

NINETEENTH CONGRESS OF THE  
REPUBLIC OF THE PHILIPPINES  
*Third Regular Session*

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24 JUL 29 A11 :28

**SENATE**

**P. S. RES. No. 1082**

RECEIVED BY

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Introduced by Senator Raffy T. Tulfo

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**RESOLUTION**

**DIRECTING THE SENATE COMMITTEE ON PUBLIC SERVICES TO CONDUCT AN INQUIRY, IN AID OF LEGISLATION, INTO THE CONTROVERSIAL WHEELCHAIR RAMP LOCATED AT THE EDSA-PHILAM BUSWAY STATION IN QUEZON CITY WITH THE END IN VIEW OF ENSURING THAT CONSTRUCTION OF SIMILAR STRUCTURES MEET THE STANDARDS SET BY BATAS PAMBANSA BILANG 344, OTHERWISE KNOWN AS THE "ACCESSIBILITY LAW"**

1 WHEREAS, in July 2024, a Persons with Disability (PWD) ramp connected to a  
2 footbridge at the EDSA-Philam busway station in Quezon City became controversial  
3 for being too steep, particularly for the use of persons with disabilities (PWDs);

4 WHEREAS, the said ramp was constructed to take the PWDs to the top of the  
5 footbridge;

6 WHEREAS, calls for accountability were raised against the Metropolitan Manila  
7 Development Authority (MMDA) as the structure was compared by social media users  
8 to rollercoasters, skateboard ramps and water slides because of its steepness;

9 WHEREAS, the Implementing Rules and Regulations (IRR) of Batas Pambansa  
10 Bilang 344 otherwise known as the "Accessibility Law" provides that, "the maximum  
11 gradient for ramps shall be 1:12";

12 WHEREAS, the same IRR states that, "the length of a ramp should not exceed  
13 6 meters; longer ramps whose gradient is 1:12 shall be provided with landings not  
14 less than 1.50 meters";

1 WHEREAS, Armand Eustacio, one of the architects who crafted the  
2 abovementioned IRR, mentioned in his interview<sup>1</sup> that the subject wheelchair ramp  
3 "has a very steep gradient of 1:4 or angle of 14 degrees", thereby not meeting the  
4 standard set by the law;

5 WHEREAS, Architect Eustacio also shared that the "ramp does not have  
6 handrails at the right heights of 90 centimeters and 70 centimeters on both sides and  
7 that the flooring is not non-skid, even when dry, for some, because of the steep  
8 gradient";


9 WHEREAS, the MMDA admitted that said PWD ramp is imperfectly designed for  
10 wheelchair users;


11 WHEREAS, as a result, MMDA closed the controversial wheelchair ramp to give  
12 way for its improvements as well as to construct a wheelchair lift;

13 WHEREAS, it is glaring that the controversial wheelchair ramp did not achieve  
14 the intent of the Accessibility Law to give independent mobility and empowerment to  
15 PWDs; Now, therefore, be it

16 RESOLVED BY THE SENATE, as it is hereby resolved, To direct the Senate  
17 Committee on Public Services to conduct an inquiry, in aid of legislation, into the  
18 controversial wheelchair ramp located at the EDSA-Philam Busway Station in Quezon  
19 City with the end in view of ensuring that construction of similar structures meet the  
20 standards set by Batas Pambansa Bilang 344, otherwise known as the "*Accessibility*  
21 *Law*".

Adopted,



**RAFFY T. TULFO** 

/mabm

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<sup>1</sup> Kahanap, Patricia (July 18, 2024). "*Stairway to heaven? MMDA draws flak for steep EDSA busway wheelchair ramp*". Information accessed at <https://www.rappler.com/philippines/metro-manila/filipinos-online-criticize-edsa-busway-pwd-ramp/>