



Republic of the Philippines
HOUSE OF REPRESENTATIVES
Constitution Hills, Quezon City

SIXTEENTH CONGRESS
First Regular Session

House Bill No. **3704**

Introduced by REPRESENTATIVE ERIC L. OLIVAREZ

EXPLANATORY NOTE

Majority of Filipino are commuters. Being a developing country, most of the people do not own private cars. The people heavily rely on public transportation to go from one place to another and do their jobs and duties for the day. One kind of public utility that offers ride to the public is the buses. Buses usually traverse major thoroughfares and follow a rather long route. Buses in Metro Manila for example travel from the north in Monumento down to the southern areas of Pasay City or Paranaque City. There are also provincial buses which take more time and have more distant destinations. The numerous bus lines or bus companies now existing and operating nationwide just prove how buses have become an integral part of the lives of the Filipino commuters.

Lately however, there have been a lot of traffic related crimes and buses are no exception to the ill motives of the perpetrators. Buses easily fall prey to hold-up incidents wherein a group of armed men board random buses and then hi-jack the same. They take all the precious and valuable belongings of all the passengers on the bus as well as the money/ bus fares collected by the driver/ bus conductor for the day. To make things worse, such situation may even escalate to a violent one

wherein passengers are harmed, injured and even killed as an incident of the act of robbery.

These victimized bus passengers and the bus employees themselves are rendered completely helpless and powerless once a crime has been indiscriminately committed against them. As it is the modus operandi of the robbers to force everyone inside the bus to bring the bus curtains down, no one from the outside could tell that a robbery or hold-up is in fact already happening on the bus. No one is there to rescue or help out the victims. Consequently, the safety of every passenger's life, liberty and/or property is completely jeopardized and the said wrongdoers sometimes get away with their crime and worst, do not get successfully prosecuted because of lack of witnesses.

In light of the recent proliferation of bus-related crimes, there is clearly an impelling need for State intervention to ensure that the commuters are provided adequate protection from harm of their life and property.

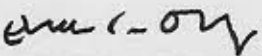
The role of the State in protecting the life, liberty and property of the Filipino commuters, becomes vital in this respect. There is a need for an immediate solution to this serious problem that would effectively deter potential crime perpetrators from holding up and/or robbing the helpless passengers of public utility busses.

The mandatory installation of a closed-circuit television (CCTV) or a security (video) cameras in every public utility bus in the country will allow the bus operators to detect real-time whether or not a bus is being held-up. This will allow the bus operators to timely alert the law enforcement authorities that a crime is currently happening inside a certain bus in a certain place. This will give the police a better window of opportunity to prevent the crime and/or apprehend the criminals. The probability of timely catching the criminals will surely increase. Moreover, knowing that their movement can be traced through the security cameras, the potential criminals will be effectively deterred from victimizing passengers thereof for even if the police don't make it on the scene on time, the faces of the criminals have already been recorded and this will facilitate post-crime investigations better. Apprehending the accountable persons in a bus-related crimes has always been difficult, if

not nearly impossible, because of the lack of leads. Through the approval of this bill, such limitation will be downright addressed.

Undeniably, the mandatory installation of CCTV or security camera in every bus operated for public utility would be beneficial to all the parties involved - the owners/operators who can maintain goodwill and reputation by promising the public good and safe transportation services; the innocent drivers and bus conductors who may also be victimized at times; and more importantly, the riding public who, aside from having to deal with the little inconveniences entailed by commuting, expose themselves to great risk upon doing so because they have no choice and they need the said transportation.

It is for this reason that the approval of this Bill is being sought.


ERIC L. OLIVAREZ

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**AN ACT PROVIDING FOR THE MANDATORY INSTALLATION OF
CLOSED-CIRCUIT TELEVISION OR SURVEILLANCE (SECURITY)
CAMERA IN EVERY BUS BEING OPERATED FOR PUBLIC UTILITY IN
THE COUNTRY.**

SECTION 1. *Name.* This Act shall be known as the "Mandatory Bus Surveillance Act".

SECTION 2. *Definition of Terms.*

Security Camera; Surveillance Camera Closed Circuit Television (CCTV) - the use of video cameras to transmit a signal to a specific place, on a limited set of monitors. A security camera as contemplated or used in this Act, is understood as a video camera that records the activities happening inside a bus in order to detect and prevent crime and other related situations. The terms shall be used interchangeably in this Act.

