ESTABLISHMENT OF SOUTH INTERIM PROVINCIAL TERMINAL (SIPT) AND NORTH INTERIM PROVINCIAL TERMINAL (NIPT)

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WHEREAS, the changing pattern in public transport and commuting behavior calls for a review of route structures of public transport modes that would effectively balance out Metro Manila's demand and supply of transport services towards a more efficient and convenient public transport system;

WHEREAS, Sec. 3b of RA 7921 mandates the MMDA to manage transport and traffic in Metro Manila, which include the formulation, coordination and monitoring of policies, standards, programs and projects to rationalize the existing transport operations, infrastructure requirements, the use of thoroughfares and promotions of safe and convenient movement of persons and goods;

WHEREAS, RA 7160 known as the Local Government Code of 1991, empowers the LGUs to regulate the use of streets, avenues, alleys, sidewalks, bridges, parks, and other public places, regulate garages, and the operation of conveyance for hire; establish bus and vehicle stops and terminals and regulate the use of the same by privately-owned vehicles which serve the public;

WHEREAS, recent studies conducted by the DOTC and MMDA found out that one of the effective methods of immediately decongesting traffic in Metro Manila is to restrict public provincial buses (PPUBs) from entering Metro Manila;

WHEREAS, one possible solution is the construction of a centralized and integrated provincial transport terminals;

WHEREAS, Executive Order No. 67 Series of 2012 otherwise known as "Providing for the Establishment of the Integrated Transport System (ITS)" was issued to provide effective interconnections between different transport modes and services thereby ensuring efficient and seamless travel for the commuting public;

WHEREAS, the LTFRB issued the following:

a) Memorandum Circular No. 2014-09 suspending for 120 days the implementation of out-of-line operation as mode of colorum operations;

b) Memorandum Circular No. 2014-10, otherwise known as the "IMPLEMENTING GUIDELINES ON THE CONDUCT OF RATIONALIZATION OF ROUTES OF PROVINCIAL PUBLIC UTILITY BUS SERVICE";

c) Memo Circular No. 2014-13 "IMPLEMENTING GUIDELINES ON THE AMENDMENT OF AUTHORIZED ROUTES OF METRO MANILA CITY BUS SERVICE" which substantially provides the allowance of amendment of routes to clarify or update the description of the authorized routes of city buses;

d) The Advisory on NO APPREHENSION POLICY FOR TH Services from June 28, 2014 to July 28, 2014 and

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extended the same from July 29, 2014 to August 29, 2014 through Board Resolution No. 5, Series of 2014;

WHEREAS, the foregoing LTFRB issuances added congestion to the already congested Metro Manila roads, thus, resulted to heavy traffic in different parts of Metro Manila;

WHEREAS, in July 2013, pursuant to EO No. 67, the OP issued Administrative Order No. 40 providing for the establishment of interim transport terminals, to provide for .a convenient, efficient and systematic transport system, to decongest road ways, to promote road and commuter safety, and to reduce pollution in EDSA, in preparation for the full implementation of the Integrated Transport System under EO No. 67;

WHEREAS, Section 5 of AO 40 provides: “Amendment and Adjustments of Routes and Areas of Operations of Affected Buses and AUVs. The LTFRB is hereby directed to amend the routes and areas of operations of affected provincial buses and AUVs such that their routes shall end on the ITTs that will be established pursuant to this Order. The LTFRB is likewise directed to adjust the routes and areas of operations of city buses. AIVs and jitneys in Metro Manila to enable them to bring and pick-up passengers and goods to and from the ITTs.”

WHEREAS, in August 2013, the Southwest Integrated Public Transport Terminal (SWIPTT) established by MMDA pursuant to AO 40 became fully operational;

WHEREAS, there is a necessity to immediately establish the south and north interim provincial terminals until the completion of the permanent ITS terminals to address the pressing need to lessen the volume of vehicles in Metro Manila particularly in EDSA;

WHEREAS, during the interagency meeting, it was proposed and approved that the South Interim Provincial Terminal (SIPT) will be established at Filinvest, Alabang, Muntinlupa City while the North Interim Provincial Terminal (NIPT) will be established in an area designated by Malabon and Caloocan Cities;

WHEREAS, it was also approved that the SIPT shall be managed and operated by the Local Government of Muntinlupa City, while the NIPT shall be managed and operated by Local Government of Malabon and Caloocan cities, both to be assisted by MMDA;

WHEREAS, the SIPT shall be the end/starting point of provincial buses going to and coming from the South such as but not limited to Bicol, Visayas, and Mindanao Regions;

WHEREAS, the NIPT shall be the end/starting point of North Provincial Buses with endpoint at Balintawak, Quezon City;

WHEREAS, only registered and authorized buses shall be tagged and be allowed to enter and be dispatched at the SIPT and NIPT;

WHEREAS, the said terminals will be equipped with necessary facilities and equipment for smooth operations such as berthing bays, entry and exit gates, staging and/or waiting area for the provincial buses, passengers’ and drivers’ waiting area, monitoring and control room, commercial stalls, among other;

WHEREAS, the MMDA shall assist the Local Government of Muntinlupa, Malabon and Caloocan in formulating the necessary systems, implementing rules and regulations, and policies for the efficient and effective operations and management of the SIPT including the collection of necessary charges, fees, and rentals to sustain the operations of the terminal;

WHEREAS, the MMC has authorized the Special Traffic Committee to study, craft and formulate policies and regulations to respond to the pressing needs to alleviate traffic congestion in the major thoroughfares of Metro Manila; WHEREAS, the committee recognized the urgency in establishing an interim PROVINCIAL terminal to

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decongest the roads of Metro Manila especially EDSA and provide a safe and convenient movement of persons and goods;

NOW, THEREFORE, BE IT RESOLVED AS IT IS HEREBY RESOLVED, by the authority given to the Special Traffic Committee, the Committee hereby approves as follows:

- North provincial buses with end route at Balintawak, Quczon City, and South provincial buses such as but not limited to those coming from Bicol, Visayas, and Mindanao are covered by this Resolution.

- The SIPT shall be managed and operated by Muntinlupa City Government to be assisted by the MMDA.

- The NIPT shall be managed and operated by Caloocan and Malabon Cities to be assisted by the MMDA.

- The SlPT shall be the end/starting point of provincial buses going to and coming from the South such as but not limited to Bicol, Visayas, and Mindanao Regions.

- The NIPT shall be the end/starting point of North provincial buses with end route at Balintawak, Quezon City.

- The MMDA in coordination with the LTFRB shall tag the authorized buses who can enter and be dispatched at the SIPT and NIPT.

- Covered provincial buses that go beyond the SIPT and NIPT shall be apprehended and be cited for out-of-line violation.

- Should any part of this Resolution be declared invalid or unconstitutional, the other provisions not affected shall remain in full force and effect.

- This Memorandum Circular shall take effect immediately following its publication in a newspaper of general circulation and the filing of three (3) copies hereof with the UP Law Center pursuant to Presidential Memorandum Circular No. 11, dated 09 October 1992.

APPROVED, this 27th day of August 2014, Makati City.

(SGD) HON. HERBERT M. BAUTISTA
Chairman
MMC – Special Traffic Committee

(SGD) HON. DEL R. DE GUZMAN
Vice-Chairman

(SGD) HON. LUIS I. BUSTAMANTE
Member

(SGD) HON. LORENA NATIVIDAD-BORJA
Member

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