

Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

TWENTIETH CONGRESS
First Regular Session

HOUSE BILL NO. 10060



Introduced by: Kababaihan Kabalikatan para sa Kapakanan at Kaunlaran ng Bayan (4K) Party-list
Representative Iris Marie D. Montes

AN ACT
ESTABLISHING A SAFE TRANSPORTATION SYSTEM FOR WOMEN AND OTHER
VULNERABLE COMMUTERS, STRENGTHENING PROTECTION AGAINST
HARASSMENT, VIOLENCE, AND OTHER TRANSPORT-RELATED RISKS

EXPLANATORY NOTE

This bill seeks to establish a comprehensive legal and institutional framework for the creation of a Safe Transportation System for Women and Other Vulnerable Commuters, in recognition of the persistent and systemic risks faced by commuters in public transportation environments, particularly women, children, elderly persons, and other vulnerable groups.

While the State has enacted progressive legislation such as Republic Act No. 11313, or the Safe Spaces Act, and Republic Act No. 9710, or the Magna Carta of Women, significant implementation gaps remain in the transport environment, where enforcement is fragmented, reporting mechanisms are weak, and accountability systems are often reactive rather than preventive. The Safe Spaces Act primarily covers public spaces broadly but does not provide a fully operational, transport-specific enforcement architecture that integrates real-time surveillance, coordinated emergency response, and preventive system design within public utility vehicles and transport terminals.

Empirical and international evidence consistently demonstrates that transportation systems are not gender-neutral. Studies on urban mobility show that women experience commuting as a highly gendered and security-sensitive activity, shaped by social norms, infrastructure limitations, and exposure to harassment and violence. The JICA Ogata Research Institute's Discussion Paper No. 20 (2024), which examined women's commuting experiences in Metro Manila, highlights that women face multidimensional and intersecting forms of insecurity during daily travel, including harassment, overcrowding, lack of safe infrastructure, and limited institutional response mechanisms. The study further emphasizes that ensuring safe mobility requires not only infrastructure improvements but also systemic reforms that integrate human security, institutional accountability, and gender-responsive governance in transport planning.

Complementing this, JICA Policy Note No. 12 underscores that women's mobility challenges are rooted in structural inequalities in transport systems, and that the application of a human security lens enables governments to identify

vulnerabilities, strengthen protective systems, and design transport infrastructure that is inclusive, safe, and responsive to lived realities of women commuters.

Further, the insights from the SERP-P / DLSU webinar on Empowerment and Feminist Self-Defense reinforce the importance of combining institutional safeguards with individual and community-level empowerment strategies, including awareness, risk recognition, and capacity-building measures that enable women to respond to and navigate transport-related threats. This underscores that safety in public transportation is not only a matter of enforcement but also of empowerment, education, and preventive resilience-building.

Taken together, these findings align with global best practices, which consistently recognize that safe, inclusive, and gender-responsive transport systems are essential components of sustainable urban development, social equity, and human security.

This bill responds to existing gaps by institutionalizing an integrated Safe Transport Framework that strengthens both prevention and response mechanisms. It mandates the deployment of CCTV and GPS systems with minimum retention standards in public utility vehicles, ensuring traceability and evidentiary support in incidents of harassment or violence. It also establishes dedicated women-friendly waiting and boarding areas in transport terminals during high-risk hours, particularly at night, to reduce exposure to opportunistic crimes.

To ensure rapid response, the measure introduces real-time emergency alert integration between transport systems and the Philippine National Police (PNP), enabling immediate dispatch of assistance in reported incidents. It further establishes a Safe Night Transport Program designed to support women workers and students who travel during late hours, providing safer routing, monitored transport options, and coordinated scheduling support.

Importantly, this bill is not duplicative of existing gender protection laws but rather serves as a sector-specific operational enforcement framework that translates the principles of the Safe Spaces Act and the Magna Carta of Women into transport-specific safeguards. It strengthens implementation by addressing structural and technological gaps in surveillance, enforcement coordination, and commuter protection systems.

In doing so, the bill advances the State's constitutional mandate to protect the dignity and safety of women and vulnerable sectors, while promoting inclusive mobility, equal access to public services, and safer urban and rural transport systems.


IRIS MARIE D. MONTES
Kababaihan Kabalikatan para sa Kapakanan
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Be it enacted by the Senate and the House of Representatives of the Philippines in Congress assembled:

SECTION 1. *Short Title.* — This Act shall be known as the "Safe Transportation for Women and Vulnerable Commuters Act."

SEC. 2. *Declaration of Policy.* — It is hereby declared the policy of the State to protect and promote the rights, dignity, safety, and mobility of all persons, particularly women and vulnerable commuters, and to ensure that public transportation systems are safe, accessible, inclusive, responsive, and free from violence, harassment, abuse, exploitation, discrimination, and other threats to personal security.

