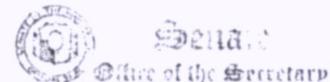


EIGHTEENTH CONGRESS OF THE)
REPUBLIC OF THE PHILIPPINES)
First Regular Session)



SENATE
S. No. 847

19 JUL 31 P4:52

Introduced by Senator Grace Poe

RECEIVED BY

**AN ACT
PROVIDING A FRAMEWORK FOR A COMMUTER-CENTERED
TRANSPORTATION POLICY, APPROPRIATING FUNDS THEREFORE, AND
FOR OTHER PURPOSES¹**

Explanatory Note

"An advanced city is not one where even the poor use cars, but rather one where even the rich use public transport."

– Enrique Peñalosa, former Mayor of Bogotá, Colombia (2013).

The transportation system in the Greater Capital Region (GCR)- which is composed of Metro Manila plus the adjoining provinces of Rizal, Cavite, Bulacan, and Laguna – is dominated by the automobile. The process of how this came about, known among academics as "automobilisation" is intricately tied to the development of the GCR, as well as to the present traffic crisis. Or to parody a Stanley Kubrick movie, the story of transportation of Metro Manila is that of "How We Learned to Stop Worrying and Love the Car".

One concrete example is the bias towards road-based connectivity between Metro Manila and its adjoining provinces. In the 1970's, key cities and municipalities in Rizal, Laguna, and Cavite became a "catchment area" for Metro Manila's unmanaged urban sprawl.² These areas became "bedroom communities" due to the emergence of residential subdivisions which catered to workers who wanted to live near, but not in, Metro Manila.³ The policy response was to improve road-based transport – that is, more roads for private cars, buses, and jeepneys – instead of rail-based mass transit.⁴

¹ We are grateful for the assistance of the Alt.Mobility Network, and of Mr. Arjan Aguirre of the Ateneo de Manila University-Department of Political Science in drafting this measure.

² National Economic and Development Authority Region 4A (NEDA R4A). *Regional Development Plan for Region 4A, 2017-2022*

³ *Ibid.*

⁴ *Ibid.*

This is in direct contrast to the rail-centered development of other cities in Asia. One example is the establishment of Kohoku New Town in Japan. Designed to "prevent indiscriminate development", the city was established 25 km away from Tokyo and 12 km away from Yokohama but was connected to the two cities via subway.⁵ Another example is the development of Tsukuba Science City, which was designed to decongest the Tokyo Metropolitan Area by relocating research and education institutes. Tsukuba Science City is located 50 km away from Tokyo, but is connected via commuter rail.⁶

The difference between the two models is clear. In Japan, citizens proudly take rail transport, which are maintained to ensure precise arrival and departure times. The automobile is mostly a luxury. In the GCR, citizens live and die by the automobile. They waste 28,000 hours of their lives in traffic.⁷ That's 3 years not spent, in the words of popular 80's band The Police, "*Packed like lemmings into shiny metal boxes/Contestants in a suicidal race.*"

The irony is that the automobileization of Metro Manila is detrimental to the majority of its residents. According to the Japan International Cooperation Agency (JICA), around 70% of all total trips in Metro Manila are done through public transport.⁸ This means that most residents of the National Capital Region are commuters who opt to use public transportation instead of car ownership. And yet private vehicles take up close to 80% of road space.⁹ It is the transport equivalent of the Pareto principle: 20% of road users take up 80% of the road. Manila residents are caught in a dilemma: either they buy a car and get stuck in traffic, or they take public transportation and still get stuck in traffic.

The only way forward is to shift from a road-biased to a commuter-centered policy. We need to spend less on roads, and spend more on getting people off the roads. We need to shift from a car-centric public policy and infrastructure to sustainable transport and mobility which provides safe access and mobility to all, promotes economic development, protects and preserves the environment, and uplifts the life of the Filipino commuter.

Thus, this representation has filed the present "Commuters' Welfare Act". This measure seeks to provide a legal framework which will enumerate and uphold the rights of the commuting public. It asserts that mobility is a right; a basic human need that people of all ages, abilities, gender, and economic status should be able to enjoy with no fear for their personal safety, security, or health. Pursuant thereof, the State shall ensure the following minimum standards for mobility:

⁵ Japan International Cooperation Agency (JICA). *Roadmap For Transport Infrastructure Development For Metro Manila And Its Surrounding Areas (Region Iii & Region Iv-A)* (2014)

⁶ *Ibid.*

⁷ Ordinario, C. "Pinoys waste 28,000 hours in 'traffic'" Business World (5 March 2015). Retrieved from <http://www.businessmirror.com.ph/pinoys-waste-28000-hours-in-traffic/>

⁸ JICA, 2014.

