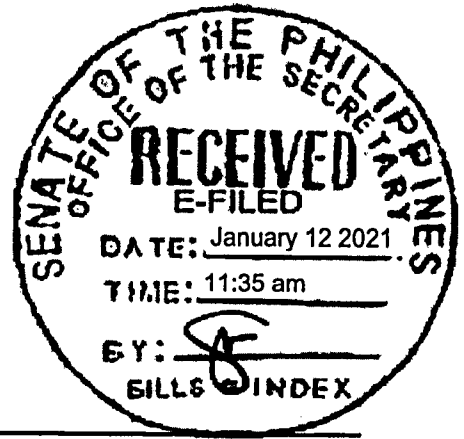


EIGHTEENTH CONGRESS OF THE )  
REPUBLIC OF THE PHILIPPINES )  
Second Regular Session )



SENATE

S. No. 1979

---

Introduced by SENATOR LEILA M. DE LIMA

---

**AN ACT  
PROVIDING SUBSIDIES AND OTHER INCENTIVES FOR INDIGENT  
PUBLIC UTILITY DRIVERS IN THE PAYMENT OF FEES AND CHARGES  
FOR CERTAIN CERTIFICATES AND CLEARANCES REQUIRED BY THE  
LAND TRANSPORTATION OFFICE (LTO) IN APPLYING FOR A  
PROFESSIONAL DRIVER'S LICENSE**

**EXPLANATORY NOTE**

Section 9, Article II of the Constitution mandates that “[t]he State shall promote a just and dynamic social order that will ensure the prosperity and independence of the nation and free the people from poverty through policies that provide adequate social services, promote full employment, a rising standard of living, and an improved quality of life for all”. The government is therefore entrusted with the task of addressing income inequality and poverty by giving priority to the needs of underprivileged Filipinos through necessary and responsive legislation, programs and projects.

In an October 2019 report by the Philippine National Police-Highway Patrol Group (PNP-HPG), it was noted that human error remained as the top cause of road accidents in the country. Of the 9,663 road crashes recorded by the PNP-HPG that year, a total of 8,809 or over 91 percent of crash incidents were blamed on the “human factor” such as bad overtaking, bad turning, speeding, drunk driving, using cellular phones and overloading, among others.<sup>1</sup>

---

<sup>1</sup> Pesco, D. (31 October 2019). *Human factor top cause of road crashes in 2019*. Retrieved November 24, 2020, from <https://www.manilatimes.net/2019/10/31/news/national/human-factor-top-cause-of-road-crashes-in-2019/652289/>

In a bid to ensure safer roads through law-abiding drivers, it was announced in February of this year that the Land Transportation Office (LTO) would be implementing a stricter policy on the issuances of driver's licenses to new applicants.<sup>2</sup>

In a later statement, the LTO announced that beginning 3 August 2020, it would be requiring driving course completion certificates for applications for student-driver permits, new driver's licenses, and additional restriction codes. Two types of certificates would be required for applicants: one for the Theoretical Driving Course (TDC) and the other for the Practical Driving Course (PDC). TDC certificates would be issued to individuals applying for new student-driver permits upon completion of a 15-hour mandatory lecture on traffic laws, rules and regulations to be conducted by the LTO or its duly accredited driving schools. PDC certificates would be issued to individuals applying for a new driver's license, whether professional or non-professional, upon completion of at least eight hours of practical driving lessons from LTO-accredited driving schools.<sup>3</sup>

The new guidelines also mandated for Professional Driver's License applicants to be holders of a valid Non-Professional Driver's License issued at least one (1) year prior to the date of application. This represents a significant leap compared to previous guidelines which only mandated Professional Driver's License applicants to be holders of a student permit for six (6) months prior to application.<sup>4</sup>

Driving on public roads is a privilege and with that privilege comes the responsibility to ensure the safety of passengers, fellow motorists, and pedestrians. The number of road accidents caused by driver error indicates a need for more stringent regulations in determining who should be allowed to drive in our roads. However, the necessary requirements needed for obtaining a driver's license should nevertheless consider the existing realities of the many poor Filipinos seeking to earn a living by driving public utility vehicles such as jeepneys, buses, taxis, and tricycles.

