



Introduced by **Representative ANA CRISTINA SIQUIAN-GO**

AN ACT
ALLOCATING FIVE PERCENT (5%) OF THE COLLECTIONS FROM THE MOTOR
VEHICLE USER'S CHARGE TO THE DEPARTMENT OF EDUCATION FOR THE
INCLUSION OF DRIVER'S EDUCATION SUBJECTS IN THE SENIOR HIGH
SCHOOL CURRICULUM AMENDING FOR THE PURPOSE REPUBLIC ACT NO.
8794, THE LAW IMPOSING THE MOTOR VEHICLE USER'S CHARGE

EXPLANATORY NOTE

The first year that anybody can have his or her driver's license is always the most dangerous year of his or her life. In the Philippines, a new driver normally learns to drive from friends, acquaintances or relatives who already know how. The driving lesson one gets is informal and rudimentary. The vehicle used for test-drive is always a borrowed one or one secured without the owner's consent resulting to hasty and ineffective test-drives.

For those with the means, a private driving school is the way to his or her first legitimate driving experience. While there is a huge number of private driving schools throughout the country, they can only serve the need of those with money to pay. As it is now, formal driver's education is only available to those who can pay a course. For those who cannot pay, they are entirely dependent on the generosity of friends who are willing to let them handle the wheel and the guts to let them drive through traffic despite the student's ineptitude.

The demand for a mandatory nationwide driver's education is never this emphatic. 79% of road crash fatalities now is caused by driver error. There are 13 Million driver's licenses issued almost all of which were issued to those who learned to drive from friends, relatives and acquaintances. The fatal risk along the 270,000-kilometer road networks throughout the country is multiplied by millions of informally trained and uneducated drivers.

Driving trucks and public utility vehicles is a livelihood for at least 2.5 Million Filipino drivers. Almost certainly none of them have learned to drive through a formal driving school. A Filipino PUV driver learns to drive because a jeepney, a bus or a tricycle was lent to him by its driver for him to learn and practice driving. The grim statistics is instructive in this regard. 16% of road crashes is caused by trucks. There is now a pressing need for us to guarantee that the next generation of drivers should be more informed, educated and proficient.

Driver's education for new drivers can be institutionalized by interfacing it with the curriculum of the Department of Education. Driver's education can be best integrated as

mandatory courses in the Senior High School, the level when one can already apply for a student and non-professional driver's license. All Senior High School students will be required to take the subjects as pre requisite for graduation. Driver's education will thus be required of all 18 years old at no separate cost. There is no other way but through this.

A part of the Road User's tax collected should be allocated for this aim. By its nature and purpose, it is just right that part of the Road User's tax should also be earmarked to anchor a nationwide driver's education program. As intended by Republic Act No. 8794, a responsible driving public serves the objectives of the MVUC for an efficacious use of roads and a safe riding public. A part of the special funds should be allocated to the Department of Education for the inclusion of driver education subjects in the Senior High School curriculum.

In view of the above, the immediate passage of this Bill is earnestly sought.



ANA CRISTINA SIQUIAN-GO

Representative
2nd District, Isabela

Republic of the Philippines
House of Representatives
Quezon City, Metro Manila

SEVENTEENTH CONGRESS
First Regular Session

HOUSE BILL NO. 4467

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

SECTION 1. Section 7 of Republic Act No. 8794 is hereby amended to read as follows:

Section 7. *Disposition of Monies Collected.* All monies collected under this Act shall be earmarked solely and used exclusively (1) for road maintenance and the improved of the road drainage, (2) for the installation of adequate and efficient traffic lights and road safety devices, [and] (3) for air pollution control, AND (4) FOR A NATIONWIDE DRIVER'S EDUCATION PROGRAM.

All such monies collected shall be deposited in ~~four~~(4) FIVE (5) special trust accounts in the National Treasury, namely: (1) Special Road Support Fund; (2) Special Local Road Fund; (3) Special Road Safety Fund; [and] (4) Special Vehicle Pollution Control Fund AND (5) SPECIAL DRIVER'S EDUCATION FUND. The distribution of collections under this Act shall be as follows:

1. SEVENTY FIVE PERCENT (75%) ~~Eighty percent (80%)~~ shall be allotted to and placed in the Special Road Support Fund;
2. Five percent (5%) shall be allotted to and placed in the Special Local Road Fund;
3. Seven and one half percent (7.5%) shall be allotted to and placed in the Special Vehicle Pollution Control Fund;
4. FIVE PERCENT (5%) SHALL BE ALLOTTED TO AND PLACED IN THE SPECIAL DRIVER'S EDUCATION FUND.