⁹ *Ibid.*

- (a) Waiting time for all public transport services should be less than 10 minutes during peak demand periods;
- (b) Proper stops or terminals for public transport services should be available within 500 meters of residences, schools, offices, commercial areas, and other activity centers within cities;
- (c) Public transport services should have stops and terminals that are properly equipped, adequately sized, and well-maintained;
- (d) Public transport should be prioritized on roads, such that services are able to travel 15 kilometers within 1 hour; and
- (e) Mobility policies and projects should be inclusive and accessible to people of all ages, abilities, gender, and economic status.

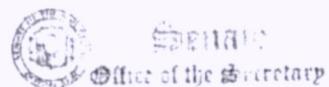
The Act also provides a mechanism for enforcing these rights. It seeks to establish the Office for Commuter Affairs for better coordination among agencies, to operate help desks for the commuting public, and to get adequate representation from commuters and other stakeholders

In light of the foregoing, immediate passage of this measure is eagerly sought. This measure is part of my package of bills which seek to promote and institutionalize the paradigm of "inclusive mobility" in transport planning. These include Senate Bill No. 319, or the "Sustainable Transportation Act" and Senate Bill No 588, or the proposed "Bicycling Act of 2019".



GRACE POE

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**AN ACT
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TRANSPORTATION POLICY, APPROPRIATING FUNDS THEREFOR, AND FOR
OTHER PURPOSES**

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

ARTICLE I

GENERAL PROVISIONS

3 Section 1. *Short Title.* – This Act shall be known as "The Commuters' Welfare
4 Act".

5 Sec. 2. *Declaration of Policy.* – It is the declared policy of the State to guarantee
6 the rights of all sectors, particularly the commuting sector to participate in the policy
7 and decision making processes affecting their rights, welfare, and privileges. Mobility
8 is a basic human need; commuters have rights to travel safely, conveniently, and
9 reliably. Without mobility, citizens are unable to access basic services such as
10 healthcare and education, or enjoy fundamental freedoms. Moreover, mobility should
11 be enjoyed by people of all ages, abilities, gender, and economic status, not only by
12 those who are physically fit, with private motor vehicles or with financial means.

To attain the foregoing policy, the State shall provide the necessary mechanisms, human and financial resources, and legal measures to enable its citizens to enjoy fully the rights embodied in this Act. The State also reaffirms the right of all citizens to participate in the policy formulation, planning, implementation, management, monitoring and evaluation of all institutions, programs, projects and services related to upholding the rights of commuters.

1 In all decisions related to the provision of mobility infrastructure and
2 transportation services, the welfare of the commuter shall be the paramount
3 objective. While the interests of the transportation industry, private motor vehicle
4 users, and other stakeholders should also be considered in any decision, these
5 interests should be secondary to the welfare of the commuting public.

6 Sec. 2. *Definitions.* – For purposes of this Act, the following terms shall mean:

- 7 (a) "Active Transport" – refers to non-motorized means of travel, including
8 walking or using a bicycle.
- 9 (b) "Activity Center" – refers to a place in a city or municipality where people
10 gather regularly for work, worship, education, social events, trade, exercise,
11 leisure or other common interests and purposes.
- 12 (c) "Advance Notice" – refers to the provision of early information regarding any
13 consultations with stakeholders, for which the period from the announcement
14 or delivery of the invitation to the consultation event will be a minimum of 10
15 working days.
- 16 (d) "Commuter" – refers to a person that needs to travel from one place to
17 another, often using a combination of transportation modes to get to his/her
18 destination.
- 19 (e) "Greenway" – refers to a road, street, or path with ample greenery and shade
20 where private motorized transport is not allowed, that also serves as
21 recreational space or a public park, in order to welcome and encourage
22 environmentally sustainable transportation modes, especially walking and
23 cycling.
- 24 (f) "High-Volume Transport Corridor" – refers to walkways, paths, roads, bridges,
25 streets or mass transportation terminals where the flow of people is at least
26 2,000 persons per hour per direction during peak travel periods.
- 27 (g) "Micromobility" – refers to travel using electronic or non-motorized vehicles
28 weighing not more than 100 kg.
- 29 (h) "Mobility" – refers to the ability of a person to travel from one place to
30 another to conduct daily and extraordinary activities and business.

