Republic of the Philippines  
HOUSE OF REPRESENTATIVES  
Quezon City  
EIGHTEENTH Congress  
First Regular Session  

Committee Report No. 558  

Submitted by the Committee on Metro Manila Development on OCT 06 2020  
Re: House Resolution No. 1279  
Recommend its adoption in substitution of House Resolutions Numbered 563 and 597 and Privilege Speech of Rep. Bayani “BF” Fernando delivered in the Plenary on 13 August 2019  
Sponsors: Chairperson Manuel Luis T. Lopez and Deputy Minority Leader Bayani “BF” Fernando  

Mr. Speaker:  
The Committee on Metro Manila Development to which were referred the following measures:  

(1) **House Resolution No. 563**, introduced by Assistant Majority Leader Precious Hipolito Castelo, entitled:  

A RESOLUTION  
URGING THE COMMITTEE ON METRO MANILA DEVELOPMENT AND THE COMMITTEE ON TRANSPORTATION TO EXPLORE THE VIABILITY OF REVIVING THE ORGANIZED BUS ROUTE (OBR) SYSTEM IN EPIFANIO DELOS SANTOS AVENUE (EDSA)  

(2) **House Resolution No. 597**, introduced by Deputy Minority Leader Bayani “BF” Fernando, entitled:  

A RESOLUTION  
DIRECTING THE METRO MANILA DEVELOPMENT AUTHORITY (MMDA) TO REVIVE THE ORGANIZED BUS ROUTE (OBR) SYSTEM IN METRO MANILA TO AT LEAST ITS OPERATIONAL STATUS IN 2009  

(3) **Privilege Speech** of Deputy Minority Leader Bayani “BF” Fernando, delivered on the floor on 13 August 2019, proposing the revival of the OBR System in EDSA  

has considered the same and recommends that the attached House Resolution No. 1279, entitled:  

A RESOLUTION  
CALLING UPON THE METRO MANILA DEVELOPMENT AUTHORITY (MMDA) TO REVIVE AND STRICTLY IMPLEMENT THE ORGANIZED BUS ROUTE (OBR) SYSTEM IN METRO MANILA TO AT LEAST ITS OPERATIONAL STATUS IN 2009  

be adopted in substitution of the above enumerated measures with Representatives Bayani F. Fernando and Precious Hipolito Castelo as authors thereof.  

Respectfully submitted,  

MANUEL LUIS T. LOPEZ  
Chairperson  
Committee on Metro Manila Development  

THE HONORABLE SPEAKER  
House of Representatives  
Quezon City
A RESOLUTION
CALLING UPON THE METRO MANILA DEVELOPMENT AUTHORITY (MMDA) TO REVIVE AND STRICTLY IMPLEMENT THE ORGANIZED BUS ROUTE (OBR) SYSTEM IN METRO MANILA TO AT LEAST ITS OPERATIONAL STATUS IN 2009

WHEREAS, traffic congestion has been a glaring reality in Epifanio Delos Santos Avenue (EDSA), the longest circumferential highway that traverses six (6) cities in Metro Manila from Caloocan City, Quezon City, Pasig City, Mandaluyong City, Makati City, to Pasay City;

WHEREAS, this perennial traffic problem translates to an economic loss of Php 3.5 Billion a day, as pointed out by Japan International Cooperation Agency (JICA) in its study published in 2018;

WHEREAS, the government spends millions of pesos for EDSA traffic management but has not improved the traffic situation;

WHEREAS, the infrastructure projects through the current ‘Build, Build, Build’ Program of our government must be interconnected by efficient roads with an efficient public transportation system;

WHEREAS, EDSA currently does not have an efficient transport system that enables the commuting public to arrive speedily and safely to their destinations;

WHEREAS, there are many bus units on the road operated by different operators without a common dispatching system;

WHEREAS, the Organized Bus Route (OBR) System had been established by the Metro Manila Development Authority (MMDA) in 2003 to which time and money were invested until it was fully developed into a full functioning system by 2009;

WHEREAS, the OBR has the basic parameters of an efficient transport system: (1) the number of carriers must be proportionate to the number of passengers on the road at any given time; (2) each carrier transports optimum passenger load to minimize road space requirement; and (3) carriers are dispatched efficiently on schedule to serve its mission to the commuting public and generate higher investment yields to their operators;

WHEREAS, under the OBR System, two (2) outer lanes in each direction of EDSA were designated as yellow lanes exclusively for city buses. Each lane has bus stops in areas with high passenger volume which is fenced off to restrain undisciplined commuters and...
pedestrians, and force unruly drivers to pick up passengers only at designated loading/unloading areas;

WHEREAS, the OBR System allows provincial buses only on the third lane because they must only carry passengers point to point or load and unload them only at their respective terminal stations;

WHEREAS, the OBR System envisions that public utility buses will run in EDSA like metrorails or twice faster than private vehicles;

WHEREAS, if implemented, the OBR system can deliver the following:
1) Higher passenger load by which every bus unit is sixty percent (60%) to one hundred percent (100%) full per trip, reducing the number of trips per bus per day;
2) Higher income for operators but lesser maintenance costs;
3) Higher income for drivers but lesser time on the road;
4) More disciplined drivers and passengers;
5) More orderliness on the road and less difficulty for traffic enforcers;
6) More convenience to commuters;
7) Improved traffic flow.

