

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

EIGHTEENTH CONGRESS
First Regular Session
1370

Introduced by Representative ED CHRISTOPHER 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) such as buses, taxis, jeepneys, and tricycles ply, negotiate and drive along national, provincial and city roads in conducting their transportation business. As a common carrier, PUVs 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 one study conducted by the Japan International Cooperation Agency (JICA), it was found that the Philippines is losing ₱2.4 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 lack of discipline of PUVs is part of this worsening problem. The predilection of PUVs to stop to pick up and unload passengers at any time and from any spot contribute significantly to the traffic gridlock. 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 the proper points at which PUV should stop to pick up and unload passengers. True, there are local ordinances as well as DOTr regulations which seek to instill order in the streets. Unfortunately, they seem to be 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 be put in place to regulate all PUVs in the country as to where and when to stop as they pick up and drop off passengers on our roads and highways.

The passage of this bill will certainly contribute to the reduction of traffic in the country, especially in city centers. Approval of this bill is, therefore, urgently recommended.



ED CHRISTOPHER S. GO
Representative
2nd District, Isabela

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

EIGHTEENTH CONGRESS
First Regular Session

HOUSE BILL NO. 1370

Introduced by Representative ED CHRISTOPHER S. GO

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

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

1 SECTION 1. This Act shall be known as the "Strategic Public Utility Vehicle
2 Stops Act of 2019".

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

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

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

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

Approved,

Republic of the Philippines
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Quezon City, Metro Manila

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