



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



**NINETEENTH CONGRESS**  
*First Regular Session*

House Bill No. **6308**

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**Introduced by Representative TEODORICO "NONONG" T. HARESCO, JR.**

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**AN ACT**  
**PROMOTING COMMUTERS' WELFARE BY CREATING A UNIVERSAL CONTACTLESS**  
**SMART CARD FOR PUBLIC TRANSPORTATION IN METROPOLITAN MANILA**

**EXPLANATORY NOTE**

The government's commitment to strongly modernize public transportation in the country is manifested by the Department of Transportation (DOTr)'s efforts as it issued Department Order No. 2017-011 or the Public Utility Vehicle Modernization Program (PUVMP) on June 19, 2017. The PUVMP is a flagship program of the Duterte administration which envisions a restructured, modern, well-managed and environmentally sustainable transport sector where drivers and operators have stable, sufficient and dignified livelihoods while commuters get to their destinations quickly, safely and comfortably.

Complementary to the PUVMP's visions, reloadable contactless smart cards known as Beep Cards have been created in 2015 and have been utilized to pay the fare for rail-based rapid transit transportation through Metro Manila railway lines such as the LRT Line 1, LRT Line 2, MRT Line 3, and select bus lines among others. The Beep card was created, implemented, and operated by AF Payments Incorporated, and is also used in lieu of cash in some convenience stores and other businesses.

This innovation brought about by contactless smart cards has made it convenient for commuters to travel and was thus integrated to the modernization plan of the government.

In 2016, the Bagong Jeep (BEEP) program was launched in Metro Manila coinciding with the implementation of the national government's PUVMP. The BEEP Program, however, has utilized a different contactless smart card known as the "BeepRides" card, used by rail-based rapid transportation systems.

This unnecessary difference has confused the riding public to the point that the DOTr has to release a statement on the difference of the two smart cards. The DOTr has clarified that PUV operators are the ones who choose which automatic fare collection system (AFCS) they will use for their operations, as long as it is in line with the DOTr's directive to utilize contactless transactions in public transport.

Despite the benefits of having contactless smart cards to make public transportation safer and more convenient amidst the "new normal", the heavy burden and costs of having multiple "beep cards" for different transportation schemes make life inconvenient and more difficult to Filipino commuters.

In this "new normal", contactless smart cards have introduced a safer, and more convenient way to traverse public transportation. However, the hefty costs of having multiple contactless smart cards or "beep cards" for different public transportation schemes defeats the purpose of convenience and economic sustainability.

This bill seeks to address this problem by ensuring protection and support for the welfare of Filipino commuters by establishing a universal contactless smart card system for public transportation in Metro Manila. With a one-card-fits-all system for public transportation, we effectively remove barriers of expensive and unnecessary costs for commuters. It is the hope of this measure to improve our public transport systems and encourage more Filipinos to commute and minimize traffic congestion in our urban areas.

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

  
TEODORICO T. HARESCO, JR



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

1 **SECTION 1. *Short Title.*** – This Act shall be known as the “*Universal Beep Card Act.*”  
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3 **SECTION 2. *Declaration of Policy.*** – Pursuant to the constitutional provisions, international laws  
4 and conventions which guarantee the freedom of movement, general welfare, public safety, health  
5 and balances ecology, it is the declared policy of the State to promote and protect the right of the  
6 people to efficient, safe, convenient, accessible and inclusive transportation and mobility.  
7

8 Towards this end, the State shall promulgate and implement policies and programs that will  
9 ensure the welfare and dignity of the commuting public, address challenges of mobility amidst  
10 rapid urbanization, reduce road congestion and air pollution, mitigate transport-related health  
11 hazards, and improve access to services and markets, thereby fostering social equity, economic  
12 development and ecological balance.  
13

14 The State shall endeavour to build the necessary social and physical systems to diversify  
15 mobility options, promote integrated and sustainable transportation, and ensure transit-oriented  
16 urban development, with preferential consideration of the rights and interest of the commuting  
17 public.  
18

19 **SECTION 3. *Definition of Terms.*** – For the purposes of this Act, the following terms shall  
20 mean:  
21

- 22 (a) “*Beep Cards*” – are contactless smart cards or stored-value cards which are reloadable  
23 and are utilized for paying and transacting fares in public transportation systems;  
24  
25 (b) “*Commuter*” – refers to a natural person who travels from one place to another, through  
26 models of public transportation to reach their destination;  
27  
28 (c) “*Integrated transportation*” refers to the development of transportation systems that  
29 enables the efficient and safe transit and intermodal transfers of people through the

development of transportation infrastructure and facilities, the coordination of routes and frequencies of public transportation, utilities, and ticketing and fare systems.

