, in the construction of laws, it is always best that we as much as possible define it as clearly as we can.

But I will not pursue that point, Mr. President. I guess I have made my point. I would like to observe that the questions that I propounded to the gentleman regarding Section 21 also applies to Section 22 which says that all imported new and locally assembled motor vehicle shall not be registered unless it complies with a uniform standard, I presume, because that was his previous answer--with a uniform standard. Is that not correct? Senator Honosan. This is correct, Mr. President.

Senator (J). Mr. President, in Section 23, it says that any imported secondhand motor vehicle shall not be introduced into commerce, sold or used unless it complies with the standards.

Senator Honosan. This is correct, Mr. President.

Senator Osmeña (J). In effect, Mr. President, the standard that is going to be used in Manila is the same standard that is going to be used in Batanes.

Senator Honasan. That is correct, Mr. President. With the added information again that the overriding consideration will be the air quality assessment in itself.

Senator Osmeña (J). Precisely, Mr. President, since we are agreed and we have established that the air quality in Batanes will allow the use of vehicles which are smoke-belching, they should not be made to bear the burden of the additional cost of vehicles that are to be used in Metro Manila.

Senator Honosan. That is correct, Mr. President. We completely subscribed to it.

Senator Osmeña (J). I thank the gentleman for that, Mr. President, because I come to one conclusion. I was not able to attend the first meeting of the conference committee, but I asked my staff to distribute this graph. And in this graph, according to statistics--I doubt really if these are accurate; but, anyway, I have the feeling that these are understated--that in the

National Capital Region the vehicle density is 1,940 vehicles per square kilometer.

Senator Honosan. That is correct, Mr. President.

Senator Osmena (J). For comparative purposes therefore, Mr. President, since in the CARAGA Region the density is 1.8 vehicle per square kilometer, would the gentleman agree with me that the density in Manila is 1,000 times more than the density in the CARAGA Region?

Senator Honosan. We would agree, Mr. President.

Senator Osmena (J). Therefore, the pollution in Manila should be about a thousand times more than the pollution in the CARAGA Region?

Senator Honosan. That is correct.

Senator Osmena (J). Therefore, Mr. President, really the problem with clean air is a Metro Manila. In fact, I would say, it is a metropolitan area problem, not just Metro Manila. Because, according to this statistics, it also exists in Region VII where there are 17 vehicles per square kilometer. So that is one-tenth of what Manila is. In Region III, there are 21 vehicles per square kilometers.

Therefore, Mr. President, very clearly the problem of air pollution is a Metro Manila problem. It is not a nationwide problem.

Senator Honosan. Mr. President, if I may add, that will be true quantitatively, but we also have other principles that we have clearly defined and one of which is, if one is a polluter one must pay. Therefore, going back to the quantitative dimension of this, we can assume, based on the statistics which the gentleman has recited, of which we have a copy, there will be more polluters in Metro Manila who will be made to pay.

Senator Osmena (J). I am trying to find the definition of "polluter" in the bill, but, unfortunately, we do not define "polluter" in the bill, Mr. President. Because I wonder if a smoke-belching truck in Batanes is a polluter, considering that pollution is the degree to which certain substances are introduced as a percentage or as a unit of volume to the entire environment. I do not think a smoke belcher in the CARAGA or in the Batanes would be a polluter. It would certainly be one in Manila.

Senator Honasan. That is very valid, Mr. President, except for those who will inhale the smoke that is belched from this particular vehicle. But as far as the overall air quality of the areas is concerned, I guess, that will be the function of air quality-planning procedures.

Senator Osmeña (J). I can see that we are legislating today another law that is going to be added to a long list of unimplementable laws in this country.

I am trying to find out, Mr. President, to finally conclude this short interpellation, the section on incinerator. There has been a considerable uproar in the press on this matter. There have been accusations of a lobby.

Section 20 says, "Incineration, hereby defined as the burning of municipal, bio-medical and hazardous wastes, which process emits poisonous and toxic fumes, is hereby prohibited." So, the burning of substances that do not emit toxic fumes are not prohibited.

Senator Honasan. That is not the only limiting dimension. Let me explain, with the gentleman's permission, that the Clean Air Act, as it applies even to incineration, is part of a comprehensive package. First, if we go into solid waste management, which we have not gone into, we are faced with a situation where we add source--we will have to segregate bottles, plastics and tin cans.

What is left can either be composted or disposed of through what was initially described as best available technology or state of the art. This is where the window for technical violations lies. When we talk of best available technology, considering how we implement our garbage disposal programs, this is where unregulated burning of toxic wastes happens.

