

Republic of the Philippines
HOUSE OF REPRESENTATIVES,
Quezon City Metro Manila

SEVENTEENTH CONGRESS

First Regular Session

HOUSE BILL NO. 3623



Introduced by **HON. AMADO T. ESPINO, JR.**

EXPLANATORY NOTE

This measure seeks to establish tricycle drivers' safety training and motorists' awareness programs at the national level. The Land Transportation Office (LTO) and the Technical Education and Skills Development Authority (TESDA) are hereby directed to develop the appropriate tricycle drivers' safety training and motorists' awareness programs. The safety training kits and the motorists' awareness manuals will be downloaded to the concerned local government units (LGUs) where these tricycles will be plying or given local franchise with regards to their respective route.

It is of common knowledge that 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 sixty eight percent (68%) of the total for-hire vehicle population.

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 supposed to be reliable, responsive, complimentary and viable service to the commuting public.

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 forty-five percent (45%) of all volatile organic compound emissions which destroy the ozone layer and worsen the greenhouse effect.

Another issue that the tricycle sector faces is on public 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. In Metro Manila, passenger tricycle injury ranks fourth (4th) in causing motor vehicle injuries.

Since most of the Filipino commuters rely heavily on tricycles as their means

of transportation, sufficient measures must be implemented to ensure the driver safety skills and awareness.

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


AMADO T. ESPINO, JR.
Representative
Fifth District, Pangasinan

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AN ACT
ESTABLISHING TRICYCLE DRIVERS' TRAINING AND MOTORISTS'
AWARENESS PROGRAMS

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

SECTION 1. *Short Title.* - This Act shall be known as the "**Tricycle Drivers and Motorists Safety Act of 2016**".

SECTION 2. *Statement of Policy.* - It is the policy of the State to serve and protect the people.

SECTION 3. *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 on the presence of tricycles and motorcycles on or near roadways; and safe driving practices which will prevent accident or 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 (LTO) and the local government unit (LGU) authority having jurisdiction over tricycle regulations.

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 centimeters (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.

SECTION 4. *Implementing Agency.* - The LTO, in coordination with 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.

SECTION 5. *Role of Local Government Units.* - The office of each local government unit that is in-charge with regulating the tricycle sector in their respective 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 duly presented.

A periodic seminar/training on roads and motorists safety shall be undertaken by the respective local government units.

SECTION 6. *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 LTO and TESDA.

SECTION 7. *Separability Clause.* - If any provision of this Act shall be held invalid or unconstitutional, the same shall not affect the validity and effectivity of the other provisions hereof.

SECTION 8. *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.

SECTION 9. *Effectivity Clause.* - This Act shall take effect fifteen (15) days after its publication in the Official Gazette or in two (2) newspapers of general.

Approved,