---

<sup>2</sup> San Juan, A. (24 February 2020). *LTO to implement stricter policy on issuance of driver's license*. Retrieved November 24, 2020, from <https://mb.com.ph/2020/02/24/lto-to-implement-stricter-policy-on-issuance-of-drivers-license/>

<sup>3</sup> Grecia, L. (1 July 2020). *Driver's license applications to require course completion certificates starting August 3*. Retrieved 24 November 2020, from <https://www.topgear.com.ph/news/motoring-news/lto-driving-course-certificates-a4354-20200701>

<sup>4</sup> Capistrano, A. P. ([https://filipiknow.net/drivers-license-requirements/#How\\_to\\_Get\\_a\\_Professional\\_Drivers\\_License\\_in\\_the\\_Philippines](https://filipiknow.net/drivers-license-requirements/#How_to_Get_a_Professional_Drivers_License_in_the_Philippines))

These added requirements will incur not only added financial costs but also opportunity costs to the many Public Utility Vehicle (PUV) drivers who will be most affected by these developments. Considering that the country was hammered by several disasters such as a series of typhoons and ongoing COVID-19 pandemic that have resulted to lockdowns and community quarantines, several sectors of our society have been severely affected. There are sectors who are hit more heavily than others. One of these is the transportation sector.

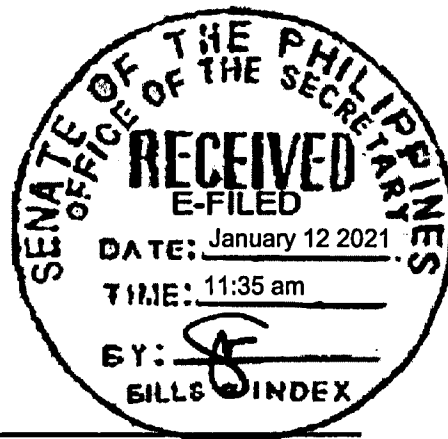
While it may be true that COVID-19 is not the proximate cause of these underlying problems, these series of disasters threaten the already delicate social safety nets of the country. Therefore, it behooves the government to implement policy solutions intended to reduce inequalities and manage the increasing number of poor households that are affected by these catastrophes. Imposing additional fees poses fiscal burdens especially to indigent PUV drivers which they can use to augment and support their household's basic needs.

This representation believes that the poor should be assisted and empowered by the government in overcoming poverty and achieving the quality of life they deserve. It is the humble intention of this proposed measure to shoulder some of these added costs and introduce incentives so that the process of legally obtaining a license, and the necessary driver's education and trainings that goes along with it, becomes more accessible for poor Filipinos.

In view of the foregoing, approval of this measure is sought.

  
**HEILA M. DE LIMA**

EIGHTEENTH CONGRESS OF THE )  
REPUBLIC OF THE PHILIPPINES )  
Second Regular Session )



SENATE

S. No. 1979

---

Introduced by **SENATOR LEILA M. DE LIMA**

---

**AN ACT**  
**PROVIDING SUBSIDIES AND OTHER INCENTIVES FOR INDIGENT**  
**PUBLIC UTILITY DRIVERS IN THE PAYMENT OF FEES AND CHARGES**  
**FOR CERTAIN CERTIFICATES AND CLEARANCES REQUIRED BY THE**  
**LAND TRANSPORTATION OFFICE (LTO) IN APPLYING FOR A**  
**PROFESSIONAL DRIVER'S LICENSE**

*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 “Indigent Public Utility  
2 Driver’s License Application Subsidy Act”.

3           Sec. 2. *Declaration of Policy.* – It is the policy of the State to promote a just  
4 and dynamic order that will ensure the prosperity and independence of the nation  
5 and free people from poverty through policies that provide adequate social services,  
6 promote full employment, a rising standard of living and improved quality of life for  
7 all.

8           The State shall contribute towards this end by expanding accessibility to  
9 government services and providing subsidies and incentives to indigent individuals  
10 who are seeking livelihoods as drivers of public utility vehicles.

