

NINETEENTH CONGRESS OF THE)
REPUBLIC OF THE PHILIPPINES)
Second Regular Session)

HOUSE OF REPRESENTATIVES

House Bill No. 10259



Introduced by REPRESENTATIVES LANI MERCADO-REVILLA,
BRYAN B. REVILLA AND RAMON JOLO REVILLA III

AN ACT
MANDATING ALL PUBLIC AND PRIVATE MEDICAL INSTITUTIONS AND
HOSPITALS TO PROVIDE FOR MOTORCYCLE MEDICAL EMERGENCY FIRST-
RESPONDERS

EXPLANATORY NOTE

“Angkas Buhay”, touted as the country’s pioneering motorcycle ambulance service, was anticipated to commence operations by mid-2019.¹ However, since its announcement in late 2018, its realization remains uncertain. This parallels a prior initiative undertaken by the Department of Health (DOH) – Mimaropa in 2015, where the introduction of two motorcycle ambulances for remote regions² gradually slipped from public attention. Recently, Hospital on Wheels (HOW) unveiled a prototype of a motorcycle ambulance, envisioned for adoption by barangays to facilitate swift emergency medical services (EMS).³

Embracing this life-saving innovation is imperative for both public and private medical institutions and hospitals. For instance, given Metro Manila’s notorious congestion, earning it the title of the slowest city in travel time among 387 cities

¹ Manilabulletin_Admin. (2018, November 29). Angkas buhay: 1st motorcycle ambulance to hit the streets. *Manila Bulletin*. Retrieved April 3, 2024, from <https://mb.com.ph/2018/11/29/angkas-buhay-1st-motorcycle-ambulance-to-hit-the-streets/>.

² Geronimo, J. Y. (2015, September 9). *DOH's motorcycle ambulance aims to avoid traffic, save lives*. Rappler. <https://www.rappler.com/nation/105222-doh-motorcycle-ambulance/>

³ Rocamora, J. A. L. (2023, June 24). *'Motorcycle ambulance' prototype launched for LGUs to adopt*. Philippine News Agency. <https://www.pna.gov.ph/articles/1204219>

across 55 countries according to the 2023 TomTom Traffic index,⁴ the value of motorcycle ambulances becomes evident. Moreover, their maneuverability is indispensable, particularly in accessing hard-to-reach areas where traditional ambulances struggle. Motorcycles are frequently relied upon in navigating rugged road conditions in remote geographical regions.

Drawing inspiration from global precedents, Melbourne, Australia permanently integrated motorcycle paramedics into its ambulance service after a successful three-year trial.⁵ Similarly, research conducted on the EMS unit of Srinagaring Hospital in Thailand revealed that motorcycle ambulances outpaced traditional ambulances within a 10-kilometer radius, particularly during peak traffic hours, from 6:00 to 9:00 in the morning, and 3:00 to 6:00 in the afternoon.⁶ Motorcycle paramedics possess the ability to swiftly assess patients and determine the necessity of a stretcher ambulance.⁷

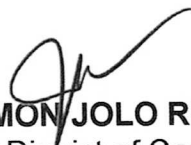
Certainly, the dispatch flexibility of motorcycle medical emergency first-responders, armed with essential equipment, medications, and procedural skills to stabilize patients, is indispensable.

With this in mind, we strongly urge the swift passage of this bill.


REP. LANI MERCADO-REVILLA

2nd District of Cavite


REP. BRYAN B. REVILLA
AGIMAT Partylist


REP. RAMON JOLO REVILLA III
1st District of Cavite

⁴ Yu, L. S. (2024, January 19). *Metro Manila has world's worst metro area traffic in 2023. What can we learn?* Rappler. <https://www.rappler.com/business/manila-world-worst-metro-area-traffic-2023/>

⁵ *Vic ambos all for paramedics on motorbikes.* 9News. (2015, October 10). <https://www.9news.com.au/health/vic-ambos-all-for-paramedics-on-motorbikes/6ab44830-e017-4a2a-8d15-8a22bb6da2b1>

⁶ Apiratwarakul, K., Phungoen, P., Cheung, L. W., Tiamkao, S., Suzuki, T., Pearkao, C., & Ienghong, K. (2023). Optimizing Operation Time and Travel Distance for Motorcycle Ambulances in Emergency Medical Services. *Prehospital and Disaster Medicine*, 38(1), 88–94. <https://doi.org/doi:10.1017/S1049023X2200228X>

⁷ *Motorcycle medics prove useful.* EMS1. (2015, October 9). <https://www.ems1.com/ems-products/specialty-vehicles/articles/motorcycle-medics-prove-useful-RPy4OgQJCDL56jWS/>

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

SECTION 1. Short Title. – This Act shall be known as the “*Motorcycle Medical Emergency First Responder Act.*”

SEC 2. Declaration of Policy. – It shall be the policy of the State to promote public safety and make emergency medical services available to the people especially those in need of emergency medical services and give priority for the under-served and unserved communities.