- 1 (i) "*Mobility Infrastructure*" – refers to physical facilities, such as foot paths,
2 bicycle lanes, roads, PUV loading/unloading bays, PUV terminals, and public
3 transport systems, that support and enhance a person's mobility.
- 4 (j) "*Private Motorized Transport*" – refers to motorized vehicles weighing more
5 than 100 kg.
- 6 (k) "*Public Transport*" – refers to public sector and franchised private sector
7 services that transport people over land or water, including jeepneys, UVs,
8 buses, minibuses, railways, ferries, taxis and tricycles.
- 9 (l) "*Urbanized Municipality*" – refers to a municipality in the Philippines where the
10 aggregate area in the municipality zoned as residential, commercial or
11 industrial exceeds 40% of the total land area of the municipality.

12

13 ARTICLE II

14 **RIGHTS OF COMMUTERS**

15

16 Sec. 4. *Right to Public Transportation Services that Satisfy Commuters' Mobility Requirements.* – The State shall ensure that adequate public transportation services are available to meet the needs of its citizens. Public transportation services and infrastructure plans and programs should be prepared and updated on an annual basis in order to satisfy the evolving mobility requirements in our communities, especially in urban areas.

22 It will be the responsibility of metropolitan authorities and local government units to measure, analyze and update the mobility requirements in each locality and to develop plans and programs to address the mobility requirements of their citizens.

25 The State shall ensure that:

- 26 (a) Every town and municipality will have a community-wide network of safe
27 sidewalks, bicycle lanes, and roads to enable travel around the city entirely
28 by foot, bicycle or by other forms of light mobility;
- 29 (b) Public Transport services are available within a 500-meter walk from any
30 residence or activity center in a city;
- 31 (c) Public Transport services are connected to another public service within a
32 300-meter walk to promote seamless connectivity;

- (d) Public Transport services are in sufficient quantity and frequency so that commuter waiting time at stops and terminals do not exceed 10 minutes during peak demand periods;
- (e) Public Transport is accorded priority in the use of road space and traffic signal operation so that it is able to traverse 15 kilometers within 1 hour, including all scheduled stops;
- (f) Public Transport services are supported by properly equipped, adequately-sized and well-maintained terminals and stops, with attention to the safety and comfort of commuters;
- (g) Every road with a speed limit of over 20 kph and under 60 kph shall feature dedicated pedestrian infrastructure, in the form of an unobstructed walking path of at least 2.5 meters wide in each direction;
- (h) Every road with a speed limit of under 60 kph shall feature dedicated bike lanes which are wide enough to comfortably accommodate at least two bikes side by side;
- (i) Transport services are inclusive, so that they are accessible to persons of all ages and abilities. Public Transport infrastructure and vehicles shall be designed and implemented so that persons with disabilities or special needs are not excluded from their use.
- (j) In all renovations of existing infrastructure or construction of new infrastructure, preserving or improving the travel time impact on Public Transport, bicycles, and pedestrians shall be prioritized over preserving or improving travel time impact on private motorized transport. The State shall generally avoid the implementation of projects that produce a positive impact on the travel time of users of private motorized modes at large expense to Public Transport, bicycles, and pedestrians.

Sec. 5. *Right to Safe, Convenient and Affordable Public Transport Services.* –

The State shall ensure that Public Transport services are safe, dignified, convenient, comfortable and reliable, while remaining affordable to the general public.

Concessional or discounted fares shall be offered for disadvantaged or special groups (i.e., students, senior citizens, persons with disabilities, poor households).

1 The State shall provide subsidies to compensate for discounts offered to special or
2 disadvantaged groups.

3 The State shall reward the use of Public Transport via financial and non-
4 financial incentives to promote the frequent use of Public Transport. The State shall
5 ensure that it is more economical for commuters to use Public Transport more
6 frequently rather than less frequently.

7 The State shall apply financial and non-financial disincentives to reduce the
8 use of private motorized transport. Funding earned from such disincentives must be
9 utilized for funding of Mobility Infrastructure in favor of Active Transport and Public
10 Transport. The State shall ensure that it is more economical for commuters to use
11 Active Transport or Public Transport more frequently than to use private motorized
12 transport.