11           Sec. 3. *Definition of Terms.* – For the purposes of this Act, the following terms  
12 are hereby defined:

13           a) *Applicant* – refers to an individual seeking to apply for a license to operate  
14 a public utility vehicle as a means of livelihood. Qualified applicants under  
15 this Act are individuals whose per capita income falls below the official  
16 poverty threshold as defined by the government as identified and certified

1 by the Philippine Statistics Authority (PSA) based on the criteria set under  
2 Republic Act No. 11315 otherwise known as the "Community-Based  
3 Monitoring System (CBMS) Act";

4 b) *Public Utility Vehicle (PUV)* – refers to a motor vehicle considered as a  
5 public transport conveyance or common carrier duly registered with the  
6 Land Transportation Office (LTO) and granted a franchise by the Land  
7 Transportation Franchising Regulatory Board (LTFRB).

8 **Sec. 4. *Subsidies and Other Incentives for Qualified Applicants.*** – Under this  
9 Act, qualified applicants shall be granted a twenty percent (20%) discount in the  
10 payment of the following clearances, certificates and fees required by the LTO in  
11 applying for a Professional Driver's License:

- 12 a) Birth certificate from the Philippine Statistics Authority (PSA);
- 13 b) Medical certificate from an LTO-accredited clinic or physician;
- 14 c) Clearance from the National Bureau of Investigation (NBI);
- 15 d) Clearance from the Philippine National Police (PNP);
- 16 e) Enrollment fees for Theoretical and Practical Driving Courses given by  
17 LTO-accredited and Technical Education and Skills Development  
18 Authority (TESDA)-certified driving schools;
- 19 f) Examination Fees; and
- 20 g) Other government-issued documents and fees that may be required by the  
21 LTO.

22 Priority registration shall be given to applicants in cases where Theoretical  
23 and Practical Driving Courses in LTO-accredited and TESDA-certified driving  
24 schools can be enrolled in free of charge. Furthermore, applicants shall be given a  
25 fixed daily allowance for expenses incurred in the commute to and from their chosen  
26 driving school.

27 The LTO shall reduce the requirement that Professional Driver's License  
28 applicants should be holders of a valid Non-Professional Driver's license for one (1)  
29 year prior to application down to three (3) months.

30 **Sec. 5. *Penalties.*** – Any public officer or employee who refuses or fails to  
31 provide the benefits granted to qualified applicants outline in Section 4 of this Act

1 shall, upon conviction, be subject to a fine of not less than Five Thousand Pesos  
2 (P5,000.00) but not more than Twenty Thousand Pesos (P20,000.00).

3 Prosecution for an offense set forth in this Act shall be without prejudice to  
4 any liability for violation of any other existing laws, including civil service law, rules  
5 and regulations.

6 **Sec. 6. *Implementing Rules and Regulations.*** – Within six (6) months from  
7 the effectivity of this Act, the Department of Transportation (DOTr), in consultation  
8 with Philippine Statistics Authority (PSA), Department of Interior and Local  
9 Government (DILG), National Bureau of Investigation (NBI), Philippine National  
10 Police (PNP), Department of Justice (DOJ), Department of Health (DOH), the  
11 Technical Education and Skills Development Authority (TESDA), and the National  
12 Anti-Poverty Commission (NAPC) shall issue the necessary rules and regulations for  
13 the effective implementation of this Act.

14 **Sec. 7. *Separability Clause.*** – If any section or provision of this Act is held  
15 unconstitutional or invalid, the other sections or provisions hereof shall not be  
16 affected and thereby remain in full force and effect.

17 **Sec. 8. *Repealing Clause.*** – All laws, decrees, executive orders, and rules and  
18 regulations, or parts thereof, inconsistent with the provisions of this Act, are hereby  
19 repealed or modified accordingly.

20 **Sec. 9. *Effectivity Clause.*** – This Act shall take effect fifteen (15) days after its  
21 publication in the Official Gazette or in two (2) newspapers of general circulation.

Approved,