

SEVENTEENTH CONGRESS )  
REPUBLIC OF THE PHILIPPINES )  
First Regular Session )



'16 JUL 19 P6:14

SENATE

S. No. 622

RECEIVED BY:

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Introduced by Senator Antonio "Sonny" F. Trillanes IV

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**AN ACT  
PROVIDING FOR A HIGHWAY SAFETY PROGRAM IN THE PHILIPPINES, AND  
FOR OTHER PURPOSES**

**EXPLANATORY NOTE**

One adverse reality that is tied with development is increase in traffic accidents connected to increased motorization and infrastructure. Every year, worldwide, about 1.3 million people get killed on roads. Vehicular accidents are likely to become the fifth leading cause of death in all age groups by 2030.

The state of road safety of a country is normally gauged by the frequency of accidents. The Manila-based Asian Development Bank (ADB) reported that road accidents were now the leading cause of premature death globally for children and young people aged 5 to 29 years. It also cited a report from the World Health Organization, which noted that 90% of the deaths caused by road accidents are in low- and middle-income countries even if these countries only account for 50% of the world's total vehicles.

In the Philippines, 567 people were killed and 5,220 others were injured in the 11,285 accidents recorded by the Philippine National Police-Highway Patrol Group during the first six (6) months of 2015.

Since the Philippines signed the Vienna Convention in 1968, traffic control devices, such as traffic signs and markings, have generally followed international standards. Nevertheless, there are still many signs installed that do not conform to standard colors or shapes. The number of traffic signs installed is generally insufficient and in highly urbanized areas, these signs can hardly be recognized as they compete with giant billboards in visibility and craftsmanship.

As the importance of road safety is realized, as well as how tremendous losses - in which the estimated cost of these losses from accidents amount to approximately Php 150 billion per year - from preventable phenomenon such as traffic accidents could be, this bill recognizes that road safety problem is significant.

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

  
ANTONIO "SONNY" F. TRILLANES IV  
*Senator*

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AN ACT  
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FOR OTHER PURPOSES

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

1       **SECTION 1. Short Title.** - This Act shall be known as the "*Highway Safety Program*  
2 *of 2016.*"  
3  
4

5       **SEC. 2. Definition of Terms.** - For purposes of this Act, the words and phrases used  
6 herein shall mean and understood to mean as follows:

- 7       1) **Strategic Highway Safety Program** - The term "Strategic Highway Safety Program"  
8 means a program developed by the Department of Transportation and Communication  
9 (DOTC) after consultation with:  
10       (i) regional transportation planning organizations and metropolitan planning  
11       organizations, if any;  
12  
13       (ii) representatives of major modes of transportation;  
14  
15       (iii) National Government and local traffic enforcement officials;  
16  
17       (iv) motor vehicle administration agencies; and  
18  
19       (v) other major National Government and local safety stakeholders.  
20

21       The program should accomplish the following:

- 22       (a) analyzes and makes effective use of National Government, regional, or local crash  
23       data;  
24  
25       (b) addresses engineering, management, operation, education, enforcement, and  
26       emergency services elements (including integrated, interoperable emergency  
27       communications) of highway safety as key factors in evaluating highway projects;  
28  
29       (c) considers safety needs of, and high-fatality segments of public roads;  
30  
31       (d) considers the results of state, regional, or local transportation and highway safety  
32       planning processes; and  
33

1 (e) describes a program of projects or strategies to reduce or eliminate safety hazards.  
2

3 **2) Highway safety improvement project. –**

4 (a) **In general.** – The term "highway safety improvement project" means a project  
5 described in the Government strategic highway safety program that –

6 (i) corrects or improves a hazardous road location or feature; or  
7

8 (ii) addresses a highway safety problem.  
9

10 (b) **Inclusions.** – The term "highway safety improvement project" includes a project  
11 for one or more of the following:

12 (i) An intersection safety improvement.  
13

14 (ii) Pavement and shoulder widening (including addition of a passing lane to  
15 remedy an unsafe condition).  
16

17 (iii) Installation of rumble strips or another warning device, if the rumble  
18 strips or other warning devices do not adversely affect the safety or  
19 mobility of bicyclists, pedestrians, and the disabled.  
20

