



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

TWENTIETH CONGRESS
Second Regular Session

HOUSE BILL NO. 11255



Introduced by Rep. ROBERT NAZAL

AN ACT
RECOGNIZING MOTORCYCLES AS PUBLIC UTILITY VEHICLES, AMENDING
FOR THIS PURPOSE REPUBLIC ACT NO. 4136, OTHERWISE KNOWN AS THE
“LAND TRANSPORTATION AND TRAFFIC CODE,” AS AMENDED, AND
REPUBLIC ACT NO. 7160, OTHERWISE KNOWN AS THE “LOCAL
GOVERNMENT CODE OF 1991,” AS AMENDED, AND FOR OTHER PURPOSES

EXPLANATORY NOTE

Republic Act No. 4136 does not currently recognize two-wheeled motorcycles as public utility vehicles (PUVs). The Local Government Code authorizes cities and municipalities to regulate tricycles under Sections 447(3)(vi) and 458(3)(vi), but it is silent on motorcycles-for-hire. The result is a regulatory gap: motorcycles are the country’s most accessible two-wheeled mode for short trips and first/last-mile connectivity, yet their carriage of passengers remains governed only by scattered issuances, local ordinances, and a time-bound pilot program.

This bill closes that gap by expressly classifying motorcycles-for-hire as PUVs in the Land Transportation and Traffic Code and by aligning LGU franchising powers under the Local Government Code. It is a counterpart measure to Senator Imee R. Marcos’ Senate Bill No. 751.

Urban congestion underscores the need for safe, regulated two-wheel public transport. The 2024 TomTom Traffic Index places Davao City, Manila, and Caloocan among the world’s slowest city centers, with average travel times per 10 kilometers of about 32:59, 32:10, and 30:44, respectively, and Davao ranked in the global top ten for worst traffic in 2024. These figures reflect substantial annual hours lost in rush hour for commuters in all three Philippine cities, based on TomTom’s floating-car-data methodology.

Policy and regulatory context also point to the need for a clear statute. Republic Act No. 4136 (Land Transportation and Traffic Code) pre-dates platform-mediated transport and contains no category for motorcycles-for-hire; conversely, Republic Act No. 7160 (Local Government Code) explicitly empowers sanggunians to regulate and franchise tricycles but does not address motorcycles-for-hire. The counterpart bill amends Section 3 and Section 7 of RA 4136 to define and classify “motorcycle-for-hire,” and aligns Sections 447(3)(vi) and 458(3)(vi) of RA 7160 so LGUs can franchise motorcycles-for-hire operating strictly within their jurisdictions, subject to LTFRB guidelines.

The measure also harmonizes with established safety law. It preserves the helmet mandate and standards under the Motorcycle Helmet Act (RA 10054) and directs LTO to enforce roadworthiness through type-specific inspections, permitted accessories, and speed-limiting/monitoring devices. It further declares motorcycles-for-hire to be common carriers for purposes of Civil Code diligence and liability—an approach consistent with jurisprudence that defines common carriers by the nature of the transport business rather than by vehicle type.

Finally, the bill provides institutional clarity between national and local regulation. LTFRB remains the public service franchising authority for route and service standards, while LGUs can set place-specific operating rules (e.g., terminals, lanes, parking) within their territory, consistent with DPWH right-of-way and traffic management standards. This is responsive to the transition from the Department of Transportation’s motorcycle-taxi pilot to a permanent legal framework, following official statements in 2025 acknowledging the 2024 end of the pilot and the urgency of legislation that protects commuters and livelihoods alike.

By codifying a national standard for motorcycles-for-hire — including classifications, licensing, insurance, safety equipment, roadworthiness, and clear LGU coordination — Congress will replace ad-hoc, uneven regulation with a uniform, rights- and safety-based framework that matches how Filipinos actually move through their cities. The measure is straightforward: legal recognition in RA 4136, aligned LGU powers in RA 7160, explicit safety and insurance requirements, and Civil Code-based accountability. In a country where city-center trips routinely take half an hour or more per 10 kilometers, lawful, well-regulated motorcycles-for-hire are not a loophole; they are part of the solution.

This is a counterpart bill of the Senate Bill No. 751 filed by Sen. Imee Marcos.

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



ROBERT NAZAL
Representative

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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 Act.”

Sec. 2. Declaration of Policy. – It shall be the policy of the State to provide basic transport services to the people, safeguard their safety, and promote their general welfare. Toward this end, the use of motorcycles-for-hire as an alternative mode of public transportation is hereby recognized and regulated to provide mobility in unserved and underserved rural areas, as well as in traffic-congested urban centers.

Sec. 3. Amendment to Section 3 of Republic Act No. 4136. – Section 3 of Republic Act No. 4136, as amended, otherwise known as the “Land Transportation and Traffic Code,” is hereby amended to read as follows:

“Section 3. Words and phrases defined. – As used in this Act:

xxx

(N) MOTORCYCLE-FOR-HIRE – ANY TWO-WHEELED MOTOR VEHICLE USED AS A MEANS OF PUBLIC TRANSPORTATION AND CARGO REGISTERED WITH THE LAND TRANSPORTATION OFFICE OR THE LAND TRANSPORTATION FRANCHISING AND REGULATORY BOARD (LTFRB); PROVIDED, THAT FOR TRANSPORTING PASSENGERS, THE MOTORCYCLE SHALL HAVE A MINIMUM ENGINE DISPLACEMENT OF 125 CUBIC CENTIMETERS AND A BACKBONE TYPE BUILT. MOTORCYCLES-FOR-HIRE MAY BE OPERATED INDEPENDENTLY BY THE OWNER OF THE MOTORCYCLE, OR MADE AVAILABLE THROUGH A NETWORK OR DIGITAL TRANSPORT VEHICLE SERVICE (TNVS)."