- (d) “*Mobility*” refers to the ability of a person to travel to, from, and around his/her city or residence to conduct daily activities;
- (e) “*Public transportation*” refers to shared passenger transport services available for use by the general public, including, but not limited to, buses, trains, rails, rapid transits, taxis, and ferry systems;
- (f) “*Public transportation utilities*” refers to common carriers engaged in the business of carrying and transporting passengers or good or compensation, offering their services to the public;
- (g) “*Public utility vehicle (PUV)*” refers to any public utility bus, taxicab, public utility jeepney, school transport service, tourist transport service, utility vehicle express service, bus rapid transit, airport bus, premium taxi, transport network vehicle service, shuttle bus and other motor vehicles classified or as may hereinafter be classified by the Land Transportation and Franchising Board or an appropriate agency as such;
- (h) “*Public transport or PUV operator*” refers to any person or entity in whose name a Certificate of Public Convenience is issued by LTFRB to operate a public transport service for compensation and for a covered period of time;
- (i) “*Sustainable transportation*” refers to any means of transport that is safe, accessible, affordable, and environment-friendly. It includes but not limited to the use of non-motorized and health-promoting means of transport, development of urban transport systems that are fuel-efficient and space-saving, and the promotion of transit-oriented development;
- (j) “*Transit-oriented development*” refers to mixed-use development designed to maximize access to public transportation.

**SECTION 4. Integrated Transportation Fare System.** – There shall be established an integrated transportation fare system to increase the efficiency of public transportation operations in concerned areas, geared towards sustainable transportation and transit-oriented development.

**SECTION 5. Universal Beep Cards.** – The integrated transportation fare system shall utilize a “universal beep card” that would serve as a one-card-fits-all contactless smart card for transacting in different modes of public transportation. The universal beep cards shall be made available and accessible to the commuting public and shall adhere to the standard size for credit and debit cards for convenience.

**SECTION 6. Coverage.** – This Act shall cover modernized public transportation in Metropolitan Manila as prescribed and recommended by the Department of Transportation (DOTr), which shall include but is not limited to buses, modern jeepneys (i.e. Bagong Jeep), trains, and other rail-based transportation systems.

**SECTION 7. Implementing Agency.** – The Department of Transportation (DOTr), the

Department of Information and Communications Technology (DICT), and the Bangko Sentral ng Pilipinas (BSP) shall be the agencies designated in implementing this Act. For the purpose of achieving the objectives of the Act, the DOTr, the DICT, and the BSP shall work together and shall coordinate with all public utility vehicle operators and consult with commuter organizations and stakeholders.

**SECTION 8. *Implementing Rules and Regulations.*** – The DOTr, the DICT, and the BSP, with the assistance of concerned government agencies and relevant stakeholders, shall promulgate the necessary rules and regulations to implement the provisions of the Act within sixty (60) days from the approval of this Act.

**SECTION 9. *Appropriations.*** – The amount necessary to implement the provisions of this Act shall be charged against the current year's appropriations of the DOTr. Thereafter, such sums as may be needed for its continued implementation shall be included in the annual General Appropriations Act.

**SECTION 10. *Separability Clause.*** – If any if this Act is held invalid or unconstitutional, the same shall not affect the validity and effectivity of other provisions hereof.

**SECTION 11. *Repealing Clause.*** – All laws, decrees, executive order, and rules and regulations contrary to or inconsistent with the provisions of this Act are hereby repealed or modified accordingly.

**SECTION 12. *Effectivity.*** – This Act shall take effect fifteen (15) days from the date of its publication in the Official Gazette or in at least two (2) newspapers of general circulation.

*Approved,*