

Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City



SIXTEENTH CONGRESS
Third Regular Session

House Bill No. **6051**

Introduced by REPRESENTATIVE ERIC L. OLIVAREZ

EXPLANATORY NOTE

The Philippines has approximately 203,000 km of roads (2008) and 6.6 million registered motor vehicles (2010). The Metro Manila Urban Transportation Integrated Study (MMUTIS) reports public transport accounts for 80% of all trips thereby accounting for the great demand for public utility vehicles and yet complaints have been tremendous regarding the traffic flow of Metro Manila's arteries because public utility buses load and unload indiscriminately, causing major losses in the productivity and safety of Filipinos.

The mandatory installation of GPS device in every public utility vehicle in the country will first and foremost allow operators to detect, monitor and investigate the route and the movement of all bus, truck, PUV units within their company, real-time. Urban transit agencies all over the world use the technology for a number of purposes, including monitoring schedule adherence of buses in service, triggering changes of buses' destination sign displays at the end of the line (or other set location along a bus route), and triggering pre-recorded announcements for passengers. The satellite-tracking feature of the

GPS keeps employees honest. The knowledge that they can be tracked by a GPS discourages drivers from making inappropriate pit stops, spending time idle, or padding travel time by going on alternate routes. Whereas the passengers of busses or the cargo in trucks are transported safely and in good condition, the GPS also provides an effective way to create and calculate more efficient routes thereby invariably decreasing gas consumption in a country where fuel is never a cheap commodity.

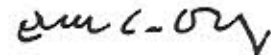
The GPS as a vehicle tracking system also assist in theft prevention. The knowledge that a GPS, a monitoring and retrieval device is installed in the unit can greatly dissuade a driver, a passenger or even an outsider, from enacting a criminal activity. When used as a security system, the GPS provides a reliable addition to the vehicle's alarm. The existence of vehicle tracking device then can be used to reduce the insurance cost, because the loss-risk of the vehicle drops significantly. In the event that a crime gets consummated, the GPS aids in law enforcement. Police can simply follow the signal emitted by the tracking system and locate a stolen vehicle. Apprehending responsible persons in such crimes has always been difficult, if not nearly impossible, for our law enforcers because of the lack of comprehensive, precise evidence for leads. Through the approval of this bill, such limitation will be downright addressed.

The LTFRB assures that public utility vehicle operators and drivers are well-informed of current, updated fare matrixes and routes and requires that these be posted in the public utility vehicle units, in the PUV operators' offices, terminals and waiting stations to properly inform commuters as well. LTFRB sanctions operators and drivers who collect fares beyond what is approved. However, the LTFRB has poor enforcement capacity, as indicated by the huge number of public utility vehicles (colorum) operating in Metro Manila without franchises or outside approved routes. Indeed, GPS vehicle-tracking units can accurately determine a wide-variety of location-based data. In fact, aside from the advantages explained above, the data from the GPS

trackers can also be used to calculate whether or not customers are charged their fees fairly. Operators and franchise owners of these vehicles used for public utility can then effectively manage their fleet and be held accountable for their units while these are on the road.

Undeniably, the mandatory installation of GPS tracking device in every bus, or truck 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 PUV drivers who may also be victimized at times; and more importantly, the riding public who, aside from having to deal with the great inconveniences entailed by Metro Manila traffic. GPS installation provides accountability in management and added safety and security for the people thereby improving the quality of transportation for the country.

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



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**AN ACT PROVIDING FOR THE MANDATORY INSTALLATION OF
GPS TRACKING DEVICE IN TRUCKS, BUSES, AND OTHER
VEHICLES BEING OPERATED FOR PUBLIC UTILITY IN THE
COUNTRY**

SECTION 1. *Name.* This Act shall be known as the "Mandatory GPS for PUVs Act of 2015".

SECTION 2. *Definition of Terms.*

GPS - "Global Positioning System" - a space-based satellite navigation system that provides location and time information in all weather conditions, anywhere on or near the Earth where there is an unobstructed line of sight to four or more GPS satellites

Public Utility Vehicles- buses, trucks and other units used for public transport such as FX, taxis,

multi-cabs, TNCs (transportation network companies) and their TNVs (transportation network vehicles), used because of its ubiquity, flexibility, reasonable cost, and traditional and habitual acceptability.

Public Utility Owners/Operators – for purposes of this Act, it shall mean owners or operators of busses, trucks and other vehicles used for public utility at large;

SECTION 3. *Mandatory Installation of GPS.* All public utility vehicle owners/operators, whether under an existing franchise or upon application of a new one, are hereby required to install a GPS device in every bus or truck unit he/she presently owns/operates or will own/operate in the future.

SECTION 4. *Allowance for Owners/Operators with Subsisting Franchise.* Owners/Operators of busses, trucks and other public utility vehicles under an existing franchise are given two (2) months from promulgation of this Act to comply with the requirement of installing GPS device in each and all their units.

SECTION 5. *Monitoring.* The Land Transportation Franchising and Regulatory Board (LTFRB) shall conduct regular ocular inspections after the lapse of two (2) months from the promulgation of this Act to ensure that all licensed 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 truck business by a person or persons who wish to own/operate busses and trucks as public utility vehicles, shall not be granted until and unless the owner or operator, upon the inspection and assessment of the Land

Transportation Office (LTO), is ready and/or equipped to install a GPS device for every unit it owns/ will operate.

SECTION 7. *Applicants to Obtain Certification from Land Transportation Office.* Applicants of a new franchise shall obtain a certification from LTFRB stating that it is equipped with a GPS device, 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 truck transport business.

SECTION 8. *Pending Applications for Franchise.* Applications for franchise already filed before the LTFRB 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 GPS device. 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. *Unannounced Inspections.* Authorized personnel of the LTFRB may conduct unannounced or surprised inspections of the aforementioned public utility vehicles to ensure compliance with this Act.

SECTION 10. *Requirement for LTO Registration.* After the expiration of two (2) month grace period required by this Act for the installation of GPS, no bus, truck or any other public utility vehicle for that matter, shall be allowed registration by the LTO sans the GPS.

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 their business by the LTFRB and imprisonment for not more than one (1) year and a fine of not more

than TWENTY (20) THOUSAND PESOS against the proprietor of the business to be imposed by a court of competent jurisdiction, as the case may be;

SECTION 12. *Implementing Rules and Regulations.* The Department of Transportation and Communication (DOTC) in coordination with the LTFRB and LTO 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.