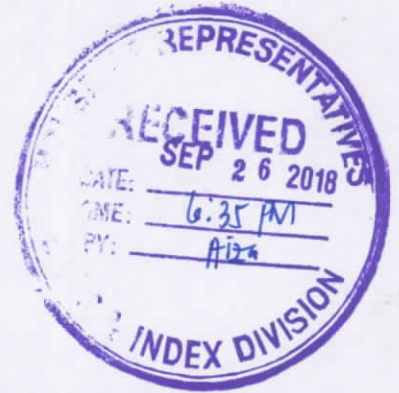


Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

SEVENTEENTH CONGRESS
Third Regular Session

House Bill No. 8304



Introduced by Representatives **John Marvin "Yul Servo" Nieto, Edward Vera Perez Maceda, Eric M. Martinez, Federico II "Ricky" S. Sandoval, Dale "Along" R. Malapitan, Eric Olivarez, and Emi Calixto-Rubiano**

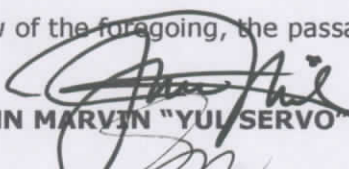
EXPLANATORY NOTE

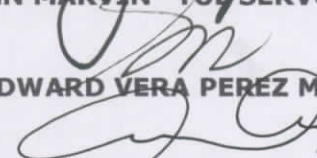
This bill seeks to address and deal with road rage as a hazard in our daily traffic by introducing a definition on what constitutes a road rage incident and providing appropriate penalties for traffic incidents related.

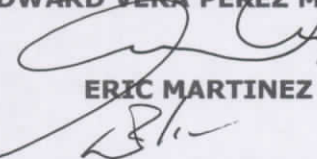
Road rage is one of the prominent causes of traffic congestion. When it takes place, other motorists and commuters alike get affected. The consequences of road rage often cover damage to vehicles, injuries, and even threat to life or the loss of it. No less than all modes of media have repeatedly revealed just how widespread road rage has become, how it hampers any given traffic flow, and the danger it brings to the commuting public.

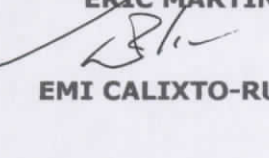
This humble representation submits that road rage deserves no room for society to consider as an acceptable fact of driving and commuting. It needlessly aggravates the already-impacted daily vehicular traffic, it drains everyone's valuable time, and it serves as a contributory cause for the slowdown of progress. There is also an urgent need for higher penalties, specific laws, and stricter rules on this matter. It is high time that we take a proactive approach in addressing the problem of road rage.

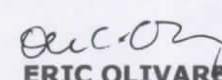
In view of the foregoing, the passage of this measure is earnestly sought.

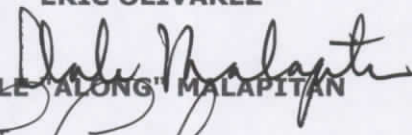

JOHN MARVIN "YUL SERVO" NIETO

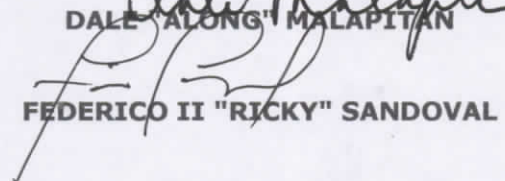

EDWARD VERA PEREZ MACEDA


ERIC MARTINEZ


EMI CALIXTO-RUBIANO


ERIC OLIVAREZ


DALE "ALONG" MALAPITAN


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AN ACT DEFINING AND PROHIBITING OBSTRUCTION AND SLOWDOWN OF TRAFFIC WHILE UNDER THE INFLUENCE OF ROAD RAGE, PROVIDING PENALTIES FOR VIOLATION THEREOF, AND FOR OTHER PURPOSES

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

SECTION 1. Declaration of Policy. It is hereby declared the policy of the State to take cognizance of certain circumstances that impact the flow of vehicular traffic by ensuring that the same are addressed and acted upon accordingly.