SEC 3. Definition of Terms. – For purposes of this Act, the following terms are defined:

- a) *Automated External Defibrillator (AED)* – an external computerized defibrillator designed for use in unresponsive victims with no breathing and no signs of circulation;
- b) *Basic Life Support (BLS)* – is a variety of non-invasive emergency procedures performed to assist in the immediate survival of a patient, including cardiopulmonary resuscitation, haemorrhage control, stabilization of fractures, spinal immobilization, and basic first aid;
- c) *Cardio-Pulmonary Resuscitation (CPR)* – any manoeuvres or techniques designed to restore circulation, or a technique combining artificial

ventilation and chest compressions designed to perfuse vital organs or restore circulation to a victim of cardiopulmonary arrest;

- d) *Emergency Medical Services (EMS)* – medical service designed to provide timely pre-hospital or out of hospital acute medical care and/or transport to definitive care, to patients with sudden and life-threatening injuries or emergencies;
- e) *First Aid* – initial emergency care given to a person who is injured or suddenly becomes ill;
- f) *Medical Emergency* – any acute or life-threatening condition that requires immediate intervention by competent personnel;
- g) *Motorcycle Medical First Responder* – an emergency medical first-line responder that provides basic life support to a patient or victim of an injury or trauma before the arrival of an emergency paramedic and ambulance that will transport the patient/victim to a hospital or medical facility; and
- h) *Standard Motorcycle Riding Equipment* – includes helmet and protective clothing such as riding jacket, gloves, boots and pants.

SEC 4. Responsibility of the Hospital and Medical Facilities. – All public and private hospitals and medical facilities are hereby mandated to establish motorcycle medical first responder unit as part of their emergency medical service that provides emergency medical response to patient/s or victim/s of injury or trauma; and to serve hard-to-reach areas such as traffic congested areas, under-served or unserved communities and areas. Compliance to this Act shall be part of the hospital or medical facility license requirement.

The motorcycle medical responder unit/s shall be equipped with motorcycles adaptive to the particular condition of their service area, standard motorcycle riding equipment; communication equipment, such as radio trans-receiver and/or cellular phone; medical equipment; medicines and supplies to perform procedures to stabilize the patient prior to the arrival of emergency paramedic or ambulance. The minimum medical supplies and equipment shall be, but not limited to the following:

- a) First aid and Trauma kit;
- b) Oxygen administration; and
- c) Automated External Defibrillator (AED).

SEC 5. Qualifications of Motorcycle Medical First Responder. – The following are the minimum qualifications of a Motorcycle Medical First Responder:

- a) Can drive a motorcycle with a driver's license and have undergone and passed a qualifying examination on safe motorcycle driving;
- b) Can monitor vital signs;
- c) Can perform first aid;
- d) Can administer oxygen therapy;
- e) Can perform cardio-pulmonary resuscitation (CPR); and
- f) Can perform Automated External Defibrillator (AED).

Medical First responders shall be Standard First Aid, BLS, Emergency Medical Technician (EMT) and ACLS-trained from a DOH-certified training provider.

The Department of Health (DOH), in cooperation with the Technical Education and Skills Development Authority (TESDA), and non-government organizations like the Philippine National Red Cross (PNRC), shall provide the curriculum for the training and certification of Motorcycle Medical First Responders to develop competency in providing basic life support for adult, child, and infant patient.

The Land Transportation Office (LTO), in coordination with the DOH, is hereby mandated to conduct a safe motorcycle driving course and a qualifying examination, to prospective candidates for motorcycle medical first responders. The LTO may, in the performance of this mandate, accredit non-governmental organizations with at least five (5) years track record on advocacy and conducting education and training for safe motorcycle driving.

SEC 6. Appropriations. – The amount needed for the immediate implementation of this Act shall be taken from the current year's budget of the DOH, TESDA, and LTO relative to their responsibility in the implementation of this Act. Thereafter, such sum as may be necessary for its continued implementation shall be included in the annual budget of the respective government agencies.

SEC 7. Implementing Rules and Regulations. – Within sixty (60) days from the effectivity of this Act, the DOH as the lead agency, with TESDA, LTO, non-government organizations and other stakeholders shall promulgate the necessary rules and regulations for the effective implementation of this Act.

SEC 8. Separability Clause. – If any provision or part hereof is held invalid or unconstitutional, the remainder of the law or the provision or part not otherwise affected shall remain valid and subsisting.

SEC 9. Repealing Clause. – Any law, presidential decree or issuance, executive order, letter of instruction, administrative order, rule, or regulation contrary to or inconsistent with the provisions of this Act are hereby repealed, modified, or amended accordingly.

SEC 10. Effectivity. – This Act shall take effect fifteen (15) days after its publication in the Official Gazette or in at least two (2) newspapers of general circulation.

Approved,