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SENATE

S. No. 2790

RECEIVED BY: 

Introduced by Senator Antonio "SONNY" F. Trillanes IV

Explanatory Note

In 2010, The World Health Organization (WHO) has reported that by 2030, road accidents could be the fifth leading cause of death in the world, resulting in an estimated 2.4 million fatalities annually. According to WHO, at present, 1.2 million people die from road accidents, 90 percent of these occurring in low-income and middle-income countries where 49 percent of motor vehicles in the world are registered. They predicted that by 2030, road fatalities would beat the death toll of Human Immunodeficiency Virus/Acquired Immune Deficiency Syndrome (HIV-AIDS), and tuberculosis.¹

Also in the same year, the Department of Health (DOH) reported that the leading external causes of injuries were vehicular accidents contributing to 32.32% of all incidents. In addition, IngaPilipinas.com conducted a survey in Manila which revealed that there are at least two (2) vehicles in a major highway in the Philippines that get involved in an accident every hour, or almost fifty (50) road accidents occur everyday. A seemingly small number but quite alarming considering that 78 percent (78%) of the population rely on buses, jeepneys, taxis, trains and tricycles for mobility. Also, based on the data of the PNP-HPG and the MMDA, 44 percent of road accidents was caused by overspeeding.

Earlier this year, the MMDA enforced a 60-kilometer per hour speed limit along the Commonwealth Avenue in Quezon City. The 12.4-kilometer road was dubbed as the "killer highway" due to the large number of road accidents along its stretch. According to the MMDA's Road Safety Unit, from January to December 2010, 743 persons figured in road accidents along Commonwealth Avenue accounting for 4.4 percent of total fatalities in Metro Manila. Of this figure, 21 died.

Thus, in order to prevent or reduce injuries and death on all roads in the country, the government should address the problems on over-speeding. This bill seeks to mandate all public utility vehicles (PUVs) to install speed limiters in order to restrict the top speed of their motor vehicle. It is hoped that by strictly observing the mandated speed limits in various streets, highways, and thoroughfares, vehicular accidents caused by overspeeding is reduced and that lives will be saved.

In view of the foregoing, approval of the bill is earnestly sought.

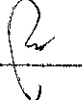

ANTONIO "SONNY" F. TRILLANES IV
Senator

¹ Road accidents to be 5th leading cause of death by 2030 –WHO
(<http://www.philstar.com/Article.aspx?articleid=605016>). Accessed on 29 March 2011

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AN ACT
REQUIRING MANDATORY INSTALLATION OF SPEED LIMITERS IN PUBLIC
UTILITY VEHICLES (PUVs)

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

1 **SECTION 1. *Short Title.*** – This Act shall be known as the “*Speed Limiters Act of*
2 *2011*”.

3
4 **SEC. 2. *Declaration of Policy.*** – It is the policy of the State to promote order and safety
5 in streets, highways and public thoroughfares. To this end, it shall be the policy of the State to
6 strictly enforce traffic rules and regulations, particularly the respective speed limits imposed in
7 various streets, highways and public thoroughfares, for the benefit of the commuting public.

8
9 **SEC. 3. *Mandatory Speed Limiter in Public Utility Vehicles.*** – All public utility vehicles
10 (PUVs), whether already in operation or to be constructed, produced or manufactured, shall
11 henceforth bear speed limiters.

12
13 **SEC. 4. *Setting the Speed Limiter.*** – The Department of Transportation and
14 Communication (DOTC), through its proper agency, shall supervise and inspect the setting of a
15 speed limiter to its respective speed limits, corresponding to the maximum allowed in the route
16 plied by a particular PUV.

17
18 **SEC. 5. *DOTC Accreditation.*** – The DOTC, through its proper agency, shall accredit
19 persons, establishment or institutions manufacturing speed limiting devices. Only speed limiters
20 produced and manufactured by accredited persons, establishments or institutions shall be allowed
21 to be installed in PUVs.

22
23 **SEC. 6. *Government Subsidy.*** – The DOTC shall subsidize deserving PUV owners in the
24 procurement and installation of speed limiters.

1 **SEC. 7. No Speed Limiter, No Registration.** – No PUV shall be registered by the Land
2 Transportation Office (LTO) without the proper speed limiter installed and set.

3
4 **SEC. 8. Tampering of Speed Limiter.** – A penalty of fine not exceeding 30,000 pesos (P
5 30,000.00), and imprisonment of six (6) months but not more than 3 years shall be imposed upon
6 a person tampering with a duly installed and set speed limiter.

7
8 **SEC. 9. Implementing Rules and Regulations.** – The DOTC, in coordination with the
9 LTO and the LTFRB, shall formulate the necessary guidelines and promulgate rules and
10 regulations implementing the provisions of this Act.

11
12 **SEC. 10. Appropriation.** – Such sums as may be necessary for the immediate
13 implementation of the provisions of this Act is hereby authorized to be appropriated out of any
14 funds in the National Treasury not otherwise appropriated. Thereafter, funds for its
15 implementation shall be included in the regular appropriations of the DOTC.

16
17 **SEC. 11. Repealing Clause.** – All laws, decrees, executive orders or parts thereof
18 inconsistent with the provisions of this Act are hereby repealed, amended or modified
19 accordingly.

20
21 **SEC. 12. Separability Clause.** – If any provision of this Act is held invalid or
22 unconstitutional, other provisions not affected shall continue to be in full force and effect.

23 **SEC. 13. – Effectivity.** – This Act shall take effect after fifteen (15) days from its
24 publication in the *Official Gazette* or in two (2) newspapers of general circulation.

Approved,