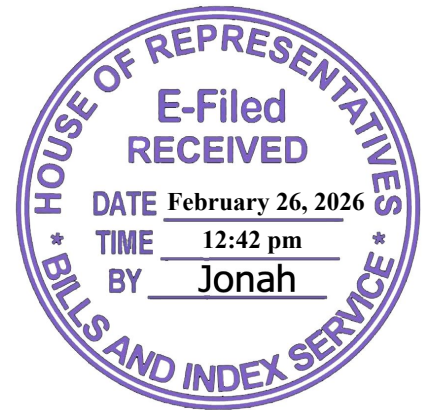


Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City, Metro Manila

TWENTIETH CONGRESS
First Regular Session

HOUSE BILL NO. 8111



Introduced by:

HON. CHRISTOPHERSON "COCO" M. YAP

AN ACT
REGULATING MOTORCYCLES-FOR-HIRE, PROVIDING A FRAMEWORK FOR THE
ACCREDITATION AND OVERSIGHT OF MOTORCYCLE TAXI PLATFORM
PROVIDERS AND DELIVERY PLATFORM PROVIDERS, AND PROVIDING
PENALTIES THEREFOR

EXPLANATORY NOTE

Heavy traffic and weak public transport cost commuters time, money, and quality of life every single day. Because of this, motorcycles-for-hire booked through mobile apps have become a popular option, especially for short trips and "last-mile" travel. They are often faster and more available, helping workers, students, and small businesses get where they need to go. But without clear rules, these services also raise serious concerns about road safety, rider training, fair fares, consumer protection, and who is accountable when something goes wrong.

This bill recognizes that when motorcycles are offered to the public for a fee, whether through an app or not, the service affects public safety and the public interest. That is why it must be regulated. The measure makes clear who does what: the LTO handles vehicle registration and driver licensing to ensure roadworthiness and competent riders, while the LTFRB regulates motorcycles-for-hire as a transport service, including permits, operating rules, and fares. Local governments help with planning and enforcement, but national safety and licensing standards remain uniform across the country.

The bill allows motorcycles-for-hire to operate legally and responsibly by setting clear safety standards, requiring proper vehicle classification and professional

licensing, and holding digital platforms accountable for training, monitoring, and responding to incidents. Its goal is not to replace mass transport or promote risky driving, but to manage a reality that already exists, so passengers are protected, riders are safer, and government can enforce the rules fairly and effectively. For these reasons, the immediate passage of this bill is earnestly sought.

In view of the foregoing, **ug sa ngalan sa SERBISYONG TINUORAY**, the undersigned respectfully requests the immediate passage of this measure.


CHRISTOPHERSON "COCO" M. YAP
Representative, Second District of Southern Leyte

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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 “*Motorcycles-For-Hire Regulation Act.*”

SECTION 2. Declaration of Policy. — The State recognizes transportation as essential to economic development and social mobility. Innovations in technology have enabled motorcycles-for-hire to provide an additional mode of public conveyance that is responsive to commuter needs. However, the business of holding out transportation services to the public, including through online platforms, is imbued with public interest and must be regulated to protect public safety, consumer welfare, and fair competition.

It is hereby declared the policy of the State to allow the regulated operation of motorcycles-for-hire, establish clear standards on safety, roadworthiness, rider competence, platform accountability, fares, and consumer protection, and ensure effective enforcement through coordinated action among the Department of Transportation (DOTr), the Land Transportation Franchising and Regulatory Board

(LTFRB), the Land Transportation Office (LTO), and local government units (LGUs), consistent with their respective mandates.

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

- (a) **“Digital platform”** refers to an information and communications technology-enabled mechanism that facilitates the matching of passengers or goods consignors with riders and enables booking, dispatch, payment, and feedback functions;
- (b) **“Motorcycle”** refers to any two (2)-wheeled motor vehicle;
- (c) **“Motorcycle-For-Hire”** refers to a motorcycle duly registered and authorized under this Act to transport passengers and/or goods for compensation, offered to the public, whether dispatched through a digital platform or through authorized non-platform operations as may be allowed under this Act and its implementing rules;
- (d) **“Motorcycle Taxi Platform Provider (MTPP)”** refers to an entity that uses a digital platform to arrange passenger transport services by motorcycles-for-hire for compensation, and that is accredited by the LTFRB in accordance with this Act;
- (e) **“Delivery Platform Provider (DPP)”** refers to an entity that uses a digital platform to arrange the transport or delivery of goods by motorcycles-for-hire for compensation, and that is accredited by the LTFRB in accordance with this Act. For avoidance of doubt, this term includes platforms facilitating delivery connected to internet transactions;
- (f) **“Multi-homing”** refers to the accreditation of an operator and/or rider to more than one (1) platform provider, subject to the limitations and safety controls prescribed by the LTFRB;
- (g) **“Operator”** refers to the person in whose name the CPC and the authorized motorcycle-for-hire unit are issued;
- (h) **“Rider”** refers to the person who drives a motorcycle-for-hire and holds the appropriate professional driver’s license and endorsements required by the LTO and the LTFRB; and

- (i) **“Unbooked/Off-platform Operation”** refers to a motorcycles-for-hire trip undertaken without the required booking or dispatch record in an area where platform operation is required under LTFRB rules.

