

Republic of the Philippines  
**HOUSE OF REPRESENTATIVES**  
Quezon City

**EIGHTEENTH CONGRESS**  
First Regular Session

**HOUSE BILL NO. 6209**



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Introduced by: **“KUYA” JOSE ANTONIO R. SY-ALVARADO**

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**AN ACT**  
**TO REGULATE THE FARE RATES OF TRANSPORT NETWORK COMPANIES AND**  
**TRANSPORTATION NETWORK VEHICLES SERVICE**


**EXPLANATORY NOTE**

Transparent Network Vehicle Service (TNVS), which is classified by the Department of Transportation (DOTr) under what they defined as Transportation Network Company (TNC), became very popular and heavily patronized by Filipino commuters because of its premium and convenient services

Booking transportation on taxi-hailing has just become a few clicks and few taps away with the help of the user-friendly mobile apps developed by different TNC. This service also offer payment via credit cards and drivers are well screened as an added form of security.

According to Research and Tech Lab (RTL), even amid issues and reports regarding high fares and claims of overcharging, Filipino commuters still continues to patronize TNVS for their daily commute. Since the general public had already embraced and patronized this innovative transportation services, the state shall ensure and protect the safety and interest of its people.

Thus, this bill seeks to regulate the fare rates of transport network companies and transportation Network Vehicles Service.

**“KUYA” JOSE ANTONIO R. SY-ALVARADO**   
Representative  
First District of Bulacan

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

**ARTICLE 1**

**GENERAL PROVISIONS**

**SEC. 1. Short Title.** – This Act shall be known as the *“Transport Network Vehicle Service and Transport Network Companies Regulation Fare Rates Act of 2020”*.

**SEC. 2. Declaration of Policies.** – It is hereby declared the policy of the State of protect and promote the right of all citizens to a safe, accessible and affordable means of transportation by regulating public transport services, specifically the fare rates of Transport Network Vehicle Service (TNVS) and Transport Network Companies (TNCs) which must always be reasonable to all commuters.

**SEC. 3. Scope of the Act.** – This Act seeks to regulate the fare rates of all Transport Network Vehicle Service (TNVS) and Transport Network Companies (TNCs) as defined in Section 4 of this Act.

**SEC. 4. Definition of Terms.** –

- a.) Transport Network Company (TNC). – Refers to a person or entity that provides pre-arranged transportation services for compensation using an internet –based technology application or digital platform technology to connect passengers with drivers using their personal vehicles.
- b.) Transportation Network Vehicle Service (TNVS). – Refers to an TNC – accredited private vehicle owner, which is a common carrier, using the internet-based technology application or digital platform technology transporting passengers from one point to another, for compensation.

**SEC. 5. Regulation and Supervision.** - TNCs and TNVS are subject to the full regulation and supervision by the Land Transportation Franchising and Regulatory Board (LTFRB), specifically in the standardization of fare rates, system of refund in case of overcharging and adjustments of such standardized fare rates.



**SEC. 6. Fare Rate Determination and Adjustment.** – The fare rates for TNVS shall be determined and adjusted by the LTFRB taking into consideration the following:

- a) Make /Type of the vehicle;
- b) Year model;
- c) Time of service; and
- d) Distance covered.

In the determination of such initial rates, the LTFRB shall conduct public hearings as may be deemed necessary in consultation with TNCs and TNVS, the concerned drivers and all other stakeholders. The LTFRB shall ensure that the public and stakeholders are duly notified of such hearings indicating the date, time and place at least three (3) days before the scheduled hearings.

**SEC. 7. Refund.** – The LTFRB shall likewise provide for a system of refund in cases of overcharging of TNCs and TNVs, as the case may be, which shall accommodate a process shall mean the actual or physical return of the overcharged amount to a commuter within five (5) days from date the claim for refund is made.

**SEC. 8. Penalties.** – Any violation of the provisions of this Act shall result in the imposition of fines , suspension, and cancellation of accreditation, subject to notice and hearing.

**SEC. 9. Implementing Rules and Regulations (IRR).** - Within ninety (90) days from the date of effectivity of this Act, the Department of Transportation through the LTFRB shall promulgate the necessary implementing rules and regulations for the effective implementation of this Act.

**SEC. 10. Repealing Clause.** - All laws, decrees, executive orders, rules and regulations or parts thereof not consistent with the provisions of this Act are hereby repealed or modified accordingly.

**SEC. 11. Separability Clause.** – if any provision or part of this Act, or the application thereof to any person or circumstance, is held unconstitutional or invalid, the remainder of this Act shall not be affected thereby.

**SEC. 12. Effectivity Clause.** – This Act shall take effect fifteen (15) days from the date of its complete publication in the Official Gazette or in at least two (2) newspapers of general circulation.

*Approved,*

