

**[ MMDA RESOLUTION NO. 03-28 SERIES OF 2003,  
September 17, 2003 ]**

**APPROVING THE IMPLEMENTATION OF THE EDSA ORGANIZED  
BUS ROUTE PROJECT OF THE METROPOLITAN MANILA  
DEVELOPMENT AUTHORITY AND ITS IMPLEMENTING  
GUIDELINES**

WHEREAS, Republic Act No. 7924 empowers the Metropolitan Manila Development Authority (MMDA) to set policies concerning traffic in Metro Manila and coordinate and regulate the implementation of all programs and projects concerning traffic management specifically pertaining to enforcement, engineering and education;

WHEREAS, in line with its mandated functions, the MMDA is continuously undertaking studies to come up with viable programs/projects that could help ease the traffic problem in Metro Manila;

WHEREAS, the EDSA Organized Bus Route Project of the MMDA is considered as one of the possible solutions to efficiently manage the flow of buses along EDSA by controlling the headways between buses dispatched at terminals and by strictly enforcing rules on the use of PUV lanes and loading and unloading areas.

NOW, THEREFORE, be it resolved as it is hereby resolved, pursuant to Section 6 of RA 7924, that the Metro Manila Council (Council), in session duly assembled, after due deliberation, hereby approves the implementation of the EDSA Organized Bus Route Project of the MMDA and its Implementing Guidelines, attached hereto as "Annex A" of this Resolution.

RESOLVED FINALLY, that in order to effectively carry out the project, the MMDA Chairman is given the authority to revise or modify the guidelines as may be necessary in its implementation, subject to the review of the Council.

This Resolution shall take effect upon approval.

Adopted: 17 Sept. 2003

(SGD.) BAYANI F. FERNANDO  
*Chairman*

(SGD.) BENJAMIN C. ABALOS, JR.  
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(SGD.) JOEY P. MARQUEZ  
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(SGD.) SIGFRIDO R. TINGA  
*Mayor, Taguig*

(SGD.) WENCESLAO B. TRINIDAD  
*Mayor, Pasay City*

(SGD.) AMADO S. VICENCIO  
*Mayor, City of Malabon*

(SGD.) JESUS C. CRUZ  
*Chairman*  
*Metro Manila Vice Mayors League*

(SGD.) PERPETUO F. CAMILA  
*President*  
*Metro Manila Councilors League*

*Annex A*

**MEMORANDUM CIRCULAR NO. 08**  
**Series of 2003**

**IMPLEMENTING GUIDELINES FOR MMDA RESOLUTION NO. 03-28, SERIES**  
**OF**  
**2003, APPROVING THE EDSA ORGANIZED BUS ROUTE PROJECT OF THE**  
**METROPOLITAN MANILA DEVELOPMENT AUTHORITY**

**1.0 RATIONALE**

The MMDA, as the agency mandated to implement all programs and projects concerning transport and traffic management, has designed and implemented various programs and projects to address the traffic problem in Metro Manila.

However, despite the presence of these projects/programs, traffic congestion in Metro Manila seems unabated particularly along its major thoroughfares.

To respond to the seemingly unending traffic mess in the metropolis, the MMDA is continuously undertaking studies to improve the flow of traffic in Metro Manila.

Among the projects being considered as one of the viable solutions that can help ease the traffic problem in the metropolis is the EDSA Organized Bus Route Project, conceived to improve the operation of bus service at EDSA by controlling the headways between buses dispatched at terminals and by strictly enforcing the rules on the use of PUV lanes and loading and unloading areas. With controlled and unified dispatch of buses, bus volume on hourly basis will be reduced thus increasing travel speeds.

**2.0 OBJECTIVE**

To provide implementing guidelines for MMDA Resolution No. 03-28, Series of 2003, known as the MMDA EDSA Organized Bus Route Project to enable affected/concerned parties to understand the details of the same.

