

Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

TWENTIETH CONGRESS
First Regular Session

HOUSE BILL NO. 3037



Introduced by Representative Paolo Henry M. Marcoleta

EXPLANATORY NOTE

Earlier this year, a series of grave vehicular tragedies shocked and aggrieved the nation. On May 1, 2025, a speeding passenger bus rammed into multiple vehicles at the Subic-Clark-Tarlac Expressway, seriously injuring 37 and immediately killing 10. Several children survived but were orphaned.

Days later, on May 4, a sports utility vehicle crashed into pedestrians at the entrance of the Ninoy Aquino International Airport. Several were wounded, and 2 died – including a four-year-old girl who had just been there to send off her overseas Filipino worker father.

Within the next month, on June 22, a 13-year-old drove a sports utility vehicle and collided with a van in San Juan, La Union. While there were no casualties this time, 23 people were injured, including children.

These tragedies highlight the growing crisis of road transportation crashes and incidents in the country. As per the Philippine Statistics Authority,¹ the Philippines recorded its highest number of deaths due to land transportation accidents at 13, 125 in 2023. This was a 7.2% increase from the 12, 240 deaths recorded in 2022.

¹ Land Transport Accidents Account 1.9 percent of Deaths in the Country, Highest Number of Deaths Recorded in 2023, May 07, 2025, available at <https://psa.gov.ph/statistics/vital-statistics/node/1684076211> (last accessed on July 06, 2025)

Pedestrians remain the most vulnerable stakeholders in transportation as at least 27% of the fatal collisions reported in 2023 involved pedestrians.²

There is a myriad of factors that contribute to or cause vehicular collisions and incidents, such as population density, infrastructure challenges, and enforcement issues. However, the factor most within our control is driver behaviour.

This measure takes inspiration from similar bills filed in the previous Congress and from existing road safety programs such as the *Students Today, Road Users Tomorrow (STUT)* and the *Strengthening Advocacy for Future Educators and Drivers (SAFE) Schools Initiative* by the Land Transportation Office (LTO). It aims to stem the growing crisis in transportation safety by integrating the principles of road safety and a comprehensive drivers education module in the K to 12 basic education curriculum. The goal is to instil heightened awareness among the youth on road safety and awareness and to consequently mould a new generation of disciplined road users.

This bill is also aligned with our commitment towards fulfilling the United Nations Sustainable Development Goals (SDGs), particularly SDG Target 3.6 – to halve the number of global deaths and injuries from road traffic accidents by 2030, and SDG Target 11.2 – to provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons by 2030.

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

A handwritten signature in black ink, appearing to read 'P. Marcoleta', with a large, stylized loop at the beginning.

PAOLO HENRY M. MARCOLETA
Representative, SAGIP Partylist

² Metro Manila Development Authority, 2023 Metro Manila Accident Reporting and Analysis System (MMARAS), available at https://mmda.gov.ph/images/Home/FOI/MMARAS/MMARAS_Annual_Report_2023.pdf (last accessed on July 06, 2025).

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AN ACT
INTEGRATING ROAD SAFETY EDUCATION IN THE K TO 12 BASIC
EDUCATION CURRICULUM, AND FOR OTHER PURPOSES

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

1 **SECTION 1. Short Title.** - This Act shall be known as the “*Road Safety*
2 *Education in Schools Act*”.

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5 **SEC. 2. Declaration of Policy.** - It is hereby declared the policy of the State
6 to ensure the safety and security of its citizens through road safety infrastructure,
7 legislation, and programs.

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9 Further, the State recognizes that road accidents and deaths are urgent
10 health and development concerns that gravely affect both the economy and the
11 community at large.

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13 Towards this end, the State shall establish an inclusive mechanism that
14 instils road safety consciousness in students to ensure their safety in and outside
15 of the school.

