

Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

FIFTEENTH CONGRESS
First Regular Session

House Bill No. 3958

Introduced by Representatives Michael M. Velarde and William Irwin Tieng
(BUHAY Party List)

EXPLANATORY NOTE

In the leading case of *Delsan Transport Lines, Inc. vs. Court of Appeals*, [G.R. No. 127897, November 15, 2001], the Supreme Court, with regard to public utility vehicles, made a pronouncement to wit: "From the nature of their business and for reasons of public policy, common carriers are bound to observe extraordinary diligence in the vigilance over the goods and for the safety of passengers transported by them, according to all the circumstances of each case."

Such is the heavy burden borne by the public transportation sector as the law recognizes the delicate responsibility of these drivers and operators in carrying persons and goods to their respective destinations.

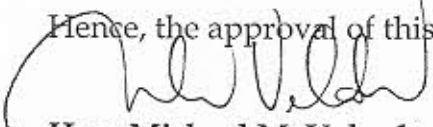
Unfortunately, despite said legal imposition, tragedies like the Batangas expressway collision that happened just at the turn of this year, and the buses diving-into-a-ravine incidents in Benguet and Cebu last 2010, which have a combined death toll of close to a hundred, still are prevalent in our country.

With vehicular accidents in general, the Philippine National Police (PNP) has consistently reported that the major cause of such mishaps is human error. To emphasize this point, Senator Francis Escudero recently crafted a piece of legislation which seeks the imposition of stiffer penal sanctions to reckless drivers of public utility vehicles.

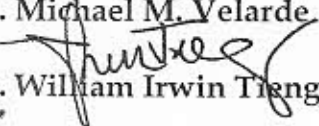
From the foregoing, it must be realized that our country needs to foster compliance of our transportation laws in order to prevent not only deadly vehicular accidents, but to address the perennial problem of traffic congestion as well.

In this light, it is believed that all public transportation drivers must undergo a mandatory seminar that will enable them to have a firm grasp and working understanding of the country's traffic rules and regulations. Through this endeavor, public utility vehicle drivers will become partners of the Government in promoting orderly and safer roads for all.

Hence, the approval of this bill is earnestly requested.



Hon. Michael M. Velarde



Hon. William Irwin Tieng

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AN ACT
REQUIRING MANDATORY SEMINAR ON TRAFFIC RULES AND
REGULATIONS FOR ALL PUBLIC UTILITY VEHICLE DRIVERS.

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

SECTION 1. Short Title. - This Act shall be known as the "*Mandatory Seminar for PUV Drivers Act of 2011.*"

SEC. 2. Declaration of Policy. - It is the policy of the State to promote order and safety in streets, highways and public thoroughfares. To this end, it shall be the policy of the State to instill discipline in public utility vehicle drivers by ensuring their knowledge and understanding of traffic rules and regulations.

SEC. 3. Mandatory Seminar for PUV Drivers. - The Department of Transportation and Communication (DOTC), through its proper agency, shall conduct periodic mandatory seminars for all public utility vehicle (PUV) drivers.

SEC. 4. Subject of the Seminar. - The seminar shall tackle existing traffic rules and regulations as well as defensive driving tips.

SEC. 5. - Practical Examination. - The DOTC, through its proper agency, shall conduct a practical examination to be taken by each PUV driver finishing the seminar. The examination shall determine whether the PUV driver can effectively apply what he or she has learned during the seminar.

SEC. 6. Requirement for Driver's License. - All PUV drivers shall undergo the mandatory seminar and pass the practical examination before a driver's license or a renewal thereof can be issued to them. A provisional driver's license may be issued to a potential licensee pending the holding of the seminar and examination.

SEC. 7. - DOTC Personnel Training. - The DOTC shall ensure that it has adequate personnel qualified to conduct the seminar. The DOTC shall provide regular training opportunities for such personnel.

SEC. 8. - *Private Sector Participation.* - The DOTC shall encourage participation from the private sector in the conduct of the seminar. Private sector resource persons shall be invited and welcomed.

SEC. 9. - *Implementing Rules and Regulations.* - The DOTC, in coordination with the Land Transportation Office (LTO) and the Land Transportation Franchising and Regulatory Board (LTFRB), shall formulate the necessary guidelines and promulgate rules and regulations implementing the provisions of this Act.

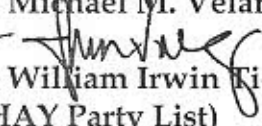
SEC. 10. *Appropriation.* - Such sums as may be necessary for the immediate implementation of the provisions of this Act is hereby authorized to be appropriated out of any funds in the National Treasury not otherwise appropriated. Thereafter, funds for its implementation shall be included in the regular appropriations of the DOTC.

SEC. 11. *Repealing Clause.* - All laws, decrees, executive orders or parts thereof inconsistent with the provisions of this Act are hereby repealed, amended or modified accordingly.

SEC. 12. *Separability Clause.* - If any provision of this Act is held invalid or unconstitutional, other provisions not affected shall continue to be in full force and effect.

SEC. 13. *Effectivity.* - This Act shall take effect 15 days after its complete publication in at least two (2) newspapers of national circulation,

Approved,


Hon. Michael M. Velarde

Hon. William Irwin Tieng
(BUHAY Party List)