



Introduced by Rep. ROBERT NAZAL

AN ACT TO DEFINE NON-PAYMENT OF TOLL FEES AS A TRAFFIC VIOLATION, TO PRESCRIBE CORRESPONDING FINES AND PENALTIES FOR NON-PAYMENT OF TOLL FEES, TO INCLUDE INCREMENTAL AND INCREASING PENALTIES FOR REPEATED VIOLATIONS, AND TO ALLOW OPEN ROAD TOLLING AND MULTI-LANE FAST-FLOW TOLLING TECHNOLOGIES FOR THE AUTOMATED CASHLESS COLLECTION OF TOLL FEES

Explanatory Note

Road safety and traffic efficiency are crucial factors in the development of any country's transportation infrastructure. In the Philippines, expressways and tollways are the main arteries of our road network, providing faster and more convenient travel for millions of motorists daily. However, despite the significant improvements made in our highways and expressways, major concerns still need to be addressed. The lack of enforcement of traffic laws and the non-standardized use of RFID systems across different tollways in the country have contributed to numerous road accidents and inefficiencies in toll collection. To address these issues, this bill proposes to define non-payment of toll fees as a traffic violation and prescribe corresponding fines and penalties.

This provision will deter motorists from intentionally or unintentionally avoiding payment of toll fees, which can cause traffic buildup and accidents. This amendment will also provide additional funding for the maintenance and improvement of tollway enforcement signages and other related enforcement training, protocols, and infrastructure.

In addition, the bill also proposes to require the use of standardized RFID systems across all tollways in the country. The implementation of standardized RFID systems will provide more efficient and faster toll collection. It will also benefit the commuting and motoring public as well as businesses by providing a more seamless and hassle-free toll payment experience, eliminating the need to stop at toll booths and reducing traffic congestion at toll plazas.

Moreover, Open Road Tolling and Multi-Lane Fast Flow (MLFF) tolling are also significant components of the proposed bill. These innovative tolling systems allow for the collection of toll fees without the need for vehicles to stop at toll booths, provided that the vehicle is equipped with a working RFID tag and has sufficient funds in the corresponding account.

Proper enforcement of traffic rules is crucial for the successful implementation of ORT and MLFF tolling systems, as any violation can lead to an increase in accidents and congestion. Therefore, this bill aims to strengthen the enforcement of tollway traffic rules, including but not limited to speeding, reckless driving, overloading, and non-payment of toll fees.


The benefits of implementing ORT and MLFF tolling systems in the Philippines are numerous. Firstly, it will provide faster and more efficient travel for motorists, reducing travel time and fuel consumption. Secondly, it will promote better traffic flow, reducing congestion at toll plazas and minimizing traffic buildup. Thirdly, it will provide a world-class, seamless, and hassle-free toll payment experience for the commuting and motoring public, reducing the need to stop at toll booths and decreasing the likelihood of accidents.

Lastly, it will provide a more environmentally friendly option, reducing emissions and improving air quality.

The successful implementation of ORT and MLFF tolling systems in other Asian countries provides a solid foundation for the adoption of this system in the Philippines. For example, Singapore's Electronic Road Pricing system has been in operation since 1998, providing efficient and hassle-free toll collection for motorists. The system has significantly reduced traffic congestion, providing a more seamless and faster travel experience for the public. Similar systems have also been implemented in countries such as Japan, South Korea, and China.

In conclusion, this bill proposes to promote tollway interoperability and the enforcement of traffic rules. The proposed provisions aim to define non-payment of toll fees as a traffic violation, require the use of standardized RFID systems across all tollways in the country, and allow for the collection of toll fees without the need for vehicles to stop at toll booths. Support for this bill will significantly promote road safety and traffic efficiency, benefiting the commuting and motoring public, businesses, and the environment.

Given the foregoing, the passage of this bill is earnestly sought.



ROBERT NAZAL

Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City, Metro Manila

TWENTIETH (20th) CONGRESS
FIRST REGULAR SESSION

House Bill No. 4372

Introduced by Rep. ROBERT NAZAL

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SECTION 1. Short Title. - This Act shall be known as the "Non-Payment of Toll Fees Act of 2025."

SECTION 2. Declaration of Policy. - It is hereby declared the policy of the State to promote the road safety and efficient operation of tollways in the country by ensuring the use of standardized RFID systems and the enforcement of traffic rules related to tollway use. In pursuit of this policy, the State recognizes the need to define non-payment of toll fees as a traffic violation and provide corresponding fines and penalties, and to allow for the collection of toll fees without the need for vehicles to stop at toll booths.

