

Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

SEVENTEENTH CONGRESS
First Regular Session

House Bill No. **5571**



Introduced by Rep. **MARIO VITTORIO "MARVEY" A. MARIÑO**
5th District, Batangas

EXPLANATORY NOTE

Traffic situation in the Philippines, particularly in Metro Manila and highly urbanized cities, has worsened over the years. Travel time for commuters has become longer and billions of pesos are lost due to horrendous traffic congestion. In fact, based on a 2014 report by Japan International Cooperation Agency (JICA), the Philippines is losing 2.4 billion pesos per day in potential income as a result of the country's traffic problems.

In addressing the country's traffic problems, the government had to turn to traditional ways and creative ideas to ease traffic and, at the same time, prevent road accidents. The State, through concerned government agencies, in promoting the general welfare of the people, thereby adopted the "Truck-Only Lane" policy to ease traffic and prevent road accidents in select thoroughfares. Initial results would show that the "Truck-Only Lane" policy adopted by the concerned agencies is deemed effective, specifically along C-5 and Katipunan. The strict implementation of the policy has greatly improved the flow of vehicles in the area. Travel time was also reduced by 22% even during rush hour. It is for this reason that the implementation of the said policy has been extended and applied to other major roads in Metro Manila such as Congressional Road, Mindanao Avenue, and Road 10.

It is, therefore, high time to institutionalize and adopt this policy especially in highly congested areas to ease traffic and improve the flow of vehicles in all of Metro Manila and highly urbanized cities, including expressways. The institutionalization of this policy sends a strong message that the government is serious in addressing the nation's worsening traffic congestion.

In view of the foregoing, the early passage of this bill is earnestly requested.


MARIO VITTORIO "MARVEY" A. MARIÑO

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5th District, Batangas

**AN ACT INSTITUTIONALIZING TRUCK LANES IN ALL
MAJOR THOROUGHFARES IN METRO MANILA AND HIGHLY
URBANIZED CITIES**

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

SECTION 1. Coverage. – This Act shall cover cargo trucks and heavy vehicles having a gross capacity weight of more than 4,500 kilograms traversing in Metro Manila and highly urbanized cities.

SECTION 2. Designation of Truck Lanes. – (a) Whenever the Department of Public Works and Highways (DPWH), the Inter-Agency Council on Traffic (iACT) composed of the Department of Transportation (DOTr), Metro Manila Development Authority (MMDA), Philippine National Police-Highway Patrol Group (PNP-HPG), Land Transportation Office (LTO), and Land Transportation Franchising and Regulatory Board (LTFRB), or local authority with respect to highways under their respective jurisdiction determines upon the basis of an engineering and traffic investigation that the designation of a truck lane or lanes would facilitate the safe and orderly movement of traffic, the iACT or local authority may designate a specific lane or lanes for the travel of cargo trucks or heavy vehicles and shall erect signs at reasonable intervals giving notice thereof, *Provided that* identification and designation of truck routes shall be a condition *sine qua non* prior to the designation of truck lanes.

(b) Any cargo truck and heavy vehicle shall be driven in the lane or lanes designated pursuant to subdivision (a) whenever signs have been erected giving notice of that designation.

SECTION 3. Right-Hand Lane for Traffic. – Except as otherwise provided in this Act, when a specific lane or lanes have not been so designated, any of those vehicles shall be driven in the right-hand lane for traffic or as close as practicable to the right edge or curb. If, however, a specific lane or lanes have not been designated on a divided highway having four or more clearly marked lanes for traffic in one direction, any of those vehicles may also be driven in the lane to the immediate left of that right-hand lane, unless otherwise prohibited by existing traffic code or rules.

SECTION 4. *Overtaking.* – When overtaking and passing another vehicle proceeding in the same direction, the driver shall use either the designated lane, the lane to the immediate left of the right-hand lane, or the right-hand lane for traffic.

This section does not apply to a driver who is preparing for a left- or right-hand turn or who is entering into or exiting from a highway or to a driver who must necessarily drive in a lane other than the right-hand lane to continue on his or her intended route.

SECTION 5. *Penalties for Violaton.* – The following penalties shall be imposed upon the driver of a cargo truck or heavy vehicle who fails to observe the truck lanes and/or routes designated:

For the first offense, the driver of the cargo truck or heavy vehicle shall pay the fine of two thousand (2,000) pesos.

For the second offense, the driver of the cargo truck or heavy vehicle shall pay the fine of five thousand (5,000) pesos.

For the third offense, the driver of the cargo truck or heavy vehicle shall pay the fine in the amount of ten thousand (10,000) pesos and a corresponding suspension of operation for 30 days shall be imposed upon the operator or owner of the cargo truck or heavy vehicle. The cancellation of its franchise and/or vehicle registration shall further be recommended.

SECTION 6. *Implementing Rules and Regulations* – The heads of the DPWH and the iACT shall jointly, by thirty (30) days from the effectivity of this Act, promulgate rules and regulations to implement and carry out the intent, objectives, purposes and provisions of this Act.

SECTION 7. *Effectivity Clause.* – This Act shall take effect within fifteen (15) days after its publication in the Official Gazette or in at least two (2) newspapers of general circulation, whichever comes earlier.

Approved.