

Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

EIGHTEENTH CONGRESS
First Regular Session

HOUSE RESOLUTION No. 952



Introduced by

BAYAN MUNA Representatives FERDINAND R. GAITE,
CARLOS ISAGANI T. ZARATE, and EUFEMIA C. CULLAMAT

RESOLUTION

URGING THE HOUSE OF REPRESENTATIVES THROUGH
THE COMMITTEE ON TRANSPORTATION TO CONDUCT AN
INVESTIGATION, IN AID OF LEGISLATION, INTO THE BANNING OF THE
OPERATION OF PUBLIC UTILITY JEEPNEYS (PUJS)
UNDER THE GENERAL COMMUNITY QUARANTINE (GCQ) AND THE
APPARENT JEEPNEY PHASE-OUT SCHEME UNDER THE LTFRB
MEMORANDUM CIRCULAR NO. 2020-17, AFFECTING THE MOBILITY AND
TRANSPORT OF THOUSANDS OF WORKERS AND COMMUTERS

WHEREAS, on June 1, 2020, on the first day of Metro Manila's transition to a less-restrictive General Community Quarantine (GCQ), thousands of public commuters, mostly ordinary workers were stranded, as public transport remained limited;

WHEREAS, as a result of the limited public transportation, media outfits reported that thousands of commuters were forced to walk several kilometers, to wait in line up to three hours to board the MRT and LRT, or miss to report to work, thus losing their income for the day;

WHEREAS, under the Omnibus Guidelines on the Implementation of Community Quarantine in the Philippines issued by the Inter-Agency Task Force for the Management of Emerging Infectious Diseases (IATF-EID), which was adopted and approved by President Rodrigo Duterte, public transportation may be allowed under limited number and reduced capacity to ensure the minimum health standards;

WHEREAS, only metro trains and "bus augmentation" units, taxis, transport network vehicle services, shuttle services, point-to-point buses and bicycles were allowed to transport commuters. Tricycles were also allowed, subject to approval of concerned local government units.

WHEREAS, as PUJ and UV Express vehicles, the most common and visible modes of transport in Metro Manila, will only be allowed to service their routes in the second phase of resumption of public transportation, subject to the existing guidelines. However, modern jeepneys will be prioritized over the old traditional jeepneys;

WHEREAS, in relation and in pursuant to the guidelines set forth by the IATF-EID and by the Department of Transportation (DOTr), the Land Transportation Franchising and Regulatory

1 Board (LTFRB) issued Memorandum Circular No. 2020-017, entitled as 'Guidelines for Public
2 Transportation for Areas Under General Community Quarantine (GCQ)';
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4 **WHEREAS**, under the said Memorandum Circular, traditional public utility jeepneys (PUJ)
5 should consolidate first as cooperatives or are fleet-managed, which units are owned by a juridical
6 entity, before they will be issued the necessary Special Permit to operate on identified routes;
7

8 **WHEREAS**, on May 26, 2020 the City Mayors in the National Capital Region recommended to
9 the IATF-EID to not allow the operation of public utility jeepneys and buses under the GCQ due
10 to allegedly health issues on its operations;
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12 **WHEREAS**, in a media interview¹, Alberto Suansing, senior consultant for the DOTr said that
13 traditional jeepneys have up to the end of the year comply with the government's public utility
14 vehicle (PUV) modernization program, a scheme consistently exposed and opposed by jeepney
15 drivers and operators as a phase-out program;
16

17 **WHEREAS**, the Pagkakaisa ng mga Samahan ng Tsuper at Opereytor Nationwide (PISTON), a
18 national organization of public utility jeepney drivers and operators, condemned the
19 recommendations and guidelines as a scheme to effectively implement the jeepney phase-out
20 program of the administration
21

22 **WHEREAS**, according to PISTON, only a few of its members had received cash aids from the
23 government during the lockdowns caused by COVID-19. Further, the group said that drivers and
24 operators of PUJs had already been deprived of their source of livelihood for more than two
25 months. The transition to GCQ from enhanced community quarantine (ECQ) was seen as a
26 chance for thousands of drivers and operators of jeepneys to regain lost income and livelihood.
27 However, the Memorandum Circular of LTFRB would prolong the economic pains of thousand
28 of PUV drivers and operators nationwide;
29

30 **WHEREAS**, on June 1, 2020 thousands of PUV drivers and operators held a noise-barrage
31 protest called "Bumusina para sa balik-pasadal" to call on the LTFRB and the national government
32 to allow the traditional jeepneys to operate again on its old service routes, to be able to earn and
33 provide for their families.
34

35 **WHEREAS**, on June 2, 2020, 6 jeepney drivers and PISTON members were arrested in EDSA
36 Caloocan after their second day of their protests even when they were observing social distancing.
37 According to PISTON's lawyers, the drivers were charged with violation of social distancing
38 ordinance, 'disobedience', and illegal assembly;
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40 **WHEREAS**, in a mad rush to jump start the economy, after placing Metro Manila on a lockdown
41 for months, the national government has transferred more unnecessary burdens to the ordinary
42 workers and general commuting public;
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44 **WHEREAS**, as the primary public transportation in the country, the absence of jeepneys plying
45 the roads affect the mobility and travel of millions of workers, students and ordinary Filipinos.
46 Thus, the jeepney phase-put will not only affect the driver, operators and their families, but the
47 general public as well;
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49 **WHEREAS**, the IATF and the concerned government agencies should have come up instead,

¹ <https://www.philstar.com/headlines/2020/06/03/2018383/traditional-jeepney-phaseout-proceed>

1 with the necessary measures setting the minimum health standards while allowing traditional
2 jeepneys to service the commuting public.

3
4 **WHEREAS**, public utility drivers, operators and the commuters should not be further burdened
5 on the lack of foresight and inclusive plans by the concerned government agencies;
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7 **NOW THEREFORE BE IT RESOLVED, THAT** the House of Representatives through the
8 Committee on Transportation to conduct an investigation, in aid of legislation, into the banning
9 of the operation of Public Utility Jeepneys (PUJs) under the General Community Quarantine
10 (GCQ) and the apparent jeepney phase-out scheme under the LTFRB Memorandum Circular No.
11 2020-017, affecting the mobility and transport of thousands of workers and commuters.
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