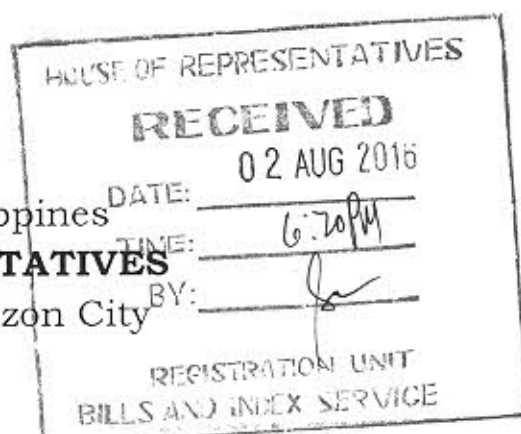


Republic of the Philippines  
**HOUSE OF REPRESENTATIVES**  
Constitution Hills, Quezon City



SEVENTEENTH (17<sup>TH</sup>) CONGRESS  
First Regular Session

**House Bill No. 2344**

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**Introduced by REPRESENTATIVE ERIC L. OLIVAREZ**

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### **EXPLANATORY NOTE**

Traffic is undeniably a long-standing problem in the Philippines. Different factors such as narrow roads and highways, overpopulation of motorists, inefficient traffic policies combined with a significant number of undisciplined drivers, undermined implementation of laws and regulations, and the ineffective monitoring thereof all contribute to and aggravate the traffic situation in the country and makes the everyday experience of motorists, commuters and civilians alike very intolerable and hard.

And just when we thought the traffic situation in the Philippines couldn't get any worse, recently, we've been struck by numerous warnings left and right, about the impending (so-called)

Traffic Armageddon – in which traffic jam is expected to tripily worsen because of the imminent simultaneous construction of big infrastructure projects in Metro Manila.

As this Traffic Armageddon is underway, various authorities have been strategizing and devising different ways or mechanisms to reduce or lessen the impact of the impending traffic jam. The Malacanang even suggested “voluntary remedial measures” which the citizens may adopt such as working from home and/or sharing cars. Other authorities even went further as to propose expanded number coding and four-day-work-weeks just to ease the hellish traffic congestion expected to slow down Metro Manila. This is how serious the gravity of this foreseen or anticipated traffic problem is. It will worsen the already very terrible road situation in the said region.

Clearly, the help of every institution, public or private alike is needed so as to prevent unnecessarily causing a great disadvantage and inconvenience to the general public. The solution that we see as feasible and executable, no matter how simple it is must therefore be applied at once to avoid, or at least lessen the projected negative effect of the construction of various infrastructures to traffic in Metro Manila.

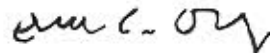
It is from this standpoint that we are seeking the approval of this simple bill which aims to reduce the use of vehicles and thereby declog the roads of Metro Manila. This bills aims to give out incentives to people who would initiate carpooling or simply car sharing to reduce the number of vehicles on the road and lessen the traffic jam. Encouraging private motorists to maximize the number of passengers they accommodate in one private car instead of having a one-car-per-person situation will ultimately reduce the congestion on the road. Now, this simple proposal may seem to

have a negligible effect at first, but if we consider its collective effect, then the general impact of this plan is guaranteed to contribute substantially in solving the abovementioned problem.

An average of 2.4 million vehicles pass through EDSA every day. Imagine if hundreds and thousands of motorists would consider carpooling, such overwhelming statistics can be cut down to an optimistic projection of only 500,000.00 to 1,000,000.00 vehicles per day.

The positive impact of carpooling does not end with the conclusion of the infrastructure projects that are creating this so-called Traffic Armageddon. The truth is, car-sharing can permanently solve the seemingly perennial traffic congestion in our country. Hence, we can safely say that main objective of this bill is not merely temporary in nature but could have a long-lasting and permanent effect.

It is for this reason that the approval of this bill is being sought.



**ERIC L. OLIVAREZ**

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**AN ACT PROVIDING INCENTIVES FOR PRIVATE CARPOOL IN  
ORDER TO REDUCE TRAFFIC CONGESTION IN THE COUNTRY**

**SECTION 1.** *Name.* This Act shall be known as the "Carpool Act of 2016".

**SECTION 2.** Definition of Terms.

*Carpool-* an arrangement among four (4) people or more including the driver of a particular vehicle who would otherwise drive their own vehicles, to make a regular journey in a single vehicle instead.

**SECTION 3.** *Incentives in Parking Fees.* Any private vehicle which carries at least four (4) passengers who are all licensed drivers shall get free parking fees in any establishment run by or under a contract with the government and any of its agencies or instrumentalities including government owned and controlled corporations and any private vehicle carrying passengers under the carpool system as defined by this Act shall have corresponding 50% discounts for parking fees in any establishment run by private institution.

**SECTION 4.** *Incentives in Toll Fees.* Any private vehicle which carries at least four (4) passengers who are all licensed drivers shall get corresponding 20% discounts in toll fees in any expressway.

**SECTION 5.** *Gasoline and other Petroleum Products Discounts.* Any private vehicle which is running under the carpool system as defined in the preceding paragraphs shall likewise be entitled to 20% gasoline and other petroleum products discounts.

**SECTION 6.** *Availment of Discounts.* The free parking fees and other discounts provided for under this Act shall be availed only after upon presentment by each passenger of a private car of his or her valid driver's license. At least four (4) passengers of a private car including the driver who shall be able to present a valid driver's license before said vehicle can be granted the discount provided for in accordance with this Act.

**SECTION 7.** *Exemption from the Color Coding Scheme.* Any private vehicle which carries at least four (4) passengers who are all licensed drivers shall be exempted from the Color Coding Scheme being implemented by the Metropolitan Manila Development Authority or by any local government unit (LGU);

**SECTION 8.** *Unlawful Acts.* It shall be unlawful for any person who is not engaged in the business of or registered to operate any public utility to demand any kind of payment from his or her passengers in direct circumvention of this Act. Any person who will be found guilty under this Section shall be meted with a fine of not less than P50,000.00 but not more than P100,000.00 and/or suffer an imprisonment of not less than two (2) years, at the sound discretion of the court.

**SECTION 9.** *Implementing Rules and Regulations.* The Department of Transportation and Communication (DOTC) in coordination with the Land Transportation Office (LTO), Toll Regulatory Board together with the Department of Interior and Local Government (DILG), the Department of Energy (DOE) and the MMDA shall promulgate the Implementing Rules and Regulations to carry out the provisions of this Act. Such rules and regulations shall take effect upon their publication in three (3) newspapers of general circulation.

**SECTION 10.** *Repealing Clause.* – All laws, presidential decrees, letters of instructions, executive orders, rules and regulations insofar as they are inconsistent with this Act, are hereby repealed or amended as the case may be.

**SECTION 11.** *Separability Clause.* – In the event that any provision of this Act or any portion thereof is declared unconstitutional by a competent court, the other provisions shall not be affected thereby and shall remain valid and enforceable.

**SECTION 12.** *Effectivity Clause.* – This Act shall take effect after its complete publication in at least three (3) newspapers of general circulation.

**APPROVED.**