

Republic of the Philippines  
HOUSE OF REPRESENTATIVES  
Quezon City

EIGHTEENTH CONGRESS  
First Regular Session

HOUSE BILL NO. 5813



Introduced by REP. MANUEL F. ZUBIRI

EXPLANATORY NOTE

The state of transportation in the Philippines today—specifically in Metro Manila—is degrading for our commuters. Here and in the provinces, commuting by bus to get from one point to another is uncomfortable for the commuting public. Our brothers and sisters are cramped and made to stand in an already fully packed bus or coach just to get a ride to their destination. Worse, buses that ply our roads collect as many passengers as they could without regard to risk of any accident in the process and equally unmindful if they stall traffic. To make things worse, buses do not have their own well-planned stops.

While there is a Premium Point-to-Point (P2P) bus service which do not allow standing passengers and have limited designated stops, the fare being charged is—as the name implies—premium compared to non-P2P buses. In addition, this bus service is merely administered by the Department of Transportation. These so-called P2P buses are operated by private bus companies in partnership with the Land Transportation Franchising and Regulatory Board. However, it remains that most of the riding public either cannot afford to pay the premium rates or are not covered by the routes of these premium bus services. Though most cannot afford this kind of service, it does not mean that they can be transported without dignity and uncomfortably alike cattle.

Indeed, there is a need to have a unified transport system operated by the government which will provide a convenient commute time for the people by putting their comfort and safety paramount instead of profits; with lower rates of fare or whose fare is subsidized by the government to benefit the commuting public; and have a comprehensive route as well as designated stops.

In view of the foregoing, passage of this bill is earnestly sought.

**MANUEL F. ZUBIRI**  
Representative  
Third District, Bukidnon

Republic of the Philippines  
HOUSE OF REPRESENTATIVES  
Quezon City

EIGHTEENTH CONGRESS  
First Regular Session

HOUSE BILL NO. 5813

---

Introduced by REP. MANUEL F. ZUBIRI

---

AN ACT  
PROVIDING FOR A UNIFIED PUBLIC BUS SERVICE FOR THE RIDING PUBLIC AND  
APPROPRIATING FUNDS THEREFOR

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

Section 1. Short Title. – This Act shall be known as the Unified Public Bus Service Act.

Section 2. Declaration of State Policy. – It is the declared policy of the State to provide a safe, convenient, and comfortable way to travel for its citizens. The State shall stir the transportation business in providing a more safe and convenient way to commute for the riding public. The welfare of the public is paramount; it is likewise the policy of the State to promote the dignity of the riding public.

Section 3. Unified Bus Service; Establishment and Features. – There is hereby established a unified bus service which will be administered and operated by the Department of Transportation. IT SHALL:

- a. Have designated stops;
- b. Ply all major and key routes;
- c. Charge a fee from the riding public which will cover the actual cost of operation plus 10 percent of said actual cost of operation;
- b. Not allow the cramming and standing of passengers;

Section 4. Appropriations. – The amount necessary to implement the provisions of this Act shall be charged to the current appropriations of the Department of Transportation and other agencies that may be involved in the implementation of this Act.

Section 5. Staggered Implementation. – The provisions of this Act shall be first implemented in Major Cities and shall establish City to City routes. Upon establishment of the unified bus service in these areas the Department of Transportation shall implement the same in other areas on a priority basis.

Section 6. Operational Proceeds. – The fees collected in the operation of the unified bus service in the form of fares shall be used for the payment of the salaries of the drivers that will operate the buses, the personnel comprising the endeavor as well as the maintenance of the vehicles.



Section 7. Implementing Rules and Regulations. – Within ninety days (90) after the effectivity of this Act, the Department of Transportation and such concerned agencies shall adopt and promulgate such rules and regulations to carry out the provisions of this Act. Such implementing rules and regulations shall be effective fifteen (15) days following their publication in the Official Gazette or in two (2) newspapers of general circulation.

Section 8. Separability Clause. – If any provision of this Act shall be held unconstitutional or invalid, the other provisions not otherwise affected shall remain in full force and effect.

Section 9. Repealing Clause. – All laws, executive orders, rules and regulations inconsistent with or contrary to this Act are hereby deemed accordingly repealed or amended.

Section 10. Effectivity. – This Act shall take effect after fifteen (15) days from its publication in at least two (2) newspapers of general circulation.

Approved.