SECTION 4. Scope and Application. — This Act shall apply to the franchising, regulation, registration classification, and operation of motorcycles-for-hire used as common carriers for passengers and/or goods for compensation, including those operating through digital platforms.

This Act shall not apply to motorcycles directly owned by business establishments and used exclusively for in-house delivery in the ordinary course of their business, not offered to the public for hire, subject to applicable traffic and safety laws.

SECTION 5. Motorcycles-For-Hire; Public Interest; Standard of Diligence. — The operation of motorcycles-for-hire as a business of transporting passengers or goods to the public for compensation is imbued with public interest and shall be subject to regulation by the State.

Platform providers accredited under this Act shall exercise a high standard of diligence in accrediting, training, monitoring, and disciplining riders and operators using their platforms, and in implementing safety and consumer protection measures, as may be prescribed by the LTFRB and other competent agencies.

SECTION 6. Registration, Classification and Roadworthiness. — A motorcycle intended to be used as a motorcycle-for-hire shall be registered with the LTO under a classification and annotation prescribed under this Act and its IRR. The LTO shall ensure roadworthiness as a condition for initial registration and renewal.

Nothing in this Act shall be construed to transfer to LGUs the powers of registration of motor vehicles and issuance of driver’s licenses, which remain with the LTO.

SECTION 7. Standards and Specifications; Allowable Accessories. — The Department of Transportation (DOTr), through the LTO, in coordination with the DTI, DENR, LTFRB, PNP-HPG, and other relevant agencies, shall prescribe minimum standards for motorcycles-for-hire, including safety features, allowable accessories, load/carrying specifications, and other requirements to protect passengers, riders, and goods.

No modification shall be made except those specifically allowed under the standards, including the installation of safety-compliant accessories (e.g., top box, luggage carrier, bracket, crash guards, step boards/foot rests, speed limiter/monitoring devices), subject to inspection and approval protocols.

SECTION 8. Authority to Grant CPC; Franchising and Regulation. — The authority to grant a franchise or Certificate of Public Convenience (CPC) to motorcycles-for-hire is vested in the LTFRB, consistent with applicable laws.

- (a) Platform-based Operation. — Where an accredited platform provider operates, motorcycles-for-hire services arranged through such platform shall be subject to LTFRB-issued CPCs, accreditation requirements, safety rules, and service standards.
- (b) Areas Without Accredited Platform Operations. — The LTFRB may authorize non-platform motorcycles-for-hire operations in areas without accredited platform operations, subject to route/area planning instruments and standards, and in consultation with the LGU concerned.
- (c) Goods/Delivery Operations. — Motorcycles-for-hire engaged in delivery or carriage of goods arranged by a DPP shall likewise be regulated by the LTFRB and must comply with CPC and safety requirements, without prejudice to the application of consumer and e-commerce-related laws.

SECTION 9. Requirements for CPC (Operators). — A CPC shall be issued only upon compliance with requirements prescribed by the LTFRB, which shall include, at a minimum:

- (a) Proof of Filipino citizenship for natural persons, and compliance with constitutional and statutory nationality requirements for juridical entities, as applicable;
- (b) Financial capacity , as determined by the LTFRB;
- (c) LTO registration and classification as motorcycle-for-hire;
- (d) Valid insurance coverage, including passenger personal accident and third-party liability, in amounts prescribed by the LTFRB; and
- (e) BIR registration/tax compliance documents as may be required.

The LTFRB may set reasonable caps on the number of units per operator, consistent with road safety, demand management, and anti-dummy and consumer-protection objectives.

SECTION 10. Rider Qualifications; Licensing; Training. — Only riders holding a professional driver’s license and such additional competency requirements as may be prescribed by the LTO for motorcycles-for-hire shall be allowed to operate.

Platform providers shall conduct continuing safety training and periodic competency validation. For authorized non-platform operations, the DOTr/LTO may require equivalent training under standards prescribed in the IRR.

SECTION 11. Accreditation of Platform Providers. — Every MTPP and DPP must be duly registered with the SEC and accredited by the LTFRB prior to operations covered by this Act.

The DOTr, LTFRB, LTO, DTI, and DICT shall issue harmonized guidelines on accreditation standards, consumer protection, data governance, complaint-handling, and safety systems.

Minimum accreditation requirements shall include:

- (a) Financial capacity;
- (b) SEC registration and BIR Registration;
- (c) Verified safety and incident response system, including a Road Crash Quick Response System;
- (d) Capacity to train and evaluate riders, directly or through certified partners, under standards acceptable to the LTO and TESDA; and
- (e) Capability to maintain auditable trip records and to share required operational/safety data with regulators, subject to the Data Privacy Act.

SECTION 12. Operations; Booking Record; Multi-homing. — Motorcycles-for-hire may operate through accredited platforms and/or through authorized non-platform arrangements only when expressly allowed by LTFRB rules for the area.

