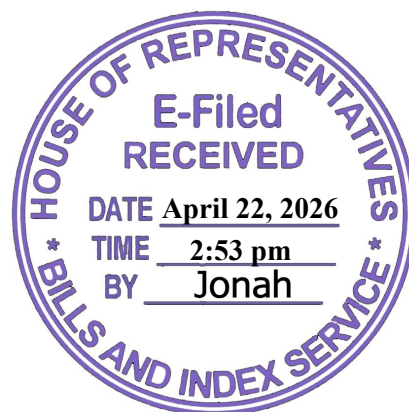




Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City, Metro Manila

TWENTIETH CONGRESS
First Regular Session

HOUSE BILL NO. 8939



Introduced by **Representative EDUARDO R. RAMA JR.**

EXPLANATORY NOTE

The implementation of Republic Act No. 10586, known as the "Anti-Drunk and Drugged Driving Act of 2013," was intended to curb road fatalities, yet over a decade of data reveals that transport-related deaths and injuries remain a persistent public health crisis in the Philippines. National statistics show a staggering increase in fatalities shortly after the law's adoption, rising from 89 deaths in 2013 to a peak of 560 in 2019—a nearly 530% increase. While a temporary decline occurred during pandemic lockdowns, fatalities began surging again by 2024, indicating that the underlying risks of reckless driving and driving under the influence (DUI) have not been effectively mitigated.

In the City of Cebu, a significant number of accidents were recorded to have occurred late at night, or at dawn, involving intoxicated drivers.¹ High-traffic zones like the South Road Properties (SRP) are experiencing a troubling increase in incidents.² Notable incidents include a pedestrian fatality on Valentine's Day 2026 that tragically claimed the lives of two senior citizens³ and several collisions involving sedans and SUVs during the New Year's celebrations of 2025-2026.⁴

Moreover, residential areas bustling with nightlife, such as Paseo Saturnino in Barangay Banilad, have also seen tragic events, most recently the harrowing Kingston Cheng case, where, in the early morning of February 8, 2026, a hit-and-run incident claimed the life of a young entrepreneur along Paseo Saturnino.⁵ This incident and the circumstances following the tragic death of Kingston

¹ C. Cordova (16 June 2023). *Road accidents in Cebu City up 50% from January to May*. Manila Bulletin. <https://mb.com.ph/2023/6/16/road-accidents-in-cebu-city-up-50-from-january-to-may>.

² L. Andales (01 January 2026). *Cebu City records vehicular collisions at end of 2025, start of 2026*. CDN Digital. <https://cebudailynews.inquirer.net/684134/cebu-city-records-vehicular-collisions-at-end-of-2025-start-of-2026>

³ N. Malaga (16 February 2026). *A Valentine's Day moment ends in old couple's death*. Freeman. <https://www.philstar.com/the-freeman/cebu-news/2026/02/16/2508362/valentines-day-moment-ends-old-couples-death>

⁴ D. Flores (06 January 2026). *Road crashes overtook fireworks as top New Year risk, reaching 1,384 cases*. Philstar Global. <https://www.philstar.com/headlines/2026/01/06/2498956/road-crashes-overtook-fireworks-top-new-year-risk-reaching-1384-cases>.

⁵ M. Galarpe (17 February 2026). *Cebu family speaks out after Kingston Cheng killed in hit-and-run*. Sunstar. <https://www.sunstar.com.ph/cebu/cebu-family-speaks-out-after-kingston-cheng-killed-in-hit-and-run>

Cheng, have revealed significant enforcement gaps under Republic Act 10586, particularly concerning DUI-related incidents.

The danger of DUI is magnified by the unsafe physical infrastructure of Philippine roads. Unlike jurisdictions with highly developed “Vision Zero” infrastructure, such as Sweden or the Netherlands, Philippine roads lack consistent sidewalks, pedestrian overpasses, and dedicated bike lanes. Because pedestrians are often forced to walk on the shoulder or the literal edge of the driving lane, they are in constant proximity to moving vehicles. In a “forgiving” road system, a driver’s error might result in hitting a guardrail; on Philippine roads, the same error results in hitting a pedestrian. Therefore, the law must be stricter to compensate for the lack of structural safety.

Under the current law, applicants for driver’s license must undergo alcohol education, officers can conduct sobriety/chemical tests on suspected intoxication, and penalties are imposed upon erring drivers. Yet recent incidents have exposed gaps in the implementation of the RA 10586, and the failure of the law to act as deterrence against further DUI incidents. This legislative measure proposes amendments to the aforementioned law for stricter thresholds, mandatory screening, and enhanced sanctions tailored to local realities.