13 During periods when transportation services are deficient, the State shall
14 employ alternative approaches for enabling additional mobility options for its
15 citizens, including through the use of public resources to fill temporary gaps in
16 services, such as through government-owned vehicles or through the government
17 charter or lease of private vehicles.

18 The State will promote safe and efficient driving behavior by Public Transport
19 drivers through mandatory trainings and more stringent licensing. All Public
20 Transport vehicles will be required to install electronic vehicle tracking devices and
21 CCTVs that will enable concerned authorities to conduct real-time monitoring of
22 vehicle location, vehicle speed, and driver status. Dangerous on-street competition
23 and behavior among Public Transport drivers shall be eliminated through the
24 removal of any incentive for drivers that is related to ridership or fare revenue.
25 Streets must be designed in accordance with international best practices in road
26 safety design to reduce the occurrence of dangerous driving behavior.

27 *Sec. 6. Right to Infrastructure for Pedestrians, Cyclists and Persons with*
28 *Disabilities.* – The State shall accord priority to the development of adequate
29 sidewalks and networks of bicycle lanes that encourage Active Transport and that
30 provide safe and direct access to priority destinations such as housing, education,
31 and business centers as well as Public Transport nodes.

1 The State shall ensure that all Public Transport stops are accessible to
2 persons with disabilities and impaired movement. The State shall ensure that ease of
3 access by pedestrians especially at Public Transport stops and government facilities
4 is prioritized over mobility of private motorized transport.

5 The State shall ensure that safe and adequate walking and cycling
6 infrastructure is incorporated in the design and implementation of road transport
7 projects at national and local government levels. The State shall ensure that the
8 Comprehensive Land Use Plan of every city includes the development of a city-wide
9 network of safe sidewalks, bicycle lanes, and roads lanes to enable travel around the
10 city entirely by foot, bicycle or by other forms of light mobility.

11 The State shall ensure that travel by walking or cycling is no less direct to
12 destinations than travel by private motorized transport. No commuter shall be made
13 to travel above or below street level to cross any street or intersection if it is possible
14 to implement an at-grade crossing. No commuter, when traveling by walking or
15 cycling, shall be made to diverge from his or her route of travel if a commuter
16 traveling by private motorized vehicle would have enjoyed a more direct trip.

17 The State shall require all government offices and buildings to have shower
18 facilities for the use of commuters. If these buildings receive citizens in the delivery
19 of front-line services, these shower facilities must be open to the public. The State
20 shall offer incentives to private sector for the provision of shower facilities in their
21 offices and buildings.

22 In Philippine cities and urbanized municipalities, the State shall ensure that
23 the infrastructure of each barangay includes:

- 24 (a) Safe foot paths or sidewalks, free of obstructions, well-protected from
25 automobiles, compliant with universal design guidelines, and accessible by
26 pregnant women, elderly, and persons with strollers or wheelchairs;
- 27 (b) Networks of greenways to encourage active transport modes (walking and
28 cycling)
- 29 (c) Proper lighting on all roads and footpaths to allow safe travel even after
30 dark;
- 31 (d) Tactile paving on sidewalks of high-volume transport corridors for the
32 benefit of pedestrians who are blind;

(e) Bicycle racks in every transportation hub or terminal and in every commercial, community and activity center. Such racks shall be provided at street level if possible, and at most one level above or below the street; and

(f) Safe intersections and pedestrian crossings such as provision of raised pedestrian platforms, highly visible advance warning signages, adequate street lighting, mid crossing refuges, traffic calming for motorized vehicles and curb outstands to reduce road pavement crossing width.

The State shall not require parking for cars to be built in any buildings, and encourage commercial development and the built environment to accommodate non-car travel. The State shall promote light mobility by requiring that buildings provide bicycle racks that can accommodate 10% of the anticipated users per building.

The State shall adopt the Vision Zero in road safety and ensure that road
es are eliminated particularly those of vulnerable road users. The State shall
ment a comprehensive road safety program and will allocate funding to
ment activities under the five pillars of the Philippine Road Safety Action Plan
ly Road Safety Management, Safer Roads, Safer Vehicles, Safer Road Users,
Post-Crash Response. The State must also create a National Road Safety Unit
the Department of Transportation and must also implement a national road
database for road safety planning.

