

REPUBLIC OF THE PHILIPPINES
House of Representatives
Quezon City

SEVENTEENTH CONGRESS
1st Regular Session

HOUSE BILL NO. 1577

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| HOUSE OF REPRESENTATIVES | |
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| REGISTRATION UNIT BILLS AND INDEX SERVICE | |

Introduced by Congressman Alfredo D. Vargas III

EXPLANATORY NOTE

The tricycle sector represents the biggest mode of public transportation in the Philippines. As of 2012, there are over 650,000 public tricycles operating in the country, accounting for nearly 68% of the total for-hire vehicle population¹. According to the National Center for Transportation Studies of the University of the Philippines, tricycle organizations play an important role in developing intermodal transportation that are intended to be 'reliable, responsive, complimentary and viable service to the commuting public.'²

However, the continuously increasing number of tricycles in the country has contributed to worsening problems, one of which is environmental degradation. Tricycles and motorcycles are responsible for 45% of all volatile organic compound emissions³ which destroy the ozone layer and worsen the greenhouse effect.

Another issue that the tricycle sector faces is on safety. Tricycles are perceived to be more accident-prone than four-wheeled vehicles. This is due to the instability of the sidecar attached to the motorcycles, which serves as passengers' seat.⁴ In Metro Manila, passenger tricycle injury ranks fourth in causing motor vehicle injuries.⁵

¹ Taruc, Paolo. 2015. *Tricycles: As iconic as jeepneys and just as problematic*, CNN Philippines. Available from: <http://cnnphilippines.com/news/2015/03/16/tricycles-as-iconic-as-jeepneys.html> [30 September 2015]

² UP NCTS. __. *Tricycles Operations Management Seminar*. Available from: <http://ncts.upd.edu.ph/main/component/content/article/3-uncategorized/55-tricycle-operations-management-seminar-trioms> [30 September 2015]

³ *Ibid.*

⁴ Urban Partnerships Foundation. 2006. *Urban Transport*. Available at: <http://www.ombudsman.gov.ph/UNDP4/wp-content/uploads/2012/12/Chap-07.-Urban-Transport-30Nov06-UPF.pdf> [30 September 2015]

⁵ Philippine Pediatric Society, Inc. 2004. *Child Safety in Public Motor Vehicles*. PPS Policy Statement, Series 2004 Vol. 1 No. 8. Available at: http://www.pps.org.ph/policy_statements/public_vehicles.pdf [30 September 2015]

Since most of Filipino commuters rely heavily on tricycles as their means of transportation, sufficient measures must be implemented to ensure the driver safety skills and awareness. The proposed Tricycle Driver Safety Act seeks to establish tricycles driver safety training and motorist awareness programs at the national level. The proposed legislation has also directed the Land Transportation Office and the Technical Education and Skills Development Authority to develop these programs.

To protect properties and the lives of tricycle drivers, passengers and pedestrians, the passage of this bill is earnestly sought.



ALFREDO D. VARGAS III

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AN ACT
ESTABLISHING TRICYCLE DRIVER TRAINING AND MOTORIST AWARENESS
PROGRAMS

Be it enacted by the Senate and the House of Representatives of the Philippines in Congress assembled:

Section 1. **Short Title.** – This Act shall be known as “*Tricycle Drivers Safety Act*”.

Sec. 2. **Definition of Terms.** – For purposes of this Act, the term”

- A. “LTO” shall mean the Land Transportation Office;
- B. “Motorist Awareness” shall mean individual or collective motorist awareness of the presence of tricycles and motorcycles on or near roadways; and safe driving practices that avoid injury to tricycles, motorcyclists, bicyclists, and pedestrians;
- C. “Motorists awareness program” shall mean any information or public awareness program designed to enhance motorists awareness that is developed by or in coordination with the Land Transportation Office and the local government unit authority having jurisdiction over tricycle regulation;
- D. “TESDA” shall mean the Technical Education and Skills Development Authority;
- E. “Tricycle” shall mean a motor vehicle composed of a motorcycle with more than two (2) cylinders of five hundred cubic centimetres (500cc) engine capacity, with a single-wheel sidecar designed to accommodate three (3) passengers only including the driver; and
- F. “Tricycle Drivers Safety Program” shall mean any formal program of instruction that provides accident avoidance and other safety-oriented operational skills to tricycle drivers, including innovative training to meet unique regional needs;

Sec. 3. **Implementing Agency.** – The LTO, with the assistance of TESDA, shall:

- A. Develop and implement a nationwide Tricycle Drivers Safety Program in coordination with tricycle regulation offices of local government units;
- B. Develop and implement a nationwide Motorist Awareness Program in coordination with the tricycle regulation offices of local government units;
- C. Collect and analyze data on tricycle accidents and other information that can be used to monitor the effectivity of the program and for research, technical assistance, and policy development; and
- D. Provide continuous information and awareness campaigns to the target driver and the general public on transportation safety issues.

Sec. 4. **Role of Local Government Units.** – The office of each local government unit that is in-charge of regulating the tricycle sector in their jurisdiction shall ensure that tricycle drivers shall not operate without first undergoing the Tricycle Drivers Safety Program. A franchise shall not be granted until a certificate issued by the LTO to the driver/applicant has been presented.

Sec. 5. **Appropriations.** – To carry out the provision of this Act, such amount as may be necessary is hereby authorized to be appropriated from the National Treasury. Thereafter, the amount necessary for the continuous operation of the program shall be included in the annual appropriations of the Land Transportation Office.

Sec. 6. **Separability Clause.** – If any provision of this Act is held invalid or unconstitutional, the same shall not affect the validity and effectivity of the other provisions hereof.

Sec. 7. **Repealing Clause.** – All laws, decrees, orders, and issuances, or portions thereof, which are inconsistent with the provisions of this Act, are hereby repealed, amended or modified accordingly.

Sec. 8. **Effectivity Clause.** – This Act shall take effect fifteen (15) days after its publication in the Official Gazette or in two (2) newspapers of general circulation.

Approved,