The Special Road Support Fund AND the Special Local Road Fund shall be under the DPWH; ~~whereas the~~ Special Vehicle Pollution Control Fund shall be under the DOTr AND THE SPECIAL DRIVER'S EDUCATION FUND SHALL BE UNDER THE DEPED.

Seventy percent (70%) of the Special Road Support Fund shall be used for the maintenance of, and the improvement of drainage of national primary roads. The remaining thirty- percent (30%) thereof shall be allocated and use for the maintenance, and improved of drainage of national secondary roads throughout the country.

The cost of installation of adequate and efficient traffic lights and road safety devices throughout the country, where such traffic lights and safety devices are needed, shall be taken from the Special Road safety devices.

A Road Board to implement the prudent and efficient management and utilization of the special ROAD SUPPORT AND LOCAL ROAD funds shall be organized by the President of the Philippines. The Road Board shall be composed of seven (7) members, with the secretary of the DPWH as ex officio head, and the secretaries of the Department of Finance, Budget and

Management, and the Department of Transportation and Communication, as ex officio members. The remaining three (3) members shall come from transport and motorist organization, which have been in existence and active for the last five (5) years prior to this Act. They shall be appointed for the term of two (2) years each by the President of the Philippines upon the recommendation of the secretaries of the DPWH and the DOTC.

SECTION 2. Section 8 of Republic Act No. 8794 is hereby amended to read as follows:

Section 8. *Status of the Special Funds.* – The ~~four (4)~~ FIVE (5) special funds established under this Act shall be distinct and separate from and in addition in any appropriation authorized and granted yearly to the DPWH, ~~and the DOTr AND THE DEP ED.~~ To cover expenditures for the identified objects of expenditures under this Act. Congress shall continue to appropriate an amount in the General appropriations Act for road maintenance of the DPWH: *Provided, however,* That any savings for each year out of such appropriation shall revert to the General Fund. Any savings from the special funds created herein shall accrue to these respective special funds.

SECTION 3. Section 9 of Republic Act No. 8794 is hereby amended to read as follows:

Section 9. *Rules and Regulations.* – The secretaries of the Department of Public Works and Highways (DPWH), ~~and the Department of Transportation (DOTr) AND THE DEP ED~~ shall jointly promulgate within thirty (30) days from the effectivity of this Act, the rules and regulation to implement

and carry out the intent, objectives, purposes, and provisions of this Act, including such structural and procedural in the systems and agencies concerned as may be necessary to ensure the prudent, wise, effective, and efficient utilization of the special funds established under Republic Act No. 8794: **Provided**, That the secretary of the DPWH shall prepare the portion of their implementing rules and regulation pertaining to the Special Road Support Fund, the Special Local Road Fund, and the Special Road Safety Fund, and the Secretary of the DOTr shall prepare the portion of the implementing rules and regulation pertaining to the collection of the MVUC staffed under Section 3 of this Act and on the disposition of the monies acquiring to the Special Pollution Control Fund. **Provided further**, THAT THE SECRETARY OF THE DEP ED SHALL PREPARE THE PORTION OF THEIR IMPLEMENTING RULES AND REGULATIONS PERTAINING TO THE SPECIAL DRIVER'S EDUCATION FUND.

SECTION 4. Repealing Clause – All laws, decrees, executive orders, letters of instructions, rules and regulations, or parts thereof, which are inconsistent with this Act are hereby repealed, amended, or modified accordingly.

SECTION 5. Separability Clause – If any provision of this act is judicially declared invalid or unconstitutional, the remaining provisions of this Act not affected thereby shall continue to be in full force and effect.

SECTION 6. Effectivity Clause – This act shall take effect fifteen (15) days following its publication in two (2) newspaper of general circulation.

Approved.