In view of the foregoing, we express our gratitude to University of San Carlos School of Law and Governance, University of San Carlos Vice President of Administration, Atty. Joan S. Largo, USC - SLG Dean, Atty. Jose Glenn Capanas, and the students of the Criminal Justice System class of the USC College of Law, who have actively advocated for the filing of this legislative measure, and who have put forward their suggested amendments to Republic Act No. 10586. Their commitment to addressing the road safety crisis, shall pave the way for urgent and much needed legislative reforms, as we continue to work to improve road safety for every Filipino.

Given the necessity of this Bill, its enactment is highly sought.

A handwritten signature in black ink, appearing to read 'REP. EDUARDO R. RAMA JR.', with a long horizontal line extending to the right.

REP. EDUARDO R. RAMA JR.
2nd District, Cebu City



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TWENTIETH CONGRESS

First Regular Session

HOUSE BILL NO. 8939

Introduced by **Representative EDUARDO R. RAMA JR.**

AN ACT
AMENDING REPUBLIC ACT NO. 10586, INTRODUCING AMENDMENTS TO THE
ANTI-DRUNK AND DRUGGED DRIVING ACT OF 2013, AND ESTABLISHING A
VISION ZERO PHILIPPINES, AND FOR OTHER PURPOSES

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

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

SECTION 1. Section 3 of Republic Act No. 10586 is hereby amended to read as follows:

“SECTION 3. *Definition of Terms.* — For purposes of this Act:

- (e) *Probable Cause* refers to the standard to be used by the law enforcement officer (LEO) in apprehending the person driving the motor vehicle is under the influence of alcohol, dangerous drugs and/or other similar substances when he personally witnesses or observes erratic driving (e.g lane straddling, sudden stops, overspeeding, swerving, weaving) indicating impairment, confirmed by alcohol smell, slurred speech, bloodshot eyes, poor coordination, or failed sobriety test.
- (f) *Driving under the influence of alcohol* refers to the act of operating a motor vehicle by a person in a state of intoxication as determined by the following Blood Alcohol Concentration (BAC) thresholds:
 - (1) 0.0% for novice drivers (within the first three years of licensing), professional drivers, drivers of trucks, buses, motorcycles, and operators of public utility vehicles;
 - (2) 0.02% for all other drivers of private motor vehicles.

Any level of alcohol above these thresholds shall constitute *prima facie* evidence of driving under the influence. ... [xxx]

- (k) *Vulnerable Zones* refer to high-risk areas where the presence of pedestrians or specific groups is concentrated and where the road infrastructure provides no physical barriers for protection, which areas include but are not limited to: school zones, hospital vicinities, public markets, playgrounds, and residential areas with high population density.

SECTION 2. Section 6-A of Republic Act No. 10586 is hereby added to read as follows:

SEC. 6-A. Use of Secondary Evidence for Proof of Violation. – In addition to the field sobriety, chemical, and confirmatory tests required under Section 6 herein, secondary evidence shall be gathered by the law enforcement officer to prove a violation of this Act when primary tests are unavailable, infeasible, inadmissible, or refused by the driver, including but not limited to:

- (a) Testimony from credible witnesses attesting to the driver’s manifest intoxication, erratic driving, or physical signs of impairment such as slurred speech, unsteady gait, or odor of alcohol;
- (b) Video or photographic recordings from body-worn cameras, dashcams, or surveillance capturing behavior indicative of drunkenness or drug influence; or
- (c) Circumstantial evidence, such as refusal to submit to chemical testing (deemed presumptive admission under this Act), vehicle collision patterns consistent with impairment, or documented field sobriety test failures.

Law enforcement officers shall document secondary evidence as soon as practicable and contemporaneously with the incident, including timestamps where available.

SECTION 3. Section 7 of Republic Act No. 10586 is hereby amended to read as follows:

“SECTION 7. *Mandatory Alcohol Screening, Implied Consent, and Presumption of Guilt.* - Any driver of a motor vehicle in a vehicular accident resulting in the loss of human life, or physical injuries shall be subjected to chemical tests and shall be deemed to have given their consent to have their breath, urine, saliva, blood, or urine tested for alcohol or drug content.

