

MAP Statement on Busway Access

November 17, 2023

The Management Association of the Philippines (MAP) supports the restrictions imposed by the DOTr on the access and use of the EDSA Busway. Only the most essential exemptions must be allowed.

But we must state that the proposal of the MMDA to allow a "convoy of 5 vehicles of officials" on the Busway runs counter to globally accepted Busway standards that account for its efficiency.

This MMDA proposal must not become a policy.

The Busway is a dedicated carriageway for buses to transport commuters that was introduced as a solution to the previous chaotic and inefficient bus service extant for many decades to the great detriment of commuters. Now that a solution has been introduced with demonstrated effectiveness, it must not be allowed to be compromised or degraded by lax or *pusong mamon* enforcement.

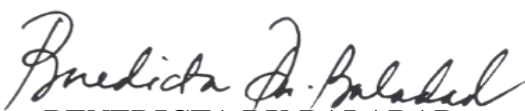
The restricted access and exclusivity of the Busway, aside from its alignment on the innermost lane, are the two most important standards governing the operation of Busways and Bus Rapid Transit (BRT) system. These standards are the very reasons the Busway and BRT system are the most cost-effective urban mass transit system in the world.

All efforts must be exerted to adhere to these Busway standards to protect it from being degraded.

Violation of Busway standards will spell the doom of this EDSA Busway and chaotic bus service will reign once again as before when over 3,000 buses clogged the curbside yellow bus lanes and caused traffic turmoil.

The efficiency of the EDSA Busway enabled a mere 550 buses to carry as much as 450,000 passengers a day as on December 27, 2020. In the 30-month period since the inception of the Busway on June 1, 2020 up to the end of 2022, a total of 154 million passengers were transported.

Accommodating convoys of officials demonstrates inconsistency of public policy: favoring the privileged few over the overwhelming majority of the commuters and motorists who deserve an efficient EDSA Busway.



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