Sec. 7. Right to a Fair Share of Public Road Space. – The State will ensure public road space is used in a manner that delivers the greatest socio-economic benefit. The State shall ensure that safety of road users, especially non-motorized vulnerable users, shall be prioritized over the mobility of motorized modes of transport. The State shall employ treatments to the design, engineering and construction of road infrastructure in order to achieve the goal of road safety and accessibility for non-motorized and vulnerable users.

Because roads are a scarce public asset, the State shall ensure that road is prioritized for modes of travel (e.g., public transport, walking, cycling, etc.) move more people and maximize the productivity and social benefit of the asset. The planning and design of roads must prioritize the needs of

1 pedestrians, micromobility users, and Public Transport users above the needs of
2 private motor vehicles. Public Transport shall have priority use of road space over
3 private motor vehicles.

4 The State will ensure that there is no private appropriation of public road
5 space and foot paths for parking, commerce or other activities that will restrict public
6 use of, or access to, the road.

7 *Sec. 8. Right to Breathe Clean Air During Travel.* – The State shall take
8 measures to ensure that commuters are able to travel using Public Transport or
9 active transport (walking or cycling) without compromising their health.

10 The State shall ensure that all Public Transport vehicles comply with the
11 emission standards set by the Department of Environment and Natural Resources
12 (DENR), Department of Trade and Industry (DTI), and/or the Land Transportation
13 Franchising and Regulatory Board (LTFRB), whichever is more stringent.

14 The State shall provide programs which reduce the volume of motorized
15 vehicles to reduce vehicle-related pollution emissions. The State shall also provide
16 facilities and programs which support and incentivize the use of cleaner alternative
17 fuels. Recognizing that non-exhaust emissions make up a significant portion of total
18 pollutant emissions and that the levels of such emissions are dependent on vehicle
19 weight, the State shall provide programs that encourage the reduction of average
20 vehicle weight and encourage citizens to commute using cycling or other lighter
21 vehicles.

22 The State will measure air quality along the major transport corridors in all
23 cities and provide this information to the public in real time. When air quality
24 exceeds safe levels according to internationally-accepted standards, particularly from
25 the World Health Organization, the State will activate emergency procedures with
26 the aim of reducing the exposure of the public, especially the young and the elderly,
27 to unclean air.

28 *Sec. 9. Right to Information for Efficient and Convenient Travel.* – The State
29 will provide timely and adequate information so that commuters are able to make
30 good travel plans and choices about modes and routes. The State shall make
31 publicly available information on all Public Transport services, including route maps,
32 fares, schedules, and real time vehicle location and availability, for the convenience

1 of commuters. The State shall ensure that such information is prominently displayed
2 at all stops of public transport services and at other locations deemed necessary or
3 beneficial to commuters.

4 The State will establish technical standards and regulations for the display of
5 street maps at strategic locations in each neighborhood, for the reference of
6 residents and visitors.

7 The State will ensure that, at all ports, airports, and terminals, a 24-hour
8 information/assistance counter will be available to serve the needs of travelers.

9 The State shall establish a National Transport Data and Planning Center
10 (NTDPC) which will collect and process the mobility data for evidence-based
11 transport planning which can quickly adapt to the evolving mobility requirements in
12 our communities. The NTDPC shall ensure that data in aid of policy and research on
13 mobility be open and be made available to the public. These kinds of data include
14 reliable and accurate road crash data in <http://roadsafety.gov.ph>, air pollution levels,
15 and Public Transport routes and travel time information, among others.

16 *Sec. 10. Right to Special Attention During Service Breakdowns and to
17 Compensation for Deficiencies in Service.* – The State shall ensure that, in case of a
18 breakdown in a Public Transport service, passengers will be entitled to receive from
19 the transport operator a full refund of the fare and assistance in securing onward
20 journeys.

21 Stranded passengers should be informed in a timely manner about how they
22 will be redirected to their final destination. If onward journeys are unavailable for
23 more than one (1) hour, the transport operator should provide food, water, and
24 access to a waiting area with restrooms and ventilation.

25 Any student or employee should not be penalized for arriving late by their
26 school or employer if the reason for their tardiness was a disruption in a Public
27 Transport service.

