

Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

SEVENTEENTH CONGRESS
First Regular Session

HOUSE BILL NO. 4187



Introduced by **Representative ANA CRISTINA S. GO**

**AN ACT ESTABLISHING STRATEGIC PUBLIC UTILITY VEHICLE STOPS
IN ALL LOCAL GOVERNMENT UNITS, APPROPRIATING FUNDS THEREFOR
AND FOR OTHER PURPOSES**

EXPLANATORY NOTE

Article 1732 of the New Civil Code defines Common Carriers as "persons, corporations, firms or associations engaged in the business of carrying or transporting passengers or goods or both, by land, water, or air, for compensation, offering their services to the public."

Public utility vehicles (PUVs) which include Buses, Taxis, Jeepneys and Tricycles ply, negotiate and drive along national, provincial and city roads in conducting their transportation business. As a common carrier, a PUV must observe that degree of care required by law, that is to "observe extraordinary diligence" with regards to the transportation of their passengers and/or goods. That same legal principle however has not been observed when it is about the relationship of the PUVs with the general public.

Expert studies have consistently pointed out that the lack of discipline of PUV drivers is one of the major reasons why traffic in Metro Manila and Metro Cebu has gone from bad to worse. In a JICA-conducted research, the country is losing P2.4 Billion of potential income every day because of traffic in Metro Manila. Just recently, Metro Cebu was identified by transportation executives as the city with the worst traffic in the world.

The PUVs are a part of this worsening problem. The PUVs' predilection to stop to pick up and unload passengers at any time and from any spot contribute to the gridlock and slow-down in all the streets. The PUVs' perceived lack of road discipline however is not entirely due to the hands behind the wheel.

The real problem is that there is no law which regulates where and when a PUV should stop to pick up and unload passengers. True, there are local ordinances and there are DOTr regulations which seek to instill order in the streets. But clearly

they are unavailing and inadequate. To each LGU is its own regulation. Without a national law, there is no uniformity and harmonization of this nationwide regulation.

It is high time that a law should mandate duly designated and established Public Utility Vehicle Stops for PUVs. Through this, a normative and coordinated response will put in place regulating all PUVs in the country as to where and when to stop to pick up and drop off passengers in our roads and highways.

The passage of this bill will certainly contribute to the reduction of traffic in the country especially in the city centers.

Approval of this bill is, therefore, urgently recommended.



ANA CRISTINA SIQUIAN-GO

Representative

2nd District, Isabela

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

SECTION 1. This Act shall be known as the "Strategic Public Utility Vehicle
Stops Act of 2016."

SEC. 2. Public Utility Vehicle (PUV) Strategic Route Stop (Loading/Unloading)
shall be established along the main thoroughfares in all Local Government Units
(LGUs) across the country through the collaboration of LGUs, the Department of
Transportation (DOTr), the Department of Public Works and Highways (DPWH), and
the Metropolitan Manila Development Authority (MMDA) for the National Capital
Region (NCR).

SEC. 3. The PUV strategic route stops shall be located in areas adjacent to
road or highway shoulders so as not to impede traffic flow. Ample space shall be
given/allocated for the establishment of PUV Strategic Route Stops sufficient to
accommodate a reasonable number of PUVs at a time with a built covered waiting
shed/area for disembarkation and loading of passengers.

SEC. 4. The DOTr, the DPWH, and the MMDA for the NCR, shall issue
appropriate guidelines, rules and regulations to carry out the provisions of this Act.

SEC. 5. This Act shall take effect thirty (30) days after its publication in the
Official Gazette and in at least two (2) newspapers of general circulation.

Approved.