

TWENTIETH CONGRESS OF THE
REPUBLIC OF THE PHILIPPINES
Second Regular Session

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**HOUSE OF REPRESENTATIVES
HOUSE BILL No. 11392**



Introduced by **REP. CLAUDINE DIANA D. BAUTISTA-LIM**

AN ACT MANDATING THE ADOPTION OF A STANDARDIZED TRICYCLE PASSENGER CABIN DESIGN TO ENHANCE PASSENGER SAFETY, ACCESSIBILITY, COMFORT, AND ROADWORTHINESS, PROVIDING GUIDELINES FOR ITS IMPLEMENTATION, AND FOR OTHER PURPOSES

EXPLANATORY NOTE

The tricycle remains one of the most widely used modes of public transportation in the Philippines, particularly in cities, municipalities, and rural communities where it serves as an essential means of mobility for millions of Filipinos. It provides first- and last-mile connectivity, enabling commuters to access schools, workplaces, markets, healthcare facilities, and transport terminals. According to the Land Transportation Office (LTO), hundreds of thousands of tricycles are registered nationwide, underscoring their vital role in the country's transportation system.¹

Despite their prevalence, there is currently no comprehensive national standard governing the design, construction, and safety features of tricycle passenger cabins. The absence of uniform technical standards has resulted in considerable variations in size, structural integrity, passenger capacity, accessibility, and safety features. Many passenger cabins are fabricated using differing materials and designs that may not adequately protect passengers in the event of road crashes or other transport-related incidents.²

The Constitution mandates the State to promote the common good and protect the lives and welfare of the people by maintaining peace and order and ensuring public safety.³ This constitutional policy extends to the regulation of public transportation systems, including tricycles, to ensure that vehicles operating on public roads meet acceptable standards of safety and roadworthiness.

This proposed measure seeks to establish a National Standard Tricycle Passenger Cabin Design that will prescribe minimum engineering, structural, ergonomic, and safety specifications applicable to all newly manufactured passenger cabins while providing a reasonable transition period for existing operators to comply. The measure aims to enhance passenger safety without imposing unnecessary burdens on tricycle operators and drivers.

The proposed standard shall include, among others, requirements on structural integrity, seating configuration, adequate legroom and headroom, passenger handrails, weather protection, non-slip flooring, proper ventilation, lighting, reflectors, maximum passenger capacity, and accessibility features for senior citizens, persons with disabilities (PWDs), pregnant women, and children. Such standards will improve the overall quality, safety, and reliability of tricycle services throughout the country.⁴

Recognizing the economic realities faced by tricycle operators and drivers, the bill likewise provides for financial assistance, low-interest financing, modernization support, and technical assistance to facilitate compliance. It also promotes the use of locally manufactured materials and supports local fabricators, thereby encouraging innovation, job creation, and the growth of the domestic manufacturing sector.

Furthermore, a standardized passenger cabin will simplify inspection and certification procedures, improve regulatory enforcement by the Land Transportation Office (LTO) and local government units (LGUs), and ensure greater consistency in vehicle safety across jurisdictions. This approach aligns with the government's continuing efforts to modernize public transportation while safeguarding the welfare of commuters and preserving the livelihood of transport operators.⁵

Ultimately, this measure represents a practical and forward-looking approach to improving one of the country's most utilized public transport modes. By adopting uniform national standards for tricycle passenger cabins, the State reinforces its commitment to safer roads, more accessible public transportation, improved commuter welfare, and a more resilient transport system.

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


CLAUDINE DIANA D. BAUTISTA-LIM
DUMPER PTDA Party-List

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1. Republic Act No. 4136, *Land Transportation and Traffic Code*.
 2. Department of Transportation, policies and regulations on road transport safety; Land Transportation Office, vehicle inspection and roadworthiness regulations.
 3. 1987 Constitution of the Republic of the Philippines, Article II, Section 5 and Article XIII, Section 11.
 4. Department of Science and Technology, engineering and product standards initiatives; Department of Trade and Industry, consumer product quality and standards programs; and Bureau of Philippine Standards, development and adoption of Philippine National Standards.
 5. Republic Act No. 7160, otherwise known as the Local Government Code of 1991; and Republic Act No. 11229, otherwise known as the Child Safety in Motor Vehicles Act.

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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 "**Standard Tricycle Passenger Cabin Act.**"

SECTION 2. Declaration of Policy. - It is the policy of the State to promote safe, reliable, accessible, and environmentally sustainable public transportation. Recognizing that tricycles remain one of the primary modes of public transport in cities and municipalities throughout the Philippines, the State shall ensure that tricycle passenger cabins meet minimum standards of safety, structural integrity, accessibility, and passenger comfort while preserving the affordability of public transportation and protecting the livelihood of tricycle operators and drivers.