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18 **SEC. 3. Definition of Terms.** - As used in this Act, the following terms
19 shall be defined as:

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21 a. *Basic Road Safety* refers to the rights and responsibilities of pedestrians
22 and commuters in their use of all types of roads used for transportation in

1 order to reduce the incidence of road accidents. It shall include, but not be
2 limited to, the following:

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- 4 i. Road awareness;
- 5 ii. Road signages,
- 6 iii. Responsible commuting; and
- 7 iv. Responsibilities of pedestrians;
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10 b. *Comprehensive Drivers' Education* refers to the rights and responsibilities
11 of drivers in their use of all types of roads for transportation in order to
12 reduce the incidence of road accidents. It shall include, but not be limited
13 to, the following:

- 14
- 15 i. Organization and operation of the Land Transportation Office
- 16 (LTO);
- 17 ii. Requirement and processes of obtaining a license;
- 18 iii. Current road safety laws and traffic regulations;
- 19 iv. Traffic signages;
- 20 v. Operation of automotive parts and related accessories;
- 21 vi. Different parking skills;
- 22 vii. Driving courtesy;
- 23 viii. Scanning of danger to reduce road crash risks;
- 24 ix. Defensive driving techniques;
- 25 x. Dangers of distracted driving as well as driving under the
- 26 influence of drugs or alcohol;
- 27 xi. Vehicle safety features;
- 28 xii. Road hazards;
- 29 xiii. Emergency situations and procedures;
- 30 xiv. Safe use of motorcycles and light motor vehicles;
- 31 xv. Passenger safety;
- 32 xvi. Pedestrian safety; and
- 33 xvii. Basic Road Safety and its components as provided under
- 34 Section 3(a) of this Act.
- 35
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37 c. *K to 12* refers to the enhanced basic education program created under
38 Republic Act No. 10533 or the Enhanced Basic Education Act of 2013.

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41 **SEC. 4. *Integration into the Curriculum.*** – Basic Road Safety and
42 Comprehensive Drivers' Education are hereby integrated into the K to 12 basic
43 education curriculum. Basic Road Safety shall be made part of the elementary

1 curriculum while the Comprehensive Drivers' Education shall be made part of
2 the junior and senior high school curricula.

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5 **SEC. 5. *Teaching Modules*** – The Department of Education (DepEd), in
6 coordination with the Department of Transportation (DOTr), the LTO, and the
7 University of the Philippines National Center for Transportation Studies (UP
8 NCTS), and in consultation with local government units, other relevant
9 government agencies and road safety advocates and organizations, shall design
10 the Basic Road Safety and Comprehensive Drivers' Education teaching modules,
11 taking into consideration the age and comprehension level of the students:
12 *Provided*, That in the creation of teaching modules, the agencies shall take into
13 consideration, incorporate, improve on, or build upon existing road safety
14 programs and initiatives for students.

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17 **SEC. 6. *Appropriations***. – The amount necessary to carry out the
18 implementation of this Act shall be included in the annual General Appropriations
19 Act.

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22 **SEC. 7. *Implementing Rules and Regulations***. – Within sixty (60) days
23 after the effectivity of this Act, the DepEd shall, in coordination with DOTr, LTO,
24 UP-NCTS, other relevant government agencies, and road safety advocates and
25 organizations, promulgate the rules and regulations to effectively implement the
26 provisions of this Act.

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29 **SEC. 8. *Separability Clause***. – If any provision or part of this Act is
30 declared invalid or unconstitutional, the remaining parts not affected shall remain
31 in full force and effect.

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34 **SEC. 9. *Repealing Clause***. – All laws, presidential decrees, executive
35 orders, letters of instructions, administrative orders, proclamations or
36 administrative regulations that are inconsistent with the provisions of this Act are
37 hereby repealed, amended, or modified accordingly.

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40 **SEC. 10. *Effectivity***. – This Act shall take effect fifteen (15) days after its
41 publication in the Official Gazette or in a newspaper of general circulation.

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43 ***Approved***,