Sec. 4. Amendment to Section 7 of Republic Act No. 4136. – Section 7 of Republic Act No. 4136 is hereby amended to read as follows:

"Section 7. Registration Classification. – Every motor vehicle shall be registered under one of the following described classifications:

- (a) xxx
- (b) xxx
- (c) xxx
- (d) Public utility automobiles;
- (e) Public utility trucks;
- (f) Taxis and auto-calesas;
- (g) Garage automobiles;
- (h) Garage trucks;
- (i) Hire trucks;
- (j) Trucks owned by contractors and customs brokers and customs agents;
- and,
- (k) MOTORCYCLES-FOR-HIRE.

Application for registration under these classifications shall be accompanied by a certificate of public convenience or a special permit issued by the [Public Service Commission] LAND TRANSPORTATION FRANCHISING AND REGULATORY BOARD (LTFRB), and motor vehicles registered under these classifications shall be subject to the Public Service Law, rules and regulations, as well as the provisions of this Act.

FURTHER PROVIDED THAT MOTORCYCLES-FOR-HIRE OPERATING STRICTLY WITHIN THE TERRITORIAL JURISDICTION OF A LOCAL GOVERNMENT UNIT, WHETHER THESE MOTORCYCLES BELONG TO A TRANSPORT NETWORK, OR ARE MEMBERS OF LOCAL COOPERATIVE OR CORPORATION, OR ARE INDIVIDUAL OWNERS/OPERATORS OF THE MOTORCYCLE, SHALL BE SUBJECT TO THE PROVISIONS OF SECTION 447 (3)(VI) AND SECTION 458 (3)(VI) OF REPUBLIC ACT NO. 7160."

Sec. 5. Amendment to Section 447(3)(vi) of Republic Act No. 7160. – Section 447(3)(vi) of Republic Act No. 7160, otherwise known as the “Local Government Code of 1991,” is hereby amended to read as follows:

“(vi) Subject to the guidelines prescribed by the [Department of Transportation and Communications] LTFRB, regulate the operation of tricycles AND MOTORCYCLES-FOR-HIRE AS PUBLIC TRANSPORT OPERATING STRICTLY WITHIN THE TERRITORIAL JURISDICTION OF A LOCAL GOVERNMENT UNIT, WHETHER THESE MOTORCYCLES BELONG TO A TRANSPORT NETWORK, OR ARE MEMBERS OF LOCAL COOPERATIVE OR CORPORATION, OR ARE INDIVIDUAL OWNERS/OPERATORS OF THE MOTORCYCLE, and grant franchises for the operation thereof within the territorial jurisdiction of the municipality.”

Sec. 6. Amendment to Section 458(3)(vi) of Republic Act No. 7160. – Section 458(3)(vi) of Republic Act No. 7160 is hereby amended to read as follows:

“(vi) Subject to the guidelines prescribed by the [Department of Transportation and Communications] LTFRB, regulate the operation of tricycles AND MOTORCYCLES-FOR-HIRE AS PUBLIC TRANSPORT OPERATING STRICTLY WITHIN THE TERRITORIAL JURISDICTION OF A LOCAL GOVERNMENT UNIT, WHETHER THESE MOTORCYCLES BELONG TO A TRANSPORT NETWORK, OR ARE MEMBERS OF LOCAL COOPERATIVE OR CORPORATION, OR ARE INDIVIDUAL OWNERS/OPERATORS OF THE MOTORCYCLE, and grant franchises for the operation thereof within the territorial jurisdiction of the city.”

Sec. 7. Roadworthiness of Motorcycles-for-Hire. – The Land Transportation Office (LTO) shall guarantee the roadworthiness of motorcycles-for-hire by requiring emission testing and other safeguards before registration and every renewal. No modification shall be made thereafter on motorcycles-for-hire, except for the possible installation of luggage carriers, saddlebags, step boards or foot pegs, and appropriate speed limiters and monitoring devices, based on LTO guidelines.

Sec. 8. Liability and Diligence. – Motorcycles-for-hire are hereby declared as common carriers for purposes of determining liability and the degree of diligence required in transporting goods or passengers. The presumption of negligence in breach of contract shall likewise apply, in accordance with existing laws.

Sec. 9. Driver’s Safety. – In accordance with Section 23-A of Republic Act No. 4136, as amended, the LTO shall establish requirements for issuing driver’s licenses to applicants for motorcycles-for-hire, including training, theoretical and practical testing, and health examinations. Safety helmets shall be provided as required by law.

Sec. 10. **Insurance.** – In addition to driver's and motor vehicle insurance, operators of motorcycles-for-hire shall be required to secure insurance coverage for both passengers and cargo.

Sec. 11. **Local Government Unit Duties.** – Prior to issuing franchises, LGUs shall develop and issue guidelines for the operation of motorcycles-for-hire within their jurisdiction, subject to approval by the Department of Public Works and Highways (DPWH). Such guidelines may include designated motorcycle lanes, parking areas, terminals, and other facilities for an efficient motorcycle-for-hire transport system.

Sec. 12. **Repealing Clause.** – All other laws, decrees, presidential issuances, executive orders, ordinances, rules, and regulations inconsistent with this Act are hereby repealed, amended, or modified accordingly.

Sec. 13. **Separability Clause.** – If any portion or provision of this Act is declared unconstitutional, the remaining provisions shall not be affected and shall continue in full force and effect.

Sec. 14. **Effectivity.** – 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 in the Philippines.

Approved,