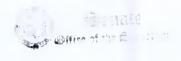
NINETEENTH CONGRESS OF THE	)
REPUBLIC OF THE PHILIPPINES	)
Third Regular Session	)



24 JUL 29 A11:28

SENATE

P. S. RES. No. 1082



Introduced by Senator Raffy T. Tulfo

## **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 WITH THE END IN VIEW OF ENSURING CONSTRUCTION OF SIMILAR STRUCTURES MEET THE STANDARDS SET BY **PAMBANSA** BATAS BILANG 344, **OTHERWISE** KNOWN AS "ACCESSIBILITY LAW"

WHEREAS, in July 2024, a Persons with Disability (PWD) ramp connected to a 1 footbridge at the EDSA-Philam busway station in Quezon City became controversial 2 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; WHEREAS, calls for accountability were raised against the Metropolitan Manila 6 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; WHEREAS, the Implementing Rules and Regulations (IRR) of Batas Pambansa 9 10 Bilang 344 otherwise known as the "Accessibility Law" provides that, "the maximum gradient for ramps shall be 1:12"; 11 12 WHEREAS, the same IRR states that, "the length of a ramp should not exceed 6 meters; longer ramps whose gradient is 1:12 shall be provided with landings not 13 less than 1.50 meters"; 14

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

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

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

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

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

RESOLVED BY THE SENATE, as it is hereby resolved, To direct 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".

Adopted,

RAFFY T. TULFO

/mabm

<sup>&</sup>lt;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/metromanila/filipinos-online-criticize-edsa-busway-pwd-ramp/