Consistent with the Constitution, Republic Act No. 9710 or the Magna Carta of Women, Republic Act No. 11313 or the Safe Spaces Act, and other applicable laws, the State shall adopt a whole-of-government approach to strengthen transportation safety through infrastructure improvements, technology-enabled protection mechanisms, effective law enforcement coordination, and gender-responsive transport policies.

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

(a) Emergency Alert System refers to an integrated technological platform that enables commuters to report emergencies and request immediate assistance from authorities;

(b) Public Utility Vehicle (PUV) refers to all vehicles authorized to transport passengers for public use, including tricycles, buses, jeepneys, UV Express vehicles, taxis, transport network vehicles, rail systems, and similar modes of public transportation;

(c) Safe Transport Facility refers to transport terminals, stations, waiting areas, and related infrastructure designed to comply with the safety standards prescribed under this Act;

(d) Vulnerable Commuters refer to women, children, students, senior citizens, persons with disabilities, pregnant women, and other persons who may be at heightened risk of harm while using transportation systems;

SEC. 4. *Mandatory Safety Standards for Public Utility Vehicles.* — All public utility vehicles shall comply with minimum passenger safety standards to be prescribed by the Department of Transportation (DOTr).

Such standards shall include:

- (a) Installation of operational CCTV systems;
- (b) Installation of GPS tracking systems;
- (c) Clearly visible vehicle identification numbers;
- (d) Emergency communication and reporting mechanisms;
- (e) Adequate lighting and passenger visibility standards;
- (f) Accessibility features for persons with disabilities; and
- (g) Other safety measures as may be prescribed by the DOTr.

SEC. 5. *CCTV and GPS Data Retention.* — Operators of public utility vehicles shall retain CCTV recordings and GPS location records for a minimum period of thirty (30) days.

Such recordings and records shall be made available upon lawful request by law enforcement agencies, courts, or authorized government agencies conducting investigations.

Unauthorized alteration, deletion, concealment, or destruction of such records shall constitute a violation of this Act.

SEC. 6. *Driver Screening and Safety Accreditation.* — All drivers of public utility vehicles shall undergo:

- (a) Criminal background checks;
- (b) Gender sensitivity and anti-harassment training;
- (c) Passenger safety and emergency response training;
- (d) Periodic psychological fitness assessments, where appropriate; and
- (e) Other qualifications prescribed by the DOTr and the Land Transportation Office.

SEC. 7. *Women-Friendly Transport Facilities.* — All major transport terminals, railway stations, seaports, airports, and other public transportation

hubs shall establish and maintain safe transport facilities designed to enhance passenger security.

Such facilities shall include:

- (a) Adequate lighting;
- (b) Security personnel deployment;
- (c) CCTV coverage;
- (d) Emergency communication devices;
- (e) Clearly marked assistance centers; and
- (f) Accessibility features for vulnerable commuters.

SEC. 8. *Dedicated Women-Only Waiting Areas.* — During late-night operating hours, all major transport terminals and stations shall provide designated women-only waiting areas equipped with adequate lighting, CCTV coverage, security personnel, seating facilities, and emergency communication devices.

The DOTr shall prescribe standards for the implementation of this Section.

SEC. 9. *Establishment of the Safe Night Transport Program.* — The Department of Transportation, in coordination with local government units, educational institutions, employers, and transport operators, shall establish a Safe Night Transport Program for women workers, students, healthcare personnel, and other vulnerable commuters.

The Program shall include:

- (a) Designated safe transport routes;
- (b) Night transport services in high-demand areas;
- (c) Safe ride assistance programs;
- (d) Transport coordination mechanisms between employers, schools, and transport providers;
- (e) Priority security deployment along identified routes; and
- (f) Other measures necessary to improve nighttime mobility and safety.

SEC. 10. *Partnerships with Employers and Educational Institutions.* — Employers operating night shifts and educational institutions conducting evening classes are encouraged to establish transport assistance programs and may enter into agreements with accredited transport providers to facilitate safe transportation services.

SEC. 11. *National Transport Emergency Alert System.* — The DOTr, in coordination with the Philippine National Police (PNP), Department of Information and Communications Technology (DICT), local government units, and transport operators, shall establish a National Transport Emergency Alert System.

The system shall:

- (a) Allow real-time reporting of emergencies through mobile applications, SMS, hotlines, and other accessible platforms;
- (b) Provide direct integration with PNP emergency response systems;
- (c) Enable GPS-based location identification of incidents;
- (d) Facilitate rapid dispatch of responders; and
- (e) Maintain incident records for monitoring and enforcement purposes.

SEC. 12. *Duty to Respond.* — Upon receipt of a verified emergency alert, law enforcement authorities shall immediately coordinate with relevant transport operators and local authorities to provide appropriate assistance and intervention.

