



Republic of the Philippines  
**HOUSE OF REPRESENTATIVES**  
Quezon City

**Twentieth Congress**  
First Regular Session

HOUSE BILL NO. 5351



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**Introduced by Representative Ramon Rodrigo L. Gutierrez**

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### **EXPLANATORY NOTE**

Article II, Section 9 of the 1987 Constitution mandates that “The State shall promote a just and dynamic social order that will ensure the prosperity and independence of the nation and free the people from poverty through policies that provide adequate social services, promote full employment, a rising standard of living, and an improved quality of life for all.” This constitutional directive highlights the State’s responsibility to create a society that not only uplifts its citizens from poverty but also ensures inclusive growth and protection for all sectors, especially those whose labor and presence are vital to our nation’s daily function.

Among such sectors is the road transportation sector composed of drivers, riders, and other allied workers in the land-based transportation services. These individuals are the backbone of our country's mobility and economy. They ensure that people reach their destinations safely and on time; that goods and services are transported efficiently; and that commerce, education, and healthcare remain accessible to the public, regardless of distance or location. They are essential workers, often braving long hours, harsh weather conditions, traffic congestion, unsafe working environments, and even harassment, just to perform their duties.

Despite their indispensable contribution to national development, most of our road transportation workers continue to live on the margins—stripped of essential rights, denied social welfare protection, and often subjected to exploitation and abuse. Many work long hours with little to no job security, receive no social insurance, and are vulnerable to harassment from erring traffic enforcers and corrupt systems. Their voices remain unheard in policymaking processes that directly affect their livelihood and dignity.

It is high time that the State actively recognizes and responds to the needs of the road transportation sector. This proposed legislation entitled “Magna Carta for the Road Transportation Sector” seeks to uplift the living and working conditions of transportation workers and institutionalize mechanisms that protect their rights and ensure their meaningful participation in governance. Specifically, this bill guarantees the following rights:

1. Right to Organize and Participate in the Deliberation of Issues and in the Formulation of Policies Affecting Them;
2. Right Against Abusive Traffic Law Enforcers;

3. Right to Collective Bargaining;
4. Right to Free Legal Assistance; and
5. Right to Social Protection

In sum, this bill is not merely about extending legal protections—it is about acknowledging dignity, promoting equity, and building a more inclusive and humane transport system. This proposed Magna Carta stands as a testament to the State’s commitment to ensure that no sector, especially one as vital as road transportation, is left behind.

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

  
**RAMON RODRIGO L. GUTIERREZ**  
1-Rider Partylist Representative



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**AN ACT**  
**PROVIDING FOR A MAGNA CARTA FOR THE ROAD TRANSPORTATION**  
**SECTOR**

*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 **MAGNA CARTA FOR THE ROAD TRANSPORTATION SECTOR ACT.**

**SECTION 2. Declaration of Policy.** – It is the declared policy of the State to guarantee the rights of those in the road transportation industry to participate in the policy and decision-making processes affecting their rights, welfare and privileges. The State shall provide a mechanism to uplift the standard of living and quality of life of those in the road transportation sector. They must be empowered to meet their minimum basic needs, through partnership with the government. It is likewise vital that the State shall recognize and encourage the road transportation sector as its partner to achieve the goals towards effective delivery and implementation of a wide range of safe, efficient and affordable road transportation services to the people.

To attain the foregoing policy:

- a) The State shall provide full access to government support and services to the road transportation sector;
- b) The State shall prioritize investments in transportation-related programs to enable the road transportation sector to participate in the country's development; and
- c) The State shall formulate national policies and guidelines for the integrated and comprehensive road transportation programs in the national and local levels.

**SECTION 3. Definition of Terms.** – As used in this Act:

- a) *Road Transportation Sector* refers to operators, owners and their employees engaged in the movement of people and commodities for a fee; passengers; and those in transportation-related businesses who provide goods and services to the general public;

- b) *Road Transportation* refers to the transportation of passengers and goods on the road, which includes but is not limited to public utility vehicles such as buses, jeepneys, taxis, TNVS providers, coaches, trucks, motorcycles and tricycles;
- c) *National Road Transportation Group* refers to the representative association to be established and organized to cater to a national constituency, and whose mandate includes the protection of the interests and rights of road transportation operators, owners and workers; passengers and those in transportation-related businesses to ensure economic growth and prosperity through the sustainable mobility of people and goods; and
- d) *Road Transportation Education* refers to non-degree programs aimed to provide education and training in the planning, design, construction, and operation of vehicles for road transportation.

**SECTION 4. *Right to Organize and to Participate in Democratic Exercises.*** – Every road transportation association shall have the right to organize and determine its programs and projects on road transportation, subject to their charter and bylaws: *Provided*, That it does not infringe on the basic rights and freedom of those belonging to the road transportation sector: *Provided*, further, That the road transportation sector shall also have the right to participate in the deliberation of issues and in the formulation of policies that affect them, including the guarantee of representation in the governing boards or appointment in government instrumentalities.

**SECTION 5. *Right Against Abusive Traffic Law Enforcers.*** – The State shall establish a Road Incident Complaints and Investigation Office directly under the Department of Justice to receive and act on complaints against traffic abuses.

**SECTION 6. *Right to Collective Bargaining.*** – All road transportation workers shall have the right to engage in collective bargaining with road transportation operators and owners to promote the interests of employees such as just compensation, health benefits and social security, among others.

**SECTION 7. *Right to Free Legal Assistance.*** – An indigent member of the road transportation sector who becomes a party to a transportation-related civil and/or criminal case, may avail of free legal assistance, counseling and representation before the courts from the Public Attorney's Office, subject to existing rules and regulations.

