

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

TWENTIETH CONGRESS
Second Regular Session

HOUSE BILL NO. 11020



Introduced by **ANG PROBINSYANO**
Party-List Representative Alfred Delos Santos

EXPLANATORY NOTE

The maritime transport sector remains a critical backbone of inter-island connectivity in the Philippines, particularly in regions such as Bicol where mobility, trade, tourism, and access to essential services rely heavily on domestic shipping. Despite its importance, many shipping operations in the country continue to rely on manual ticketing systems and cash-based transactions, which are prone to inefficiencies, long queues, revenue leakages, and limited transparency.

The continued reliance on manual and cash-based systems also poses challenges to passenger convenience, financial inclusion, and public safety, especially in the context of increasing demand for contactless and technology-driven services. Moreover, the absence of standardized digital systems limits the ability of government agencies to maintain accurate passenger manifests, monitor compliance, and implement data-driven policies in the maritime sector.

The proposed measure seeks to address these gaps by requiring all domestic shipping lines and maritime passenger carriers to adopt electronic ticketing (e-ticketing) systems and cashless payment options. This initiative is aligned with the State policy to promote the development of information and communications technology, digital innovation, and efficient delivery of public services, consistent with Article II of the 1987 Constitution.

This measure complements existing laws such as the E-Commerce Act of 2000 (Republic Act No. 8792), which recognizes the legal validity of electronic transactions, and the Data Privacy Act of 2012 (Republic Act No. 10173), which ensures the protection of personal data in digital systems. It likewise aligns with the national government's thrust toward digital transformation and financial

inclusion, as supported by the Bangko Sentral ng Pilipinas and the Department of Information and Communications Technology.

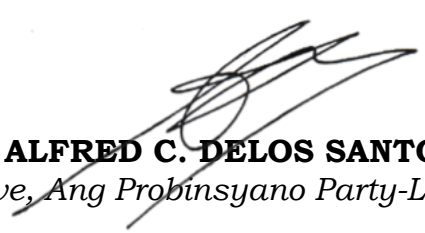
Importantly, the bill does not eliminate cash transactions entirely but instead requires the availability of cashless alternatives, thereby ensuring inclusivity for passengers in areas with limited digital access while gradually transitioning the sector toward modernization.

The measure also strengthens inter-agency coordination by designating the Department of Transportation, the Maritime Industry Authority, the Philippine Ports Authority, the Bangko Sentral ng Pilipinas, and the Department of Information and Communications Technology as implementing agencies. This ensures that existing mandates are respected and harmonized, thereby avoiding duplication of functions and potential conflicts in authority.

For the Bicol Region, the adoption of e-ticketing and cashless systems is expected to significantly improve port efficiency, passenger experience, tourism flow, and regional economic activity, while enhancing transparency and accountability in maritime operations.

By institutionalizing digital ticketing and payment systems in the maritime sector, this bill aims to promote a modern, efficient, and inclusive transportation system that is consistent with national development goals and the evolving needs of the Filipino people.

It is for the foregoing premises that the approval of this Bill is earnestly sought.



ALFRED C. DELOS SANTOS
Representative, Ang Probinsyano Party-List

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AN ACT
REQUIRING ALL SHIPPING LINES OPERATING IN THE PHILIPPINES
TO ADOPT ELECTRONIC TICKETING (E-TICKETING) AND CASHLESS
PAYMENT SYSTEMS, AND FOR OTHER PURPOSES

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 “*E-Ticketing and Cashless Maritime Transactions Act.*”

SECTION 2. *Declaration of Policy.* – It is hereby declared the policy of the State to promote the use of digital technologies to improve efficiency, transparency, and accessibility in public transportation and ensure safe, convenient, and contactless transactions for passengers, consistent with public welfare and consumer protection. Toward this end, the State shall support the development of a digital economy and financial inclusion, particularly in the transport sector and enhance regulatory oversight, accountability, and data-driven governance in maritime transport.

SECTION 3. *Coverage.* - This Act shall apply to all domestic shipping lines, ferry operators, roll-on/roll-off (RORO) operators, and other maritime passenger carriers operating within Philippine jurisdiction.

SECTION 4. *Mandatory Adoption of E-Ticketing Systems.* - All covered entities shall adopt and implement an electronic ticketing (e-ticketing) system that shall:

- a) Allow passengers to book, purchase, and receive tickets electronically;
- b) Generate unique, verifiable digital tickets;

- c) Maintain a secure passenger manifest database accessible to regulators;
- d) Integrate with port and terminal systems where applicable; and
- e) Comply with standards prescribed by the appropriate regulatory agencies.

SECTION 5. *Mandatory Adoption of Cashless Payment Systems.* - All covered entities shall provide cashless payment options, which may include debit and credit cards, mobile wallets (e.g., E-money platforms), online banking and QR-based payments, and other digital payment systems accredited by the Bangko Sentral ng Pilipinas (BSP) provided, that cash payment options shall not be entirely eliminated, especially in areas with limited digital infrastructure, in order to ensure inclusivity.

SECTION 6. *Data Privacy and Cybersecurity* – All e-ticketing and payment systems shall comply with the Data Privacy Act of 2012 (Republic Act No. 10173) and Cybercrime Prevention Act of 2012 (Republic Act No. 10175).

Operators shall ensure data security, confidentiality, and protection against unauthorized access.

SECTION 7. *Interoperability and Standards.* - The DICT, in coordination with DOTr and BSP, shall establish interoperable standards to ensure compatibility across different shipping lines and ports, integration with national transport and payment systems, and ease of use for passengers across regions, including the Bicol Region.

SECTION 8. *Incentives and Support Mechanisms.* – To encourage compliance, the government may provide technical assistance through DICT, access to financing or credit facilities, and tax incentives for early adopters, subject to existing laws.

SECTION 9. *Penalties.* – Any shipping line that fails to comply within the prescribed period shall be subject to administrative fines, suspension or non-renewal of permits/licenses by MARINA, and other sanctions as may be provided in the Implementing Rules and Regulations (IRR).

SECTION 10. *Implementing Rules and Regulations.* – Within ninety (90) days from effectivity, DENR, in coordination with relevant agencies, shall promulgate the Implementing Rules and Regulations.

SECTION 11. *Separability Clause.* – If for any reason, any part or provision of this Act is declared invalid or unconstitutional, the remaining parts or provisions not affected shall remain in full force and effect.

SECTION 12. *Repealing Clause.* – All laws, executive orders, presidential decrees or issuances, letters of instruction, administrative orders, rules, and regulations contrary to or inconsistent with the provisions of this Act are hereby repealed, amended, or modified accordingly.

SECTION 13. *Effectivity Clause.* – This Act shall take effect fifteen (15) days after its publication in the Official Gazette or in a newspaper of general circulation.

Approved,