In this light, Mr. President, we are introducing again liberal measures that allow for a phase-out period for, let us say, a specialized waste like hospital wastes.

We have also defined certain exceptions like traditional burning of leaves to enhance fruit-bearing trees; traditional means of food preparation--*lechon*--and in the absence of technical data that will validate a conclusion that this is harmful cremation.

Aside from that, the operative word would be "burning" technology. I assume that in our effort to enhance fruit-bearing, we will not burn old or used tires, plastics or other recyclable materials.

Senator Osmeña (J). Mr. President, my question was very simple. The distinguished sponsor is defining incineration as the burning of municipal, biomedical and hazardous wastes which emit poisonous and toxic fumes. Therefore, I repeat, if burning does not result in the emission of toxic fumes and poisonous fumes, the gentleman will allow it under this law.

Senator Honasan. Mr. President, let me also clarify. I understand the question of the gentleman. Based on the best available expert which we were allowed to consult, primarily the

Environmental Management Bureau, when one burns wastes, it emits toxic fumes. So, again, the operative word is "burning." This is what precisely we are trying to avoid.

Senator Osmena (J). But the burning that is prohibited is clearly defined as that burning which emits poisonous and toxic fumes.

Senator Honasan. That is correct, Mr. President.

Senator Osmena (J). Mr. President, we even liberalized it further. We allow cremation; we allow the traditional agricultural burning, which is the burning of the canefields, for example, in the Visayas prior to harvest, small-scale method of fumigating the neighborhood by burning. These are allowed and these are clearly defined. But I am just trying to say that, as I read the law, if it does not emit poisonous and toxic fumes, it is allowed.

Senator Honasan. Yes, Mr. President.

Senator Osmena (J). I would like to thank the sponsor, Mr. President. So, in effect, we have watered down the absolute prohibition of incineration--that was the original concept.

Senator Honasan. Maybe, Mr. President. But based also on the parameters that the distinguished gentleman has explained, if it does not emit toxic fumes, then we will allow it.

Senator Osmena (J). At least, Mr. President, I am glad we have clarified that matter.

Finally, Mr. President, in the formulation of this bill, has the sponsor come in contact with the so-called "lobbyists" who have been advocating their own points of view as to what should be provided for in the bill?

Senator Honasan. Mr. President, we have not come in contact with lobbyists as described over media.

Senator Osmena (J). No. I am not basing it on media, Mr. President. I am basing it on lobbyists in the way that it is understood. It does not mean corruption, because in the United States, lobbyists register. It is only in this country that a lobbyist is associated with corruption.

What I am asking the sponsor is, if he has come into contact with a lobbyist or lobbyists who tried to impress upon him their positions as he has formulated this bill.

Senator Honasan. Mr. President, I would like to thank the gentleman. Let me put it this way. We have come across the widest possible grouping. If they include lobbyists, then I will accept that, only for purposes of clarifying the technical issues that we encountered during the hearings and during the technical

working group sessions.

But let me add that the repository of all these information, whose word we took seriously, being the best available expert, was the same expert that would form part of the lead agency that would implement it, and this is the Environmental Management Bureau. We included them; we listened to them, but we did not allow them to unilaterally influence us.

Senator Osmena (J). No, Mr. President. Is government agency that has specialty in the subject matter of a piece of legislation considered a lobbyist? In fact, it is considered as resource person.

Senator Honasan. That is correct, Mr. President. That is why I mentioned the Environmental Management Bureau so that I would at least convey to the distinguished gentleman some level of confidence.

Senator Osmena (J). Was the sponsor approached by anyone who identified himself to be with the petroleum companies?

Senator Honasan. No, Mr. President.

Senator Osmena (J). The sponsor was not. Was the sponsor approached by certain parties who are, I would say, honestly and sincerely committed to the pursuit of their point of view, the NGOs, Mr. President?

Senator Honasan. Yes, Mr. President.

Senator Osmena (J). Is the sponsor familiar or does he know of this NGO called Haribon?

Senator Honasan. Yes, Mr. President. I recall its presence during one of the hearings.

Senator Osmena (J). How about Greenpeace?

Senator Honasan. Yes, Mr. President.

Senator Osmena (J). And Mother Earth, Mr. President.

Senator Honasan. Yes, Mr. President.

Senator Osmena (J). Does the sponsor know where the funding of these agencies come from?

Senator Honasan. I did not bother to ask, Mr. President.