SEC. 13. *Rights of Women and Vulnerable Commuters.* — All women and vulnerable commuters shall have the right to:

- (a) Safe and secure transportation;
- (b) Freedom from harassment, abuse, discrimination, and violence;
- (c) Prompt emergency assistance;
- (d) Accessible complaint mechanisms;
- (e) Confidentiality and protection of personal information;
- (f) Equal access to transportation services; and
- (g) Protection from retaliation for reporting violations.

SEC. 14. *Compliance Monitoring.* — The DOTr and the Department of Interior and Local Government (DILG) shall monitor compliance with this Act and may conduct inspections, audits, and investigations of transport operators and facilities.

SEC. 15. *Compliance as a Condition for Registration and Franchise Renewal.* — Compliance with the requirements of this Act shall be a mandatory condition for the renewal of the registration, franchise, permit, accreditation, or authority to operate of all public utility vehicles, transport network vehicles, transport operators, and other covered transportation service providers.

For this purpose:

(a) The Land Transportation Office (LTO) shall require proof of compliance with the safety standards prescribed under this Act, including the installation and operational status of required CCTV systems, GPS tracking devices, emergency communication mechanisms, and other applicable safety measures, prior to the renewal of vehicle registration;

(b) The Land Transportation Franchising and Regulatory Board (LTFRB) shall require proof of compliance with this Act as a condition for the issuance, renewal, extension, or transfer of franchises, certificates of public convenience, permits, accreditations, and other authorities to operate;

(c) No public utility vehicle or transport operator shall be granted registration renewal or franchise renewal if found to have committed serious or repeated violations of this Act, unless corrective measures have been fully implemented and certified by the appropriate regulatory authority;

(d) The Department of Transportation (DOTr) shall establish a Safe Transportation Compliance Certification System to verify compliance with the requirements of this Act and facilitate information sharing among the DOTr, LTO, LTFRB, local government units, and law enforcement agencies; and

(e) The LTO and LTFRB shall maintain an electronic compliance database and may suspend the processing of registration or franchise renewal applications pending the resolution of violations or deficiencies identified under this Act.

Provided, That no renewal application shall be denied without due notice and an opportunity to correct deficiencies or contest findings in accordance with due process.

The Implementing Rules and Regulations shall prescribe the specific compliance indicators, documentary requirements, certification procedures, and enforcement mechanisms necessary to implement this Section.

SEC. 16. *Administrative Sanctions.* — Any transport operator, franchise holder, contractor, or responsible official found to have violated this Act may be subject to:

(a) Warning;

(b) Reprimand;

(c) Administrative fines;

(d) Suspension of permits or franchises;

(e) Disqualification from government incentive programs;

(f) Revocation of authority to operate, in cases of repeated or serious violations;

(g) Non-renewal of vehicle registration, franchise, permit, accreditation, or authority to operate until full compliance with this Act is achieved; and

(h) Inclusion in a Transport Safety Watchlist to be maintained by the DOTr for operators with repeated or serious violations.

SEC. 17. *Criminal Liability.* — Any person who:

(a) Knowingly destroys, alters, conceals, or tampers with CCTV or GPS records;

(b) Interferes with emergency reporting systems;

(c) Retaliates against complainants or witnesses;

(d) Willfully refuses to comply with lawful orders issued pursuant to this Act; or

(e) Commits acts of harassment, abuse, violence, or exploitation within transportation systems, shall be subject to penalties under this Act and other applicable laws, including Republic Act No. 11313, Republic Act No. 9710, Republic Act No. 7610, and the Revised Penal Code.

SEC. 18. *Relationship with Existing Laws.* — This Act shall supplement and strengthen the protections provided under Republic Act No. 9710, Republic Act No. 11313, Republic Act No. 7610, and other laws protecting women, children, persons with disabilities, senior citizens, and commuters. Nothing herein shall be construed to diminish rights and remedies available under existing laws.

SEC. 19. *Appropriations.* — The amount necessary for the initial implementation of this Act shall be charged against the current appropriations of the concerned agencies. Thereafter, such sums as may be necessary shall be included in the annual General Appropriations Act.

SEC. 20. *Implementing Rules and Regulations.* — Within one hundred eighty (180) days from effectivity of this Act, the DOTr, in coordination with the PNP, DICT, DILG, MMDA, LTFRB, LTO, Philippine Commission on Women, and other relevant agencies, shall promulgate the necessary implementing rules and regulations.

SEC. 21. *Separability Clause.* — If any provision of this Act is declared unconstitutional, the remaining provisions shall remain in full force and effect.

SEC. 22. *Repealing Clause.* — All laws, decrees, executive orders, rules, and regulations inconsistent with this Act are hereby repealed or modified accordingly.

SEC. 23. *Effectivity.* — This Act shall take effect fifteen (15) days after publication in the Official Gazette or in a newspaper of general circulation.

Approved,