WHEREAS, with a regulated dispatching system, bus units will have a uniform number of trips daily, thus, any driver will have no reason to break road rules to compete with and earn more than other bus drivers. A regulated dispatching system will likewise eliminate the problematic ‘boundary system’ because drivers will opt to receive regular salaries, benefits, or rewards for following the traffic rules and regulations;

WHEREAS, in time, as the advantages of the OBR System are experienced, operators will be enticed to organize themselves into a cooperative or corporation, transforming the bus system into more improved, and professionally managed bus entities that can provide regular monetary returns to their member-owners;

WHEREAS, this OBR System differs from the Bus Rapid Transport System in other countries that is heavily subsidized by government. The OBR will be participated in by privately run bus entities but shall be under government regulation;

WHEREAS, at this time, there is no viable alternative public transport system operating in EDSA better than the OBR System. Also, the MMDA has not provided relief to the perennial traffic problem or any kind of solution worthy of serious consideration;

WHEREAS, the following will have to be implemented to effectively revive the OBR System:

1) All necessary road equipment and paraphernalia, such as, fences, gates, barriers, signages, platforms, markers, monitoring equipment like Radio Frequency Identification (RFID) tags and readers, as well as signals must be re-installed in EDSA;
2) Public buses must be given priority at four-way intersections. Other vehicles must stop and make way for the passenger buses to cross. Proper information must be given to traffic enforcers, bus drivers, and motorists; signages and physical arrangements in the roads must be installed to effect this priority to passenger buses;
3) These buses must not stop at any point except in designated bus stops with their doors opening only in front of the platform gates when loading or unloading passengers. Enforcers-on-duty will conduct flag procedures to dispatch them at specified times;
4) The goal is for these buses to move people unimpeded from bus stop to bus stop like trains move from station to station. Dispatching must be in a disciplined or strictly regulated manner for buses to follow regular arrival and departure schedules, thus, minimizing the long queues of passengers and removing idle or empty buses on the roads that occupy much needed road space;

5) Consistently enforce road disciplinary measures against erring individuals through the use of the 'no contact apprehension' method of the MMDA;

6) Execute all programs and policies prescribed in 2009 that support the full implementation of the OBR System;

7) Employ consistent, good, efficient traffic management over these buses in yellow lanes;

8) Aim to get these buses to move twice or thrice faster than other vehicles at all times.

WHEREAS, the MMDA has the technology and experience to manage the OBR System and is the only agency that is ready to implement the system;

WHEREAS, the government has already spent substantial amount of money to perfect this OBR System which is ready for full implementation. It will be advantageous to the public if the government revives this OBR System;

NOW THEREFORE, BE IT RESOLVED, as it is hereby resolved by the House of Representatives to call upon the Metro Manila Development Authority to revive and strictly implement the Organized Bus Route System in Metro Manila to at least its operational status in 2009;

RESOLVED FURTHER, that this implementation shall take place within one hundred and fifty (150) days upon the adoption of this resolution.

Adopted,
FACT SHEET

House Resolution No. 1279
(in substitution of HRs 563, 597, and Privilege Speech)

A RESOLUTION CALLING UPON THE METRO MANILA DEVELOPMENT AUTHORITY (MMDA) TO REVIVE AND STRICTLY IMPLEMENT THE ORGANIZED BUS ROUTE (OBR) SYSTEM IN METRO MANILA TO AT LEAST ITS OPERATIONAL STATUS IN 2009

Introduced by Reps. Manuel Luis Т. Lopez, Bayani F. Fernando, and Precious Hipolito-Castelo

Committee Referral: Committee on Metro Manila Development
Committee Chairperson: Rep. Manuel Luis T. Lopez

Objective:

To help alleviate the traffic congestion in Epifanio Delos Santos Avenue (EDSA) in order to move vehicles faster and ease public commuting by re-operating the Organized Bus Route (OBR) System that features:

1) Two lanes in each side of EDSA exclusively dedicated for public utility buses (PUBs);
2) Designated terminals for these PUBs;
3) A regulated, on-schedule dispatch system; and
4) Organized bus and terminal operators.

Key Provisions:

1) Mandate the MMDA to execute all programs and policies under the OBR System operationalized in 2009, such as the:
   a) designation of two lanes in each side of EDSA exclusively for PUBs;
   b) re-installation of road equipment and paraphernalia to execute proper management of these PUBs vis-à-vis other vehicles following the OBR design;
   c) re-installation of traffic violation monitoring equipment like the Radio Frequency Identification (RFID) tags and readers;
   d) stricter implementation of the "no-contact-apprehension";
   e) efficient training of traffic enforcers to the requirements of the OBR System; and
   f) prudent expenditure and accounting of the funds allocated for the OBR System.

2) Urge the terminal and bus operators to organize and follow the rules of the OBR System particularly in the area of synchronized or regulated dispatch of PUBs; passenger load; commuter convenience; drivers' discipline, salaries, and benefits;

3) Urge passengers and drivers to be more disciplined on the roads.

Related Laws:

- Republic Act No. 4136, re: Land Transportation Code (enacted on June 20, 1964)
- Republic Act No. 7924, re: Creation of the Metropolitan Manila Development Authority (enacted on July 25, 1994)
- Republic Act No. 10930, re: Rationalizing and Strengthening the Policy Regarding Driver's License (enacted on July 25, 2016)