Senator Osmeña (J). Does the gentleman know whether these people are getting foreign contributions to support them?

Senator Honasan. No, Mr. President. I only evaluated them based on the quality of the technical information they were

presenting to the committee.

Senator Osmeña (J). What is their claim to possession of technical information? I would not doubt that the DENR or the EMB, the Environmental Management Bureau, would come to the gentleman and he could credibly and justifiably accept what it is telling? But what is the basis of Greenpeace, Haribon or Mother Earth's claim that they possess technical information?

Senator Honasan. To tell the gentleman the truth, we did not evaluate first the source of their information. We took at face value the papers or information they presented. This was precisely what we tasked our technical working groups to do--to validate the quality of their information, in coordination with our government agencies.

Senator Osmeña (J). So, the gentleman did not inquire into the background of these organizations as to how they are funded, and all of that?

Senator Honasan. No, Mr. President.

Senator Osmeña (J). The gentleman has never heard stories that this, for example, Greenpeace is a political party in Germany?

Senator Honasan. No, Mr. President. That information did not reach the committee.

Senator Osmeña (J). Is the gentleman familiar with the constitutional prohibition of accepting contributions from foreign political parties?

Senator Honasan. Yes, Mr. President.

Senator Osmeña (J). Did the gentleman ask Greenpeace if it received money from the Greenpeace party in Germany?

Senator Honasan. I did not, Mr. President.

Senator Osmeña (J). Maybe we should investigate that in the Senate, Mr. President.

Senator Honasan. I would agree completely, Mr. President.

Senator Osmeña (J). Thank you very much, Mr. President.

SUSPENSION OF SESSION

Senator Drilon. Mr. President, I move that we suspend the session for one minute.

The President. Is there any objection? [Silence] There being none, the session is suspended for one minute.

It was 12:27 p.m.

RESUMPTION OF SESSION

At 12:28 p.m., the session was resumed.

The President. The session is resumed.

Senator Drilon. Mr. President, I move for the approval of the Conference Committee Report on the disagreeing provisions of Senate Bill No. 1255 and House Bill No. 6216.

The President. Is there any objection?

Senator Osmeña (J). Mr. President.

The President. Senator John Osmeña is recognized.

EXPLANATION OF VOTE OF SENATOR OSMENA (J)

Senator Osmeña (J). Mr. President, I would like to register the lone and lonely negative vote.

I have not been afraid to state my position. I have a long history of having supported bills in this Congress, both in the House and in the Senate, that have been inimical to the interests of the oil industry.

But more than the question of the interest of the oil industry, there is the question of the interest of the Filipino people. There is, of course, the question of respect for law, which is at its lowest in this country today.

I feel that we are enacting a very unwise law. It is a law that seeks to impose upon the whole country, as I pointed out in my interpellation, upon the lonely fishermen in the Batanes or in Tawi-Tawi the high cost of the pollution problem which rightfully should be addressed in the Metro Manila area. I think this should have been the Clean Air Act for Metro Manila, not the Clean Air Act for the whole Philippines because we do not need a Clean Air Act for the entire country.

Therefore, as I said earlier, this piece of legislation is antipoor because the fishermen and the farmers will no longer be able to use secondhand engines that we import from Japan. We will be forced to buy unleaded fuel which may be much higher than the cost of leaded fuel. We will be forced to conform with standards that are not necessary.

But even of greater concern may be the fact that this law cannot be enforced; that there is no way that this government can enforce this law. Therefore, in passing this law, we have again contributed to a depreciation by our people for respect of the law.

When we pass an unenforceable, impractical, and unwise law, and that law is disobeyed--as I am sure it will be--we have done a great disservice to our people.

For these reasons, Mr. President, I vote *no*.

The President. The Majority Leader is recognized.

APPROVAL OF CONFERENCE COMMITTEE REPORT
ON S. NO. 1255/H. NO. 6216

Senator Drilon. Mr. President, I therefore move for the approval of the Conference Committee report and to put on record the negative vote of the gentleman from Cebu.

The President. Is there any objection? *[Silence]* There being none, the motion is approved, and to place on record the dissenting vote of Sen. John R. Osmena.

The following is the whole text of the Conference Committee Report on Senate Bill No. 1255/House Bill No. 6216:

(insert)

ADJOURNMENT OF SESSION

Senator Drilon. Mr. President, I move that we adjourn the session until three o'clock in the afternoon of May 17, 1999.

The President. The session is adjourned until three o'clock in the afternoon of May 17, 1999, if there is no objection. *[There was none.]*

It was 12:31 p.m.