Bus - a large motor vehicle carrying passengers by road, esp. one serving the public on a fixed route and for a fare. For purposes of this act, the term 'bus' shall pertain only to public utility buses.

Public Utility Owners/Operators – for purposes of this Act, it shall mean owners or operators of at least one bus offering transportation services to the public at large.

SECTION 3. *Mandatory Installation of CCTV or Surveillance Camera.* All bus owners/operators, whether under an existing franchise or upon application of a new one, are hereby required to install a CCTV or surveillance camera in every bus unit he/she presently owns/operates or will own/operate in the future.

SECTION 4. *Allowance of Time for Owners/Operators with Subsisting Franchise.* Owners/Operators of public utility buses under an existing franchise are given three (3) months from the promulgation of this Act to comply with the requirement of installing CCTV or security cameras in the buses that they operate.

SECTION 5. *Monitoring.* The Land Transportation Franchising and Regulatory Board (LTFRB) shall conduct regular ocular inspections after the lapse of three (3) months from the promulgation of this Act to ensure that all licensed bus owners/operators have complied with the requirements of this Act.

SECTION 6. *Requirement for Application of a New Franchise.* Application for a franchise to operate a bus line or business by a person or persons who wish to own/operate buses as public utility vehicles, shall not be granted until and unless the owner or operator, upon the inspection and assessment of the LTFRB is ready and/or equipped to install a CCTV or security camera devise for every bus it owns/ will operate.

SECTION 7. *Applicants to Obtain Certification from LTFRB.* Applicants of a new franchise shall obtain a certification from Land Transportation Franchising and Regulatory Board stating that each of its buses is equipped with a surveillance camera, and the said certification shall be attached or incorporated to the other pertinent documents necessary for the application process of a franchise to operate a bus line or business.

SECTION 8. *Pending Applications for Franchise.* Applications for franchise already filed before the Land Transportation Franchising and Regulatory Board but pending approval thereof upon the promulgation of this Act shall be deferred until and unless applicants comply with the additional requirement as provided under this Act and thereby acquire and/or equip their business with necessary security cameras. An additional requirement of obtaining Certification from the LTFRB as stated in Section 7 hereof shall be submitted by the applicants whose franchise applications are pending. Only upon the attainment and submission of the said certification, along with compliance with other requirements as required by existing laws, shall the application be finally granted or approved.

SECTION 9. *Twenty Four Hour Surveillance by the Bus Operator.* It shall be the duty of every bus company or operator to assign or delegate personnel that will monitor the video feeds of the CCTV or security cameras of its buses real-time, twenty four hours a day, seven days a week. This is to ensure that the bus company can timely alert authorities of an on-going crime so that the latter can act immediately and prevent the furtherance of the said crime.

SECTION 10. *Unannounced Inspections.* Authorized personnel of the Land Transportation Franchising and Regulatory Board (LTFRB) shall conduct unannounced or surprised inspections of any public utility bus whether in transit or parked in the terminal to ensure compliance with this Act.

SECTION 11. *Violation of this Act.* Violation of any of the provisions of this Act shall be meted with a revocation of license/franchise to operate a bus line or business and fines in the amount of not more than Fifty Thousand Pesos (P50,000.00) to be imposed by the LTFRB and/or imprisonment for not more than one year to be imposed by a court of competent jurisdiction against the operator or proprietor of the business, or against the members of the Board of Directors if the operator of the bus company is a corporation.

SECTION 12. *Implementing Rules and Regulations.* The Department of Transportation and Communication (DOTC) in

coordination with the LTFRB shall promulgate the Implementing Rules and Regulations to carry out the provisions of this Act. Such rules and regulations shall take effect upon their publication in three (3) newspapers of general circulation.

SECTION 13. *Repealing Clause.* – All laws, presidential decrees, letters of instructions, executive orders, rules and regulations insofar as they are inconsistent with this Act, are hereby repealed or amended as the case may be.

SECTION 14. *Separability Clause.* – In the event that any provision of this Act or any portion thereof is declared unconstitutional by a competent court, the other provisions shall not be affected thereby and shall remain valid and enforceable.

SECTION 15. *Effectivity Clause.* – This Act shall take effect after its complete publication in at least three (3) newspapers of general circulation.

APPROVED.