


FIFTEENTH CONGRESS OF THE )  
REPUBLIC OF THE PHILIPPINES )  
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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 COMMITTEES ON PUBLIC WORKS AND PUBLIC SERVICES TO CONDUCT AN INQUIRY, IN AID OF LEGISLATION, ON THE TRAFFIC SITUATION IN EDSA AND THE FORMULATION OF A COMPREHENSIVE EDSA TRAFFIC DECONGESTION PROGRAM SPECIFYING SHORT-TERM APPROACHES AS WELL AS LONG-TERM STRATEGIES WITH THE END IN VIEW OF RESTORING EDSA AS A VIABLE THOROUGHFARE FOR THE TRANSPORT OF PERSONS AND GOODS**

*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*, Epifanio de los Santos Avenue, otherwise known as EDSA, is the main circumferential road and highway of Metro Manila and is an important commuting artery between the northern and southern parts of the metropolitan area;

*Whereas*, it stretches to some 24 kilometers, making it one of the longest avenues in the country and handles on average 316,345 cars per section or 2.34 million vehicles per day<sup>1</sup>;

*Whereas*, heavy traffic along EDSA and other major thoroughfares in Metro Manila (National Capital Region or NCR) was estimated to be costing the economy at least P277 million daily, or approximately \$2 billion a year in terms of lost man-hours, which averaged about 41 minutes per worker<sup>2</sup>;

*Whereas*, according to World Bank Country Director Bert Hofman, economic and health costs of traffic in Edsa are estimates at more than \$20 million per year<sup>3</sup>;

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<sup>1</sup> Philippine Daily Inquirer, July 7, 2009 and Jao-Grey, Margarte “Too Many Buses, Too Many Agencies Clog Edsa,” Philippine Center for Investigative Journalism

<sup>2</sup> “MMDA to recoup \$2-B lost to traffic mess,” by Sammy Martin, Manila Times, October 14, 2010

<sup>3</sup> <http://www.worldbank.org.ph/WBSITE/EXTERNAL/COUNTRIES/EASTASIAPACIFICEXT/PHILIPPINEEXTN/0,,contentMDK:22447325~menuPK:332988~pagePK:2865066~piPK:2865079~theSitePK:332982,00.html>

*Whereas*, some short-term solutions to improve the EDSA traffic situation are:

- Improve and strictly enforce traffic rules and regulations for bus operators and drivers, and to assign additional personal to monitor their observance while apprehending all violators;
- Mandate a thorough training of MMDA officers and instill in them more discipline before they get deployed at Edsa in order to ensure that when they catch a traffic violator, they have to move the car to the rightmost lane and not interrogate the violator in the middle of the road;
- Motorcycles below the regulatory limit of 400cc should not be allowed to ply EDSA;
- Introduce and encourage carpooling during peak hours, 7-9am and 5-7pm;
- Add more visible road signs;
- Assign roving patrols to deter juvenile delinquents and snatchers;
- Add more foot bridges and improve bus waiting areas so the passengers don't spill out to the streets;
- Drivers must stop bribing traffic police to get out of an apprehension and traffic police, in turn, should be immediately terminated for accepting money in lieu of issuing a parking ticket<sup>4</sup>;

*Whereas*, possible long-term strategies to alleviate traffic in EDSA are:

- Reduction of the number of buses and relocating all bus terminals that still operate on EDSA to smaller roads while reviving the central terminals from north to south to prevent provincial buses from entering the city;
- Provide an alternate train route to ease the Cubao choke point and at the same time improving the public transport system with modern mass transit rail lines and more trains;
- Cut down on bus permits or franchises and enforce scheduled pick-up and drop-off points strictly;
- Put mass transit on C5 which is a parallel north-south connector for Metro Manila;
- Use technology to identify traffic violators by installing CCTV cameras that can zoom in on vehicle plates<sup>5</sup>;

*Whereas*, the government and the national economy are losing millions of pesos because of the incorrigible traffic situation in EDSA and as such, solutions and programs to alleviate if not completely eradicate the traffic problem in the same be formulated and implemented as soon as possible in order to facilitate the smooth flow of vehicles transporting persons and goods in this major thoroughfare;

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<sup>4</sup> "EDSA the road, not the revolution – How to survive it," by Cheche V. Moral and Anne A. Jambora, Philippine Daily Inquirer, September 18, 2011

<sup>5</sup> *Ibid.*

**NOW THEREFORE BE IT RESOLVED**, as it is hereby resolved, to urge the Committees on Public Works and Public Services to conduct an inquiry, in aid of legislation, on the traffic situation in EDSA and the formulation of a comprehensive EDSA Traffic Decongestion Program specifying short-term approaches as well as long-term strategies with the end in view of restoring EDSA as a viable thoroughfare for the transport of persons and goods.

Adopted,

  
MANNY VILLAR  
Senator