28 *Sec. 11. Right to Representation and Participation.* -- The State shall ensure
29 that the welfare and interest of commuters are considered in all decision-making
30 related to mobility and transportation services. To this end, commuters have a right
31 to advance notice and information on any proposed policy, regulation, project or
32 service at local or national level that affect their mobility, including full details on

1 how they will be affected by the proposed initiative. Affected commuters have a
2 right to provide their comments and suggestions of the proposed initiative. Affected
3 commuters must receive a response to such comments from the concerned public
4 official within 20 working days.

If a public consultation will be held regarding any initiative affecting the mobility of commuters, the consultation meeting shall be held at a time, even on a weekend or after office hours, and at a convenient and accessible venue that will maximize the participation and feedback from affected commuters. In parallel, commuter feedback shall be solicited through social media and other channels for information exchange.

ARTICLE III

INSTITUTIONAL MECHANISMS

13 Sec.12. *Establishment of the Office of Commuter Affairs.* -- An Office of
14 Commuter Affairs shall be established at the Department of Transportation (DOTr) at
15 the national level, as well as in all city and municipal government units. The Office of
16 Commuter Affairs shall be under the direct supervision of an Assistant Secretary at
17 the national level, and a city/municipal administrator at the local level.

18 Sec. 13. Functions and Responsibilities of the Office of Commuter Affairs --
19 The Office of Commuter Affairs shall be tasked to perform the following functions
20 and responsibilities:

- (a) Coordinate with the respective government agencies dealing with road, rail, air, and maritime transportation policy to ensure safe, efficient and comfortable travel of commuters;
 - (b) Operate Help Desks for the riding public;
 - (c) Assist the commuters whenever the safety and efficiency of travel is compromised;
 - (d) Undertake massive commuter education programs for the travelling public to know their rights and responsibilities;
 - (e) Ensure legal assistance for commuters, when necessary; *and*
 - (f) Ensure adequate representation of commuters in any public consultation that will impact on the welfare and interest of commuters.

1 Sec. 14. *Implementing Agencies.* — The Department of Transportation
2 (DOTr), the Department of Public Works and Highways (DPWH), the Department of
3 Interior and Local Government (DILG), the Metropolitan Manila Development
4 Authority (MMDA), Department of Environment and Natural Resources (DENR),
5 Department of Trade and Industry (DTI), and concerned local government units
6 shall be the Implementing Agencies for this Act, with DOTr as the lead implementing
7 agency with responsibility for coordinating and monitoring all implementation
8 activities.

9 The State shall ensure that the core concepts of this framework are
10 integrated in the annual government budget process. The State shall ensure that
11 compliance with the provisions of this Act are included in the annual performance
12 targets of all relevant national and local government agencies. The State shall
13 ensure that the Implementing Agencies will annually be allocated budget to
14 strengthen organizational capacities and to sufficiently fund the establishment and
15 operations of the NTDPC, the Office of Commuter Affairs, and other related offices.
16 The State shall ensure that relevant technical standards, guidelines, and manuals of
17 national and local agencies are amended to incorporate all requirements under this
18 Act.

19 Sec. 15. *Implementing Rules and Regulations.* – Within one hundred and
20 eighty (180) days from the effectivity of this Act, the DOTr and the other
21 implementing agencies will prepare the implementing rules and regulations (IRR) of
22 this Act, with the participation of non-government organizations, civil society
23 organizations and academic institutions that champion the welfare of commuters.

24 Sec. 16. *Penal Provisions.* - Any person or government agency who has found
25 to be in violation of any of the provisions of this Act shall be fined not less than Two
26 Hundred Thousand Pesos (P200,000) but not more than Five Hundred Thousand
27 Pesos (P500,000).

28 If the offender is a public official, he/she shall be dismissed from government
29 service, in addition to the penalties above stated.

30 Sec. 17. *Separability Clause.* – Any portion or provisions of this Act that may
31 be declared unconstitutional or invalid shall not have the effect of nullifying other

1 portions or provisions hereof as long as such remaining portions or provisions can
2 still subsist and be given effect in their entirety.

3 Sec. 18. *Repealing Clause.* – All laws, presidential decrees, executive orders,
4 memoranda, circulars and other issuances or parts thereof, which are inconsistent
5 with this Act, are hereby repealed or modified accordingly.

6 Sec. 19. *Effectivity.* -- This Act shall take effect fifteen (15) days after its
7 publication in at least two (2) newspapers of general circulation.

Approved,