SECTION 3. Definition of Terms. - Definition of Terms. – As used in this Act, the following terms shall have the meanings indicated below:

- a) Tollway - A public highway or a portion thereof where the right of way is acquired, developed, operated, and maintained for the primary purpose of accommodating and facilitating the speedy and efficient movement of vehicular traffic under the payment of toll fees.
- b) Toll Fee - The charge imposed for the use of the tollway, which shall be paid through a standardized ETC system implemented by the tollway operator.
- c) Non-Payment of Toll Fee - The failure or refusal to pay the toll fee required for the use of a tollway, which shall be considered a traffic violation punishable by law.
- d) Electronic Toll Collection System - Electronic toll collection (ETC) is a system that enables drivers to pay tolls electronically, without having to stop their vehicles or pay with cash. ETC systems use a combination of advanced technologies, such as radio frequency identification (RFID), automatic number plate recognition (ANPR), GPS, and other technologies, to identify and track vehicles as they pass through tolling points. These systems automatically deduct the appropriate toll amount from the driver's account, which can be linked to a prepaid account or a credit card. The use of ETC can help reduce traffic congestion, improve safety, and increase convenience for drivers.
- e) Open Road Tolling – A method of toll collection that allows vehicles to pass through toll plazas at highway speeds without requiring them to stop or slow down. ORT systems use electronic toll collection technology, such as transponders or license plate recognition, to automatically deduct tolls from a prepaid account or charge the toll to a registered owner's account.
- f) Multi-Lane Fast Flow Tolling - A method of electronic toll collection that enables vehicles to pass through toll plazas at highway speeds without requiring them to stop or slow down. MLFF systems use advanced technologies like sensors and cameras mounted overhead or on the side of the road, which detect and identify

vehicles as they pass through. MLFF systems typically use video analytics technology to analyze vehicle characteristics such as height, weight, and axle count to determine the toll amount.

SECTION 4. Traffic Violation. - Non-payment of toll fees shall be considered a traffic violation, and any person caught violating this provision shall be penalized as provided for in this Act.

SECTION 5. Penalties. - Any person caught violating Section 4 of this Act shall be penalized with a fine in the amount of not less than One Thousand Pesos (PHP 1,000.00), and suspension of the violator's Driver's License for one (1) month for the first offense, Two Thousand Five Hundred Pesos (PHP 2,500.00) and suspension of the violator's Driver's License for three (3) months the second offense, and Five Thousand Pesos (PHP 5,000.00) and suspension of the violator's Driver's License for six (6) months for the third offense. On the fourth and succeeding violations, the Driver's License of the person operating the motor vehicle shall be automatically suspended for one (1) year. The violator's Driver's License shall remain suspended until the meted suspension period has been served and only once full payment of the toll fees and corresponding fines and penalties have been made. The fines collected under this section shall be reallocated for the maintenance and improvement of road safety signages, and enforcement capabilities along tollways and other related infrastructure.

SECTION 6. Standardized ETC Systems. - All tollway operators shall use a standardized ETC system that is compatible with other tollway systems in the country. The Department of Transportation shall establish the standards for such a system, including the technical specifications and performance standards that must be met by all ETC systems used on tollways.

SECTION 7. Open Road Tolling or Multi-Lane Fast Flow Tolling. - Toll operators shall be allowed to implement Open Road Tolling or Multi-Lane Fast Flow Tolling systems, and other technologies for the automated cashless collection of toll fees without having vehicles stop at toll gates. Toll operators shall be required to ensure the reliability and accuracy of the toll collection system and to provide appropriate mechanisms for dispute resolution. The Department of Transportation shall establish the guidelines for the implementation of such a system, including the installation and maintenance of ETC readers, camera systems, related technologies, and the mechanisms for deducting toll fees from the accounts of vehicles using the system.

SECTION 8. Other Technological Innovations – Toll operators shall be allowed to implement any new and advanced technologies and practices that will contribute to road safety, help promote discipline, ensure the efficiency of travel, provide convenience to travelers, and address issues concerning traffic and congestion in all their areas of operation

SECTION 9. Implementing Rules and Regulations. - The Department of Transportation (DOTr), the Land Transportation Office (LTO), and the Tollway Regulatory Board (TRB) shall issue the necessary rules and regulations (IRR) for the effective implementation of this Act within sixty (60) days from its effectivity.

SECTION 10. Separability Clause. - If any provision of this Act is declared unconstitutional or invalid, the other provisions not affected thereby shall remain in full force and effect.

SECTION 11. Repealing Clause. - All laws, decrees, orders, rules, and regulations, or parts thereof inconsistent with the provisions of this Act are hereby repealed, amended, or modified accordingly.

SECTION 12. Effectivity. - This Act shall take effect fifteen (15) days after its publication in at least two (2) national newspapers of general circulation.

Approved,