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S E N A T E

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INTRODUCED BY SENATOR VILLAR

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**RESOLUTION**  
**URGING THE EXECUTIVE DEPARTMENT TO CONSIDER THE FULL IMPLEMENTATION OF THE RO-RO (ROLL-ON, ROLL-OFF) PROJECT WITH THE INTENTION OF SPURRING ECONOMIC GROWTH, GENERATING EMPLOYMENT, AND BRIDGING THE GAP BETWEEN URBAN AND RURAL COMMERCE**

*Whereas*, the first paragraph of Section 1 Article XII of the 1987 Constitution states that, "The goals of the national economy are a more equitable distribution of opportunities, income, and wealth; a sustained increase in the amount of goods and services produced by the nation for the benefit of the people; and an expanding productivity as the key to raising the quality of life for all, especially the underprivileged.";

*Whereas*, the Philippines is an archipelagic country consisting of 7,107 islands;

*Whereas*, physical isolation is the most pressing development challenge that the Philippine islands are facing, yet, connecting islands in the traditional manner through increased shipping services, has proven to be almost prohibitive in costs, in terms of investments in ports and facilities, and the subsidies needed to provide a minimum standard of service<sup>1</sup>;

*Whereas*, a number of studies, some dating to the early 1990s, have recommended the extensive use of Ro-Ro shipping as the most appropriate mode of inter-island transport for an archipelagic economy like the Philippines, while identifying both the cost and inefficiency of cargo handling charges as a major factor in the high cost of domestic logistics transportation<sup>2</sup>;

*Whereas*, the Ro-Ro (Roll-On, Roll-Off) is a system designed to carry rolling stock cargo which does not require cranes for loading or off-loading, thus eliminating the need for cargo handling services and reducing the amount of time required to be in the port resulting to considerable reductions in sea transport costs<sup>3</sup>;

*Whereas*, the development of the Ro-Ro system started in 2003 with the issuance of a presidential order following discussions among different interest groups;

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<sup>1</sup> Dir. Gen. Kunio Senga in his foreword to "Bridges Across Oceans."

<sup>2</sup> Nathan Associates, 1991 (USAID), Japan International Cooperation Agency, 1991 (JICA), and SHIPDECO, 1992 (Norway).

<sup>3</sup> "Bridges Across Oceans," an ADB Report, April 2010, p.4

*Whereas*, after the executive order was signed, the system developed rapidly, presently consisting of three main north–south trunks and numerous lateral connections;

*Whereas*, the initial impact of this policy reform measure has been encouraging because transport costs have been reduced, as have transit times of goods, while the frequency of deliveries has increased;

*Whereas*, the Ro-Ro system also affected businesses which started to change their business models while farmers in isolated areas now have enhanced market access, increasing business activities on islands where there was hardly any before and creating increased revenue for local governments and expansion in tourism;

*Whereas*, the Ro-Ro system is not yet fully implemented and market linkage is still a primordial concern to address country side improvement and to expand economic activities;

*Whereas*, the State, with its mandate to provide economic growth to its people all over the nation, should look into the numerous benefits brought about by the Ro-Ro system and subsequently implementing the same;

**NOW THEREFORE BE IT RESOLVED**, as it is hereby resolved, to urge the Executive Department to consider the full implementation of the Ro-Ro (Roll-On, Roll-Off) project with the intention of spurring economic growth, generating employment, and to bridging the gap between urban and rural commerce.

Adopted,

  
**MANNY VILLAR**  
Senator