- (a) **Mandatory Alcohol Screening (MAS):** Law enforcement officers are authorized to demand a breath sample for field screening from any driver who has been personally determined to have probable cause of being intoxicated or under the influence of dangerous drugs.
- (b) **Presumption of Intoxication and Prima Facie Evidence of Guilt:** If a driver refuses to submit to the required tests despite being informed of the implied consent rule, such refusal shall give rise to a disputable presumption that the driver was under the influence of alcohol or drugs at the time of the operation of the vehicle, and shall be deemed as a prima facie evidence of guilt.

SECTION 4. Section 7-A shall be incorporated in Republic Act No. 10586 to read as follows:

“SECTION 7-A. *Post-Accident Testing Requirements.* — In the event of a road vehicular accident resulting in physical injury or death:

- (a) **Mandatory Testing:** All drivers involved shall be subjected to a chemical test for alcohol and drugs within two (2) hours of the incident.

- (b) **Law Enforcement Duty:** Responding officers are required to facilitate this testing immediately. Failure of an officer to initiate testing without a valid medical justification shall be grounds for administrative disciplinary action.
- (c) **Mandatory Cooperation of Medical Facilities:** All government and private medical facilities, including attending physicians and medical staff, are mandated to cooperate with law enforcement in the administration of chemical tests following a vehicular accident involving injury or death.

All medical facilities shall conduct tests, as practicable without compromising patient care and to prevent the natural dissipation of alcohol, within two (2) hours where feasible, subject to DOH guidelines. Any medical facility, medical professional, or medical staff who wilfully refuses, delays, or obstructs the conduct of a mandatory test without a valid justification (e.g., immediate life-saving intervention) shall be subject to applicable administrative, civil, and criminal sanctions.

For this purpose, the results of chemical tests conducted during DUI investigations are subject to the provisions of the Data Privacy Act, provided that the disclosure of the said results is permitted when necessary for the investigation and for the protection of lawful rights and interests.

SECTION 5. Section 12 of Republic Act No. 10586 is hereby amended to read as follows:

“SECTION 12. Penalties. — A driver found to have been driving a motor vehicle while under the influence of alcohol... shall be penalized as follows:

- a. If the violation of Section 5 did not result in physical injuries or homicide, the penalty of three (3) months imprisonment, and a fine ranging from Twenty thousand pesos (Php20,000.00) to Eighty thousand pesos (Php80,000.00) shall be imposed. However, if the violation did not result in physical injuries or homicide but is committed within a designated Vulnerable Zone, the penalty shall be increased to six (6) months imprisonment and a fine ranging from Fifty thousand pesos (P50,000.00) to One hundred thousand pesos (P100,000.00).
- b. If the violation of Section 5 resulted in physical injuries, the penalty provided in Article 263 of the Revised Penal Code or the penalty provided in the next preceding subparagraph, whichever is higher, and a fine ranging from One hundred thousand pesos (Php100,000.00) to Two hundred thousand pesos (Php200,000.00) shall be imposed. But when the physical injuries are sustained within a Vulnerable Zone, the maximum period of the impossible prison term shall be applied, and the fine shall be increased by fifty percent (50%).
- c. If the violation of Section 5 resulted in homicide, the penalty provided in Article 249 of the Revised Penal Code and a fine ranging from Three hundred thousand pesos (Php300,000.00) to Five hundred thousand pesos (Php500,000.00) shall be imposed. But if the homicide occurred within a Vulnerable Zone, the penalty shall be *reclusion perpetua* and the fine shall be increased to a range of Seven hundred thousand pesos (P700,000.00) to One million pesos (P1,000,000.00).

- (c) Rehabilitative Pathway: In addition to the penalties of imprisonment and fine, any person found in violation of this Act shall be required to enroll in and successfully complete an Impaired Driver Intervention Program (IDIP). The IDIP shall include behavioral therapy, defensive driving education, and victim impact seminars. Failure to complete the IDIP shall be a ground for the permanent revocation of the driver's license.”

SECTION 6. *Separability Clause.*— If, for any reason, any section of this Act shall be deemed unconstitutional and invalid, the other sections or provisions hereof shall not be affected and shall remain in force and effect.

SECTION 7. *Repealing Clause.* — All laws, executive orders, decrees, instructions, rules, and regulations, contrary to or inconsistent with any provisions of this Act are repealed or amended accordingly.

SECTION 8. *Effectivity.* — This Act shall take effect fifteen (15) days after its publication in the Official Gazette or a newspaper of general circulation.

Approved,.