SECTION 3. Objectives. - This Act aims to:

- (a) Establish a national standard for the construction and design of tricycle passenger cabins;
- (b) Improve the safety and protection of passengers and drivers during road operations;
- (c) Promote accessibility for senior citizens, persons with disabilities (PWDs), pregnant women, and children;
- (d) Ensure adequate passenger space, ventilation, and weather protection;
- (e) Encourage the use of durable and locally manufactured materials; and
- (f) Improve the overall quality and roadworthiness of tricycles operating as public utility vehicles.

SECTION 4. Definition of Terms. - For purposes of this Act:

(a) **Tricycle** refers to a motorcycle with an attached sidecar used for public transportation and duly registered with the Land Transportation Office (LTO) and authorized by the concerned Local Government Unit (LGU).

(b) **Passenger Cabin** refers to the sidecar or passenger compartment attached to a motorcycle for the purpose of transporting passengers.

(c) **Standard Passenger Cabin** refers to a passenger cabin that complies with the technical specifications prescribed under this Act and its Implementing Rules and Regulations (IRR).

SECTION 5. Adoption of National Standards. - Within one hundred eighty (180) days from the effectivity of this Act, the Department of Transportation (DOTr), through the Land Transportation Office (LTO), in coordination with the Department of Trade and Industry (DTI), the Department of Science and Technology (DOST), the Technical Education and Skills Development Authority (TESDA), the League of Cities of the Philippines, the League of Municipalities of the Philippines, accredited tricycle manufacturers, transport cooperatives, and transport organizations, shall formulate and adopt the National Standard Tricycle Passenger Cabin Design.

The standards shall include, but shall not be limited to:

1. Minimum structural strength and crash resistance;
2. Standard dimensions ensuring adequate passenger legroom and headroom;
3. Ergonomic seating configuration;
4. Non-slip flooring;
5. Safety handrails and grab handles;
6. Proper entry and exit clearances;
7. Weather-resistant roofing and side protection;
8. Adequate ventilation;
9. Standard lighting and reflectors;
10. Emergency exit provisions where applicable;
11. Fire-resistant or fire-retardant construction materials;
12. Maximum passenger capacity;
13. Provisions to improve accessibility for senior citizens and PWDs; and
14. Other safety features deemed necessary by the DOTr.

SECTION 6. Compliance. - All newly manufactured tricycle passenger cabins intended for public transport shall comply with the national standards established under this Act.

Existing tricycles shall be given a transition period of not less than five (5) years to comply with the prescribed standards, subject to the implementing guidelines.

SECTION 7. Financial Assistance and Incentives. - To minimize the financial burden on tricycle operators and drivers, the national government, subject to the availability of funds, may provide:

- (a) Low-interest financing programs;
- (b) Credit facilities;
- (c) Modernization assistance;
- (d) Technical support for local fabricators; and
- (e) Other incentives necessary to facilitate compliance with this Act.

Priority shall be given to low-income operators and members of accredited transport cooperatives and associations.

SECTION 8. Local Fabrication. - The DTI and DOST shall encourage the development of standardized passenger cabins utilizing locally sourced materials and manufactured by accredited local fabricators, provided that such products comply with national safety standards.

SECTION 9. Inspection and Certification. - No tricycle passenger cabin shall be authorized for public transport unless certified by the Local Government Units concerned as compliant with the standards prescribed under this Act.

Periodic inspections shall likewise be conducted to ensure continued compliance.

SECTION 10. Role of Local Government Units. - Cities and municipalities shall incorporate compliance with the national standard passenger cabin as one of the requirements in the issuance or renewal of tricycle franchises, permits, or licenses.

SECTION 11. Penalties. - Any manufacturer, fabricator, or operator who knowingly manufactures, sells, installs, or operates a non-compliant passenger cabin after the expiration of the prescribed transition period shall be subject to:

- (a) A fine of not less than Twenty Thousand Pesos (₱20,000.00) but not more than One Hundred Thousand Pesos (₱100,000.00);
- (b) Suspension or revocation of accreditation or permit; and/or
- (c) Other administrative sanctions as may be provided under the IRR.

SECTION 12. Implementing Rules and Regulations. - Within one hundred eighty (180) days from the effectivity of this Act, the DOTr, in coordination with the LTO, DTI, DOST, Department of the Interior and Local Government (DILG), TESDA, LGUs, and relevant

stakeholders, shall promulgate the necessary rules and regulations for the effective implementation of this Act.

SECTION 13. Appropriations. - The amount necessary for the initial implementation of this Act shall be charged against the current appropriations of the implementing agencies. Thereafter, the necessary funds shall be included in the annual General Appropriations Act.

SECTION 14. Separability Clause. - If any provision of this Act is declared unconstitutional or invalid, the remaining provisions shall continue to be in full force and effect.

SECTION 15. Repealing Clause. - All laws, decrees, executive orders, rules, and regulations inconsistent with the provisions of this Act are hereby repealed, amended, or modified accordingly.

SECTION 16. Effectivity. - This Act shall take effect fifteen (15) days after its publication in the Official Gazette or in a newspaper of general circulation.

Approved,