21 (iv) Installation of a skid-resistant surface at an intersection or other location  
22 with a high frequency of accidents.  
23

24 (v) Improvement for pedestrian or bicyclist safety or safety of the disabled.  
25

26 (vi) Construction of a railway-highway crossing safety feature, including  
27 installation of protective devices.  
28

29 (vii) The conduct of a model traffic enforcement activity at a railway-highway  
30 crossing.  
31

32 (viii) Construction of a traffic calming feature.  
33

34 (ix) Elimination of a roadside obstacle.  
35

36 (x) Improvement of highway signage and pavement markings.  
37

38 (xi) Installation of a priority control system for emergency vehicles at  
39 signalized intersections.  
40

41 (xii) Installation of a traffic control or other warning device at a location with  
42 high accident potential.  
43

44 (xiii) Safety-conscious planning.  
45

46 (xiv) Improvement in the collection and analysis of crash data.  
47

48 (xv) Planning integrated interoperable emergency communications equipment,  
49 operational activities, or traffic enforcement activities (including police  
50 assistance) relating to work zone safety.

- 1 (xvi) Installation of guardrails, barriers (including barriers between  
2 construction work zones and traffic lanes for the safety of motorists and  
3 workers), and crash attenuators.  
4  
5 (xvii) The addition or retrofitting of structures or other measures to eliminate or  
6 reduce accidents involving vehicles and wildlife.  
7  
8 (xviii) Installation and maintenance of signs (including fluorescent, yellow-  
9 green signs) at pedestrian-bicycle crossings and in school zones.  
10  
11 (xix) Construction and yellow-green signs at pedestrian-bicycle crossings and  
12 in school zones.  
13  
14 (xx) Construction and operational improvements on high risk rural roads.  
15  
16 (xxi) Information drive concerning highway safety matters (including  
17 motorcyclist safety).  
18  
19 (xxii) Enforcement of highway safety laws.  
20  
21

22 **SEC. 3. Program. –**

- 23 (1) ***In general.*** - The DOTC Secretary shall carry out a highway safety improvement  
24 program.  
25  
26 (2) ***Purpose.*** - The purpose of the highway safety improvement program shall be to achieve a  
27 significant reduction in traffic fatalities and serious injuries on public roads.  
28  
29

30 **SEC. 4. Eligibility. –**

31 ***In general.*** - To obligate funds apportioned to carry out this section, a city or a province shall  
32 have in effect a highway safety improvement program under which the city/municipality –

- 33 (a) develops and implements a city/municipality strategic highway safety plan that  
34 identifies and analyzes highway safety problems and opportunities;  
35  
36 (b) produces a program of projects or strategies to reduce identified safety problems;  
37  
38 (c) evaluates the plan on a regular basis to ensure the accuracy of the data and priority  
39 of proposed improvements; and  
40  
41 (d) submits to the Secretary of Transportation and Communications an annual report  
42 that:  
43 (i) describes, in a clear understandable fashion not less than five (5) percent of  
44 locations determined by the city or the province as exhibiting the most severe  
45 safety needs; and  
46  
47 (ii) contains an assessment of –  
48 (I) potential remedies to hazardous locations identified;  
49 (II) estimated costs associated with those remedies; and

1 (III) impediments to implementation other than cost associated with those  
2 remedies.  
3

4 (1) *Identification and analysis of highway safety problems and opportunities.* – As part of  
5 the Government strategic highway safety plan, a city or a province shall –

6 (a) have in place a crash data system with the ability to perform safety problem  
7 identification and counter-measure analysis;  
8

9 (b) based on the analysis required by subparagraph (a)-

10 (i) identify hazardous locations, sections, and elements (including roadside  
11 obstacles, railway-highway crossing needs, and unmarked or poorly marked  
12 roads) that constitute a danger to motorists (including motorcyclists),  
13 bicyclists, pedestrians, and other highway users; and  
14

15 (ii) using such criteria as the city or the province determine to be  
16 appropriate, establish the relative severity of those locations, in terms of  
17 accidents, injuries, deaths, traffic volume levels, and other relevant data;  
18