### **3.0 GUIDELINES**

- 3.1 Buses will be given color-coded dispatch numbers at terminals or centralized dispatching area and at control stations along EDSA where buses from various routes converge. The color of the dispatch cards depends on the location of the terminal or control station where such cards are issued.
- 3.2 Buses will be dispatched sequentially on a FIRST IN-FIRST OUT procedure from terminals or centralized dispatching area. A pre-set desirable headway as indicated in the timer installed at said locations will determine time gap between dispatch. Headway shall vary based on demand and/or time of the day.
- 3.3 Dispatch number, bus/plate number, name of bus company, destination, and departure time will be recorded for each of the bus dispatched.
- 3.4 Dispatch number must be displayed on the right side windshield of each bus.
- 3.5 Buses with higher dispatch numbers will not be allowed to overtake other buses with lower dispatch numbers.
- 3.6 At control points along EDSA where buses from various routes converge, new set of numbers will be issued to replace the original dispatch number from terminal or from previous control point(s), in order to maintain a sequential ordering of buses.
- 3.7 Headways may vary based on demand along the corridor. There will be spotters along EDSA to monitor accumulation of waiting passengers.
- 3.8 The 1st or the kerb lane of the Yellow or PUV lanes will be for the exclusive use of the city buses, other PUVs (provincial buses, jeepneys, mega taxis, taxis with no passenger, and other yellow plate vehicles) will be required to use the 2nd lane of the PUV lanes. Taxis with passengers must use the lanes for private vehicles (3rd, 4th and 5th or median lane).
- 3.9 At service roads of intersections with underpasses and flyovers, city buses may transfer to the 2nd lane upon leaving the bus stop before the intersection in order to allow right turning cars to occupy the kerb or the 1st lane.
- 3.10 The 1st or the kerb lane can also be used as temporary holding area for stalled vehicles and for other emergency purposes.

- 3.11 All buses will be required to use the at-grade service road at intersections with flyover or underpass except in areas to be specifically identified by MMDA.
- 3.12 City buses can load and unload passengers at major stops, the maximum duration of which shall not exceed thirty (30) seconds or as indicated by the timer installed in the area. At minor stops, buses will be allowed to load and unload passengers, the duration of which depends on demand but not more than 15 seconds.
- 3.13 At major bus stops or controlled stations, loading and unloading will only be allowed at designated areas between the markers "Start of Loading/Unloading Area" and "End of Loading/Unloading Area". Incoming buses outside the designated area must observe "Closed Door Policy".
- 3.14 First arriving bus must occupy the area nearest the marker "Start of Loading/Unloading Area". Succeeding buses must occupy the space immediately following the first bus.
- 3.15 For each hour, the signal and timer will be set to a desirable maximum loading/unloading/waiting time or to the desirable headway between bus departures from bus stops. When the signal turns from "RED" to "GREEN" or when the timer has reached the predetermined time limit, all buses within the designated loading/unloading areas must leave immediately. The following or next group of buses must move immediately to the designated loading and unloading area vacated by the previous buses. The timer starts when the first bus in the platoon has moved to the area with marker "Start of Loading/Unloading Area".

Traffic Enforcers shall be assigned at designated loading/unloading areas in order to strictly implement this provision. Moreover, apprehension of erring bus drivers should be done outside the designated loading/unloading areas so as to clear the way or to enable the next group of buses to move thereon.

- 3.16 There will be absolutely no loading and unloading at signalized intersections during green phase of the signal.
- 3.17 Loading and unloading shall only be allowed in the kerb or first lane.
- 3.18 Private vehicles and taxis may stop to load and unload passengers and/or goods on the kerb or first lane anywhere along the length of EDSA but not within 50 meters from the nearest intersection, and not for more than 30 seconds.
- 3.19 Queue numbers will be surrendered to authorized MMDA personnel at designated exit points at EDSA. For each exiting bus, MMDA shall record queue number, plate number, bus number, company name, destination, and arrival time.

3.20 Provincial buses are not allowed to load and unload along EDSA, except on areas to be specifically marked by MMDA for that purpose.

3.21 Private vehicles may only enter the PUV lanes when making right turns to side roads of EDSA or when entering EDSA from the side roads. There will be appropriate lane markings for this purpose.

### 3.22 Northbound

#### 3.22.1 Terminals

§	TNB1 -	Baclaran (for Baclaran route via EDSA)
§	TNB2 -	C4 Extension (for Baclaran route via Ayala)
§	TNB3 -	NAIA
§	TNB4 -	Alabang/Muntinlupa
§	TNB5 -	FTI
§	TNB6 -	Pacita

#### 3.22.2 EDSA Entry points

§	Roxas Blvd (from Baclaran via C4)
§	Tramo (from NAIA)
§	South Superhighway/South Luzon Expressway (from Alabang/Muntinlupa, Pacita, FTI)
§	Ayala Avenue (Baclaran via Ayala)

#### 3.22.3 Control Points

§	CNB1 -	Mantrade (converging point of buses from Baclaran Terminal, NAIA, FTI, Alabang/ Muntinlupa, Pacita)
§	CNB2 -	Estrella (covering point for buses from Mantrade and from C4 Extension Terminal via Ayala)

3.22.4 Color coded queue numbers will be issued/posted on the vehicles at the following locations:

TNB1	Baclaran	Blue
TNB2	C4 Extension	White
TNB3	NAIA	Black
TNB4	Alabang/Muntinlupa	Green
TNB5	FTI	White
TNB6	PACITA	Brown
CNB1	Mantrade	Gray
CNB2	Estrella	Violet