

NINETEENTH CONGRESS OF THE )  
REPUBLIC OF THE PHILIPPINES )  
Third Regular Session )

24 JUL 30 P5:11

RECEIVED BY: 

**SENATE**

**P. S. RES. No. 1096**

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Introduced by Senators Tulfo, Escudero, Binay, A.P. Cayetano, P. Cayetano, Dela Rosa, Estrada, Ejercito, Gatchalian, Go, Lapid, Legarda, Marcos, Padilla, Pimentel, Poe, Revilla, Tolentino, Villanueva, C. Villar, M. Villar, Zubiri

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**RESOLUTION**

**EXPRESSING THE SENSE OF THE SENATE TO TEMPORARILY SUSPEND THE IMPLEMENTATION OF THE PUBLIC TRANSPORT MODERNIZATION PROGRAM (PTMP), FORMERLY KNOWN AS THE PUBLIC UTILITY VEHICLE MODERNIZATION PROGRAM (PUVMP), PENDING THE RESOLUTION OF VALID AND URGENT CONCERNS RAISED BY AFFECTED DRIVERS, GROUPS, UNIONS, AND TRANSPORT COOPERATIVES WITH THE END IN VIEW ENSURING A MORE EFFICIENT AND INCLUSIVE IMPLEMENTATION OF THE PTMP**

1 WHEREAS, Article II of the 1987 Philippine Constitution states that,  
2 "Section 10. The State shall promote social justice in all phases of  
3 national development.

4 x x x

5 Section 18. The State affirms labor as a primary social economic force.  
6 It shall protect the rights of workers and promote their welfare.

7 x x x"

8 WHEREAS, three of the ten components of the Public Transport Modernization  
9 Program (PTMP), formerly known as the Public Utility Vehicle Modernization Program  
10 (PUVMP), are the route rationalization, Local Public Transport Route Planning (LPTRP)  
11 of the 1,574 local government units (LGUs), and consolidation into cooperatives of the  
12 191,730 units of jeepneys, UV Express, and Filcabs, mini-buses and public utility  
13 buses;

14 WHEREAS, as of April 30, 2024 which was the latest deadline set by the  
15 Department of Transportation (DOTr) for the consolidation of public utility vehicles

1 (PUVs), 36,217 units or approximately 19% of the jeepneys and other PUVs have not  
2 yet consolidated;

3 WHEREAS, this high figure of unconsolidated units is primarily due to a)  
4 insufficiency of information drive on the part of the government to educate the drivers,  
5 operators and transport groups about the PTMP; and b) burden of financing the cost  
6 of modern PUVs, which greatly exceeds the financial capacity of drivers and operators;

7 WHEREAS, the said statistics may still rise as there were drivers and operators  
8 who filed petitions to have their membership be revoked or cancelled due to apparent  
9 mismanagement of their respective transport cooperatives;

10 WHEREAS, those who did not participate in the consolidation are now  
11 considered as colorum or operating illegally and run the risk of being fined and their  
12 vehicles impounded should the drivers continue to ply their routes;

13 WHEREAS, these small stakeholders, particularly the drivers, who remain  
14 unconsolidated, are effectively forced out of their livelihoods with most of them  
15 expressing that the only skill they have is driving;

16 WHEREAS, as of the same deadline mentioned above, only 174 or 11.05% out  
17 of the 1,574 local government units (LGUs) have approved LPTRPs;

18 WHEREAS, while the deadline for the transport sector to consolidate into  
19 cooperatives was set on April 30, 2024, the LGUs and the DOTr still have until 2026  
20 to fully comply with the complete LPTRPs;

21 WHEREAS, another alarming concern raised is the potential phaseout of the  
22 iconic jeepney design in favor of the so-called modern jeepneys which are merely  
23 mini-buses imported from other countries;

24 WHEREAS, the concerns raised by various transport groups are due to the  
25 continuing deficiencies of the PTMP which are yet to be addressed by the DOTr;

26 WHEREAS, while the PTMP is integral to the traffic management solution, there  
27 is an urgent need to thoroughly review and reassess the impact of the program, to  
28 alleviate the fears of the drivers and transport operators who will be directly burdened  
29 by its implementation;

30 WHEREAS, while the intent of PTMP is laudable, continuing with the Program  
31 without threshing out these concerns, would go against the Constitutional directive of  
32 promoting social justice in all phases of national development;

1 WHEREAS, more consideration and clarifications are needed to be made by the  
2 DOTr in order to address the concerns voiced by affected stakeholders, especially the  
3 drivers: Now, therefore, be it

4 RESOLVED BY THE SENATE, as it is hereby resolved, Expressing the sense of  
5 the Senate of the Philippines to temporarily suspend the implementation of the Public  
6 Transport Modernization Program (PTMP), formerly known as the Public Utility Vehicle  
7 Modernization Program (PUVMP), pending the resolution of valid and urgent concerns  
8 raised by affected drivers, groups, unions, and transport cooperatives with the end in  
9 view ensuring a more efficient and inclusive implementation of the PTMP.

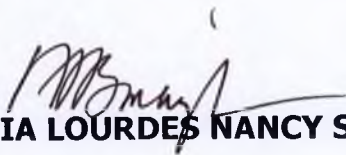
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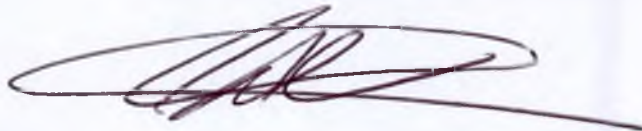
**RAFFY T. TULFO**



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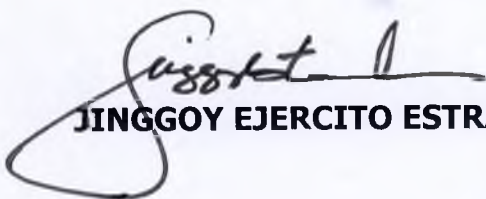
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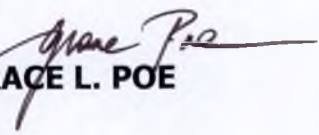
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