19 (c) adopt strategic and performance-based goals that-

20 (i) address traffic safety, including behavioral and infrastructure problems and  
21 opportunities on all public roads;  
22

23 (ii) focus resources on areas of greatest need; and  
24

25 (iii) are coordinated with other highway safety programs;  
26

27 (d) advance the capabilities of the Government for traffic records data collection,  
28 analysis, and integration with other sources of safety data (such as road  
29 inventories) in a manner that-

30 (i) includes all public roads;  
31

32 (ii) identifies hazardous locations, sections, and elements on public roads that  
33 constitute a danger to motorists (including motorcyclists), bicyclists,  
34 pedestrians, the disabled, and other highway users; and  
35

36 (iii) includes a means of identifying the relative severity of hazardous locations in  
37 terms of accidents, injuries, deaths, and traffic volume levels;  
38

39 (e) -

40 (i) determine priorities for the correction of hazardous road locations, sections,  
41 and elements (including railway- highway crossing. improvements), as  
42 identified through crash data analysis;  
43

44 (ii) identify opportunities for the development of such hazardous conditions; and

45 (iii) establish and implement a schedule of highway safety improvement projects  
46 for hazard correction and hazard prevention; and  
47

48 (f) -

1 (i) establish an evaluation process to analyze and assess results achieved by  
2 highway safety improvement projects carried out in accordance with  
3 procedures and criteria established by this section; and  
4

5 (ii) use the information obtained under clause (i) in setting priorities for highway  
6 safety improvement projects.  
7  
8

9 **SEC. 5. Eligible Projects.** – A city or provincial government may obligate funds  
10 apportioned to the city or provincial government to carry out any highway safety  
11 improvement project on any public road or publicly owned bicycle or pedestrian pathway or  
12 trail.  
13

14 Nothing in this section prohibits the use of funds made available under other  
15 provisions of this Act for highway safety improvement projects.  
16

17 The city and provincial governments are encouraged to address the full scope of their  
18 safety needs and opportunities by using funds made available under other provisions of this  
19 Act (except a provision that specifically prohibits that use).  
20  
21

22 **SEC. 6. Reports.** –  
23

24 (1) **In general.** - A city or provincial government shall submit to the DOTC Secretary a  
25 report that-

26 (a) describes progress being made to implement highway safety improvement projects  
27 under this section;  
28

29 (b) assesses the effectiveness of those improvements; and  
30

31 (c) describes the extent to which the improvements funded under this section contribute  
32 to the goals of –

33 (i) reducing the number of fatalities on roadways;  
34

35 (ii) reducing the number of roadway-related injuries;  
36

37 (iii) reducing the occurrences of roadway-related crashes;  
38

39 (iv) mitigating the consequences of roadway-related crashes; and (v) reducing the  
40 occurrences of crashes at railway-highway crossings.  
41

42 (2) **Contents; schedule.** - The Secretary of Transportation and Communications shall  
43 establish the content and schedule for a report under Section (6)(I) of this Act.  
44

45 (3) **Transparency.** - The Secretary of Transportation and Communications shall make reports  
46 submitted to him available to the public through –

47 (a) the Website of the Department; and  
48

49 (b) such other means as the Secretary determines to be appropriate.

1           **SEC. 7. Appropriations.** – The amount necessary to carry out the provisions of this  
2 Act shall be provided out of the savings from the appropriations of the DOTC for the current  
3 year. Thereafter, the sum necessary for the implementation of this Act shall be appropriated  
4 in the annual appropriations of the DOTC.  
5  
6

7           **SEC. 8. Separability Clause.** – Should any part or provision of this Act is declared  
8 invalid or unconstitutional for any purpose, none of the other parts or provisions hereof shall  
9 be affected. .  
10

11           **SEC. 9. Repealing Clause.** – All laws, decrees, orders, rules and regulations or parts  
12 thereof inconsistent with this Act are hereby repealed or amended accordingly.  
13  
14

15           **SEC. 10. Effectivity.** – This Act shall take effect fifteen (15) days upon its publication  
16 in the Official Gazette or in at least two (2) newspapers of general circulation.  
17

*Approved,*