

Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

First Regular Session
EIGHTEENTH CONGRESS

House Resolution No. 563



Introduced by the Honorable Precious Hipolito Castelo

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)

WHEREAS, it cannot be denied that the perennial problem of traffic is costing the nation incalculable losses by the minute;

WHEREAS, the bigger picture shows that the traffic problem transcends beyond the issue of personal inconvenience – and touches upon the nation's economy as a whole;

WHEREAS, it was found that the Philippines is now losing PhP 3.5 billion a day due to traffic in Metro Manila alone¹;

WHEREAS, it is clear as day that something must change, and this pressing problem of traffic demands an immediate and practical remedy, lest we find ourselves stuck at an urban perpetual gridlock;

WHEREAS, one proposal is to revive the Organized Bus Route (OBR) system, specifically in Epifanio Delos Santos Avenue (EDSA), which was implemented in 2006 by then Metro Manila Development Authority (MMDA) Chairman, Rep. Bayani Fernando;

WHEREAS, EDSA serves as the transportation corridor on both north and south and even southwest of Metro Manila, passing through 6 of 17 cities in the region, namely, Caloocan, Quezon City, Mandaluyong, San Juan, Makati, and Pasay;

WHEREAS, concerned offices in our bureaucracy failed to explain much less address to resolve the causes of illegal practices of several bus companies or owners whose buses ply EDSA or Metro Manila;

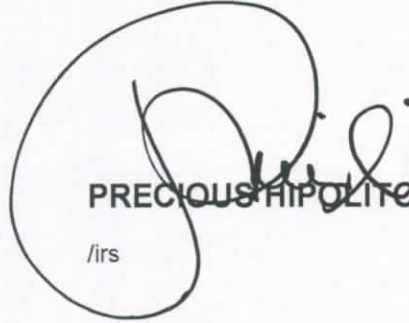
WHEREAS, some of these illegal practices include the following: a) "*buntis*", or when a license plate of a bus authorized on a specific route is used by two or more other buses; b) "*kabit*", or when a bus company allows others (individuals or companies) to piggyback on its government issued franchise for a fee; and c) "*colorum*" or when a bus company, without a franchise, puts its buses on a route or where a franchised bus company allows its buses on unauthorized routes;

WHEREAS, the OBR system might be an effective countermeasure to solve the above-enumerated problems;

¹ <https://cnnphilippines.com/transportation/2018/02/23/JICA-P3.5-billion-traffic.html>

NOW, THEREFORE, BE IT RESOLVED by the House of Representatives to urge House Committees on Metro Manila Development and Transportation, to jointly, in aid of legislation, explore the viability of reviving the Organized Bus Route (OBR) system in Metro Manila, specifically in EDSA.

ADOPTED,

A large, stylized handwritten signature in black ink, consisting of several loops and a long horizontal stroke.

PRECIOUS HIPOLITO CASTELO

/irs