**SECTION 8. *Social Protection.*** – The road transportation workers shall be enrolled in the Social Security System (SSS), PhilHealth, and Pag-IBIG Fund. The employer or operator shall deduct from the workers' income or salary the monthly social security contribution based on the respective schedule of contributors and remit their corresponding share of contributions to the SSS, PhilHealth and Pag-IBIG: *Provided*, That if the road transportation worker is paid on a commission basis, the monthly premium payments to SSS, PhilHealth and Pag-IBIG shall be shouldered by the worker, but the owner or operator may assist in facilitating the remittance to said institutions.

**SECTION 9. *Creation of a National Road Transportation Group.*** – There shall be established a National Road Transportation Group to represent the road

transportation sector in policy-making and decision-making affairs in the national and local level.

There shall be a national representative in the governing boards and government instrumentalities, to include, but not limited to, the Land Transportation Franchising and Regulatory Board (LTFRB), Toll Regulatory Board (TRB), Land Transportation Office (LTO), and Department of Transportation (DOTr). It shall have its set of officers elected in an annual election.

The National Road Transportation Group shall be involved in activities which include, but are not limited to:

- a) Recommend policies that will empower the road transportation sector;
- b) Monitor all activities, legislation, policies, and events that will impact the road transportation sector;
- c) Dialogue with intergovernmental bodies and all other stakeholders concerned on the role and importance of the road transportation industry, of its position on various issues, and sharing of reliable data and information;
- d) Cooperate with governing and legislative bodies in order to contribute to informed and effective legislation, to maintain balance between the needs and interests of all; and
- e) Provide services and information to road transportation operators and workers, such as but not limited to reporting legislative developments, legal assistance, professional training and road transportation credit assistance.

**SECTION 10. *Road Transportation Charter and Bylaws.*** – There shall be a Road Transportation charter and by-laws crafted by the heads or representatives of all accredited road transportation associations and ratified by a simple majority of all its members.

**SECTION 11. *Qualifications of Road Transportation Representatives.*** – No person shall be elected as a Road Transportation Group representatives unless he is a citizen of the Philippines, at least thirty (30) years of age, able to read and write, a *bona fide* member of any legitimate road transportation association for at least one (1) year prior to the election, and has never been convicted of any administrative, civil or criminal offense involving moral turpitude.

If, at any time, an officer or representative ceases to be a *bona fide* member of the represented transportation group, through expulsion, resignation, or any manner of removal sanctions by its association and by-laws, the position shall automatically be declared vacant and shall be filled up accordingly as provided in the charter and by-laws.

**SECTION 12. *Creation of a One-Stop Transportation Services Office.*** – A one-stop processing and approval center shall be created at least in every province and city to facilitate and expedite the business application process, enrollment in social security, Pag-IBIG and PhilHealth benefits, and to serve existing and potential investors in the road transportation sector in order to enhance the investment climate. The DOTr, LTO, LTFRB, SSS, PhilHealth, Pag-IBIG and other government agencies concerned shall collaborate, agree and commit to share resources and responsibilities in facilitating the required documentation and registration procedures.

**SECTION 13.** *Establishment of a Road Transportation Surety Fund Program.* – The Road Transportation Surety Fund Program shall be created under the Land Bank of the Philippines (LBP) and the Development Bank of the Philippines (DBP) for the purpose of funding special programs for the development of the road transportation sector in accordance with the rules and regulations of the Banko Sentral ng Pilipinas. The Program shall provide financing start-up and access to credit for road transportation sector members and cooperatives.

**SECTION 14.** *Road Transportation Education.* – The Technical Education and Skills Development Authority (TESDA) is mandated to design and conduct short-course trainings on road transportation education. The course shall focus on the following:

- a) Basic driving skills;
- b) Transportation laws, traffic signs, rules and regulations;
- c) Safe driving practices;
- d) Automotive troubleshooting to develop a competent and responsible driver; and
- e) Design, assembly, manufacture, and operation of various types of road transportation.

The Department of Education (DepEd) is hereby required to incorporate in the high school curriculum a subject that aims to provide basic driving skills and education on traffic laws, rules and regulations.

The LTO is hereby mandated to classify all drivers' license, whether non-professional, professional or commercial driver's license, according to the types of vehicles to be driven and require all applicants for professional driver's license to undergo a commercial driver's license training from TESDA-accredited training schools and pass the written and practical examinations before the issuance of a license.

**SECTION 15.** *Establishment of Free Common Transportation Terminal Facilities.* – Every Local Government Unit is mandated to establish free common transportation terminal facilities in order to provide more convenient access to mass transportation system to the commuting public.

**SECTION 16.** *Allocation of Funds.* – Ten percent (10%) of the funds generated from the Motor Vehicle User's Charge shall be allocated to implement this Act to be provided in the annual General Appropriations Act.

**SECTION 17.** *Implementing Rules and Regulations.* – Within ninety (90) days from the effectivity of this Act, the DOTr, in coordination with the DOJ, DepEd, TESDA and the Department of Economy, Planning, and Development, shall formulate the rules and regulations to effectively implement the provisions of this Act.

**SECTION 18.** *Separability Clause.* – If any portion or provision of this Act is declared unconstitutional or invalid, the remainder of this Act or any provision not affected thereby shall remain in force and effect.

**SECTION 19. *Repealing Clause.*** – All laws, presidential decrees, executive orders, rules and regulations and other issuances, or any part thereof, inconsistent with this Act are hereby repealed, modified, or amended accordingly.

**SECTION 20. *Effectivity Clause.*** – 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,*

A handwritten signature in black ink, appearing to be a stylized 'B' or similar character, located below the word 'Approved,'.