SECTION 2. Definition of Terms. As used in this Act, the terms –

- a. "Road Rage" shall mean a person's anger or violent behavior that is usually caused by another person's bad driving or the stress of being in heavy traffic; and is expressed in aggressive or violent behavior, thus causing the total or partial obstruction or slowdown of vehicular traffic and endangering the lives and safety of the public.
- b. "Motor Vehicle" shall mean any motor-driven vehicle such as, but not limited to, automobiles, trucks, vans, motorcycles and tricycles regardless of registration.
- c. "Subject Vehicle" shall mean a motor vehicle driven by another driver who is the subject of the person or driver who is influenced by road rage.
- d. "Offending Driver", otherwise referred to as *D-1*, shall mean the driver of a motor vehicle who commits any overt act or acts of aggression which is affected by road rage.
- e. "Offended Driver", otherwise referred to as *D-2*, shall mean the driver of a motor vehicle who is the subject of the offended driver as defined in the immediately preceding provision.

SECTION 3. Prohibition against Driving While Under the Influence of Road Rage. It shall be unlawful for any person, or driver while driving a motor vehicle, to knowingly obstruct or slow down traffic while he is under the influence of road rage, which includes, but is not limited to, the following acts:

- a. Completely preventing or blocking, or otherwise slowing down the path of the subject vehicle, regardless whether the offending person or driver commits any further unlawful act while in the process of committing the said blockage or prevention.
- b. Ramming the subject vehicle whether the same is situated immediately behind or at either side of the motor vehicle of the offending driver, regardless whether the subject motor vehicle is in motion.
- c. While both motor vehicles are in motion, committing any unlawful act against the offended driver or the subject motor vehicle, other than that prescribed in the

immediately preceding paragraphs, thereby forcing the offended driver to stop or reduce speed.

SECTION 4. Prima Facie Evidence. The following, whether individually or in combination, shall constitute prima facie evidence of road rage:

- a. If the offense committed is immediately preceded by an altercation, whether verbally, physically or both
- b. If the offense is immediately preceded by a damage of the vehicle of the offended driver
- c. If the offense is captured and recorded on video by a government or privately-owned closed circuit television (CCTV) system, or camera, mobile phone or other similar device with audio and/or video recording functions with a whole copy thereof duly reproduced and submitted

SECTION 5. Mandatory Submission of Recorded Audio and/or Video Footage. It shall be mandatory for owners of CCTV systems, cameras, mobile phones or similar equipment, which was used to capture the actual act of road rage on audio and/or video to be used for evaluation purposes, to produce a hardcopy of the footage or otherwise effect a transfer thereof to traffic enforcers through infrared or Bluetooth technology, near-field communication (NFC) or other similar means. For this purpose, responding traffic enforcers shall determine whether a CCTV surveillance system is present within the vicinity of the incident, or devices were used, to make an actual recording.

SECTION 5. Exempting Circumstance. Nothing in this Act shall apply in the case of a mishap wherein all parties involved have decided to amicably settle their differences and clear the road accordingly.

SECTION 6. Nationwide Information Campaign by Government Agencies and Public Transportation Associations. The Department of Transportation and Communications (DOTC), the Land Transportation Office (LTO), the Metro Manila Development Authority (MMDA), the Department Interior and Local Government (DILG), and the traffic agencies of local government units (LGUs), the Philippine National Police (PNP), the different public transport associations and organizations as well as private transport companies shall conduct a nationwide information and communication campaign for a period of three (3) months after the effectivity of this Act.

SECTION 7. Penalties. Any person or driver who violates the provisions of this Act shall be penalized, as follows:

- a. For the first offense, a fine of Five Thousand Pesos (PhP5,000.00);
- b. For the second offense, a fine of Ten Thousand Pesos (PhP10,000.00);
- c. For the third and succeeding offenses, a fine of Fifteen Thousand Pesos (PhP15,000.00) plus the suspension of the driver's license of the offending driver for a period of two (2) weeks; and
- d. For the fourth offense, a fine of Twenty Thousand Pesos (PhP20,000.00) plus the revocation of the driver's license of the offending driver

SECTION 8. Liability under Other Laws. The foregoing penalties under this Act shall be without prejudice to liabilities to the Revised Penal Code or special laws arising from or on the occasion of the prohibited acts herein prescribed.

SECTION 8. Repealing Clause. Any law, presidential decree, executive order, administrative order or rule contrary to or inconsistent with this Act is hereby repealed, amended or modified accordingly.

SECTION 9. Effectivity. This Act shall take effect fifteen (15) after its publication in the Official Gazette or in any newspaper of general circulation.

Approved,