Multi-homing may be allowed up to two (2) platform providers, subject to safety controls, trip-record integrity, and anti-double booking safeguards prescribed by the LTFRB. Platform providers shall not unreasonably refuse accreditation solely on the ground that a rider/operator is accredited with another platform, subject to objective safety and compliance criteria.

Off-platform operations in areas where platform booking is required shall be deemed unauthorized (colorum), without prejudice to due process.

SECTION 13. Fare Setting and Consumer Disclosure. — The LTFRB shall prescribe the fare structure, surcharges, and other fees, including parameters for dynamic pricing, after public consultation. The LTFRB shall also prescribe transparency and disclosure rules to ensure that end users are informed of fare components prior to trip confirmation.

Platform providers shall implement a mechanism that allows users to view and compare fare estimates among available platforms, subject to feasible technical standards.

SECTION 14. Processing of Personal Data — Any processing of personal and sensitive personal information in connection with registration, accreditation, booking, safety monitoring, and complaint handling under this Act shall comply with the Data Privacy Act of 2012 (R.A. No. 10173) and its implementing rules.

SECTION 15. Liability; Insurance. — The operator and the platform provider at the time of booking/dispatch shall be jointly and solidarily liable for death, injuries, or property damage arising from the operation of the motorcycles-for-hire, subject to rights of subrogation and applicable laws, and subject to a clear allocation of responsibility in the IRR.

Platform providers shall ensure the existence and continuing validity of insurance coverage for accredited units/riders, including passenger personal accident and third-party liability coverages, and shall maintain a claims-assistance mechanism for victims.

SECTION 16. Road Crash Quick Response System. — Each platform provider shall establish and maintain a quick response system to address road crashes or emergencies, including an in-app emergency function and coordination with emergency services and nearest medical facilities, as may be prescribed by the DOTr/LTFRB.

SECTION 17. Enforcement; Databases; Coordination with LGUs and MMDA. — The LTO shall lead in enforcement of licensing and vehicle compliance (registration classification, roadworthiness, and driver licensing), and may deputize LGUs and

other agencies as allowed by law to assist in traffic enforcement and compliance monitoring.

The LTFRB shall lead in enforcement of CPC/franchise terms and platform accreditation conditions. Violations of CPC conditions observed by LTO/LGU/MMDA enforcers shall be referred to the LTFRB for appropriate action.

The LTO shall maintain a centralized database of violations and road crashes involving motorcycles-for-hire and publish periodic reports, subject to privacy and security safeguards.

SECTION 18. Penalties; Due Process; Delegated Authority.—

- (a) Traffic, Licensing, and Vehicle Compliance Violations. — Riders and operators who violate traffic rules, licensing requirements, and vehicle compliance requirements shall be penalized under existing laws, rules, and ordinances, without prejudice to administrative sanctions by the LTO, including suspension or revocation of licenses, consistent with due process.
- (b) Franchise/Accreditation Violations. — Operators and platform providers who violate CPC/franchise conditions, accreditation rules, or safety and consumer protection standards under this Act shall be subject to administrative sanctions by the LTFRB, including suspension, cancellation, fines, and other remedies, after due notice and hearing.
- (c) Standards for IRR and Penalty Tables. — The IRR shall include a graduated penalty framework based on severity, frequency, number of affected users, and safety impact, to guide agency discretion and ensure penalties are reasonable and germane to public welfare.
- (d) Application of Other Consumer and Online Transactions Laws. — The penal and administrative provisions of the Consumer Act of the Philippines (R.A. No. 7394), the Internet Transactions Act of 2023 (R.A. No. 11967), and the Data Privacy Act of 2012 (R.A. No. 10173), when applicable, shall apply to acts or omissions committed in the course of motorcycles-for-hire operations and platform-based transactions.

SECTION 19. Travel Demand and Operational Data. — Platform providers shall submit to the DOTr annual travel demand and operational datasets necessary for transportation planning, road safety interventions, and service regulation, in a form

and level of aggregation prescribed by the DOTr, consistent with privacy and cybersecurity safeguards.

SECTION 20. Transitory Provisions. — Existing accreditations, CPCs, and provisional authorities for motorcycle taxi/delivery platform operations shall remain effective until their expiry or until six (6) months from the effectivity of the IRR, whichever is later, unless earlier suspended or cancelled for cause and after due process.

SECTION 21. Implementing Rules and Regulations. — Within ninety (90) days from the effectivity of this Act, the DOTr, in coordination with the LTFRB, LTO, DTI, DICT, DILG, DOH, TESDA, MMDA, PNP-HPG, and other relevant agencies, and after public consultation, shall promulgate the IRR.

SECTION 22. Separability Clause. — If any provision of this Act is declared unconstitutional or invalid, the other provisions not affected shall remain in full force and effect.

SECTION 23. Repealing Clause. — All laws, decrees, orders, issuances or portions thereof, which are inconsistent with the provisions of this Act are hereby repealed or modified accordingly.

SECTION 24. Effectivity. — This Act shall take effect fifteen (15) days after its publication in the *Official Gazette* or in a newspaper of general circulation.

Approved,