

Republic of the Philippines
HOUSE OF REPRESENTATIVES
Constitution Hills, Quezon City

TWENTIETH CONGRESS
First Regular Session

House Bill No. **1822**



Introduced by: **REPRESENTATIVE ERIC L. OLIVAREZ**

EXPLANATORY NOTE

Traffic is undeniably a long-standing problem in the Philippines. Different factors such as narrow roads and highways overpopulation of motorists. inefficient traffic policies combined with a significant number of undisciplined drivers, undermines the implementation of laws and regulations, and the ineffective monitoring thereof all contribute to, and aggravate the traffic situation in the country and makes the everyday experience of motorists, commuters and civilians alike very intolerable and hard

Just when we thought the traffic situation in the Philippines could not get any worse, recently we've been struck by numerous warnings left and right about the impending (so-called) Traffic Armageddon. The traffic jam in Metro Manila is expected to worsen because of the imminent simultaneous implemenation of the government's major infrastructure projects.

As this Traffic Armageddon is underway, various authorities have been strategizing and devising different ways or mechanisms to mitigate the impact of this impending traffic jam. Malacanang even suggested "voluntary remedial measures" which the citizens may adopt such as working from home and/or carpooling. Other authorities even went further as to propose expanded number coding and four-day-work-weeks just to ease the hellish traffic congestion expected to slow down Metro Manila. This is how serious the gravity of this foreseen or anticipated traffic problem is. It will worsen the already very terrible road situation in the said region.

Clearly, the help of every institution, public or private alike is needed so as to prevent unnecessarily causing a great disadvantage and inconvenience to the general public. The solution that we see is feasible and executable, no matter how simple it is, this solution must therefore be applied at once to avoid, or at least projected negative effect of the construction of various infrastructures to traffic in Metro Manila.

It is from this standpoint that we are seeking the approval of this simple bill which aims to reduce the use of vehicles and thereby declog the roads of Metro Manila. This bill aims to give out incentives to people who would initiate carpooling or simply car sharing to reduce the number of vehicles on the road and lessen the traffic jam. Encouraging private motorists to maximize the number of passengers they accommodate in one private car instead of having a one-car-per-person situation will ultimately reduce the congestion on the road. Now, this simple proposal may seem to have a negligible effect at first, but if we consider its collective effect, then the general impact of this plan is guaranteed to contribute substantially in solving the above mentioned problem.

An average of 2.4 million vehicles pass through EDSA every day. Imagine if hundreds and thousands of motorists would consider carpooling. Such overwhelming statistics can be cut down to an optimistic projection of only 500,000 to 1,000,000 vehicles per day.

The positive impact of carpooling does not end with the conclusion of the infrastructure projects that are creating this so called Traffic Armageddon. The truth is, car-sharing can permanently solve the seemingly perennial traffic congestion in our country. Hence, we can safely say that main objective of this bill is not merely temporary in nature but could have a long-lasting and permanent effect.

It is for this reason that the approval of this bill is being sought.


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**AN ACT PROVIDING INCENTIVES FOR PRIVATE CARPOOL IN ORDER TO
REDUCE TRAFFIC CONGESTION IN THE COUNTRY**

SECTION 1. Name. This Act shall be known as the "Carpool Act of 2025".

SECTION 2. Definition of Terms.

Carpool- an arrangement among four (4) or more people, all of whom are possessed of valid driver's licenses issued by the Land Transportation Office, including the driver of a particular vehicle, to make a regular journey in a single privately-owned vehicle, typically with each person taking turns to drive the others.

SECTION 3. Incentives in Parking Fees.

Any private vehicle which qualifies as a carpool under this Act, shall be entitled to free parking in any establishment run by or under a contract with the government, or any of its agencies or instrumentalities including government-owned and controlled corporations. Further, a carpool as defined under this Act shall be entitled to a fifty percent (50%) discount in parking fees charged and collected by private establishments or institutions.

SECTION 4. Incentives in Toll Fees.

A carpool as defined under this Act shall be entitled to twenty percent (20%) discount on any toll fee collected for the use of any expressway.

SECTION 5. Gasoline and other Petroleum Products Discounts.

Any private vehicle which is running under the carpool system as defined in the preceding paragraphs shall likewise be entitled to a twenty percent (20%) discount on all gasoline and other petroleum products.

SECTION 6. Availment of Discounts.

The free parking benefit and other discounts provided under this Act may only be availed by a carpool upon the presentation by the driver and at least four (4) of his passengers of their respective valid drivers license cards.

SECTION 7. Exemption from the Color Coding Scheme.

Any private vehicle which qualifies as a carpool under this Act shall be exempted from any vehicular volume reduction scheme implemented by the Metropolitan Manila Development Authority or by any local government unit (LGU).

SECTION 8. Unlawful Acts.

It shall be unlawful for any person who is not engaged in the business of, or registered to operate any public utility to demand any kind of payment from his or her passengers in direct circumvention of this Act. Any person who will be found guilty under this Section shall be meted with a fine of not less than P50,000.00 but not more than P100,000.00 and/or suffer imprisonment of not less than two (2) Years, at the sound discretion of the court.

SECTION 9. Implementing Rules and Regulations.

The Department of Transportation and Communication (DOTC) in coordination with the Land Transportation Office (LTO), Toll Regulator Board, together with the Department of Interior and Local Government (DILG), the Department of Energy (DOE) and the MMDA shall promulgate the Implementing Rules and Regulations to carry out the provisions of this Act. Such rules and regulations shall take effect upon their publication in three (3) newspapers of general circulation.

SECTION 10. Repealing Clause

All laws, presidential decrees, letters of instructions, executive orders, rules and regulations insofar as they are inconsistent with this Act, are hereby repealed or amended as the case may be.

SECTION 11 Separability Clause.

In the event that any provision of this Act or any portion thereof is declared unconstitutional by a competent court, the other provisions shall not be affected thereby and shall remain valid and enforceable.

SECTION 12. Effectivity Clause

This Act shall take effect after its complete publication in at least three (3) newspapers of general circulation.

Approved.