

Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City, Metro Manila

TWENTIETH CONGRESS

First Regular Session

HOUSE BILL NO. 65



INTRODUCED BY REPRESENTATIVE JURDIN JESUS M. ROMUALDO

EXPLANATORY NOTE

This is a refiled bill from the 19th Congress, which was previously passed on Third Reading in the House of Representatives and transmitted to the Senate for its appropriate action. While several Senate versions have also been filed, both these and the House version remain pending at the committee level.

The measure was initially introduced during the 18th Congress by the late Congressman Raul V. Del Mar and was approved on Third Reading by the House on February 2, 2022.

This version seeks to establish a clearer policy on the franchising and operation of motorcycle-for-hire services in the country. It also aims to delineate the respective mandates of the Land Transportation Office (LTO) and the Land Transportation Franchising and Regulatory Board (LTFRB) in regulating this mode of transport.

During the height of the COVID-19 pandemic, commuters, businesses, and individuals increasingly relied on digital platforms and logistics services to book rides, deliver perishable goods, transport parcels and documents, and address various mobility needs. Motorcycle-for-hire services offered a convenient solution, especially in navigating traffic and utilizing secondary routes. This shift in behavior was quickly adopted and has since become a part of everyday life.

Such services have proven essential—not only during the pandemic but continuing up to the present—due to their speed, convenience, and adaptability to consumer needs. Reliable and efficient operators, including Transportation Network Companies (TNCs) and Online E-Commerce Platform Providers (OEPPs), have since emerged and are now widely utilized by the public.

Thus, there is a pressing need to institutionalize a clear regulatory framework that will:

- Promote efficient and safe service delivery;
- Set clear guidelines for operators, riders, TNCs, and OEPPs;
- Define the specifications of motorcycles suitable for hire;
- Ensure regular training for riders;
- Establish safety protocols for both providers and clients; and
- Streamline processes for franchise applications, opening of routes, and qualification of operators and riders.

Furthermore, regulatory agencies such as the LTFRB and LTO must work in coordination with the Department of Trade and Industry–Bureau of Product Standards, TESDA, the Department of Health, the Department of the Interior and Local Government, and other stakeholders to develop the necessary implementing guidelines for this Act.

The early passage of this bill, with the support of the Members of Congress, will be greatly appreciated as it ensures safer, more reliable, and better-regulated motorcycle-for-hire services across the country.


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AN ACT
REGULATING THE OPERATION OF MOTORCYCLES-FOR-HIRE
AND PROVIDING PENALTIES FOR VIOLATION THEREOF

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 “Motorcycles-for-Hire Act.”

2
3 **SEC. 2.** *Declaration of Policy.* – The State recognizes the importance of transportation in
4 economic development. The recent innovations in technology has opened an opportunity for
5 other modes of public conveyance, such as motorcycles-for-hire, to thrive as a reliable and
6 accessible mode of transportation. However, despite its promise of convenience and fast
7 service, it must be regulated to ensure that the interest of the general public is protected. Thus,
8 the State shall allow the regulated operation of motorcycles-for-hire to provide the public with
9 an additional mode of public transportation, which is sufficient, safe, secure and economical.

10
11 To this end, the State shall establish mechanisms and guidelines in regulating all the
12 operational aspects of motorcycles-for-hire.

13
14 **SEC. 3.** *Definition of Terms.* – As used in this Act:

15
16 (a) Digital platform refers to information and communications technology-enabled
17 mechanism that connects and integrate producers and users in online environments where
18 goods and services are requested, developed, and sold, and data is generated and exchanged;

19
20 (b) Motorcycle refers to any two (2)-wheeled motor vehicle without appendages;

21 (c) Motorcycle-for-hire refers to a motorcycle, duly registered as such under this Act, and
22 used to carry passengers or goods on a for hire basis, offering its services to the public. A

1 motorcycle-for-hire shall be considered a public utility vehicle and its operation a public utility;

2
3 (d) Motorcycle taxi platform provider (MTPP) refers to an entity which provides pre-
4 arranged transportation services for compensation using a digital platform to connect clients
5 with riders to facilitate a contract of carriage of persons using a motorcycle-for-hire;

6
7 (e) Multi-homing refers to an approach where an operator may accredit a particular
8 motorcycle-for-hire to more than one digital platform providers in delivering transport services;

9
10 (f) Online E-commerce platform provider (OEPP) refers to an entity which provides pre-
11 arranged transportation services for compensation using a digital platform to connect clients
12 with transport services to facilitate a contract of carriage of goods, including carriage of goods
13 over goods sold on said digital platform;

14
15 (g) Operator refers to the person in whose name the motorcycle-for-hire is registered;

16
17 (h) Parcel means a package or rectangular box, the dimension and weight of which is as
18 specified in the implementing rules and regulations of this Act, containing goods or some form
19 of transportable property intended for delivery to an addressee prominently displayed on at least
20 one (1) of its sides; and

21
22 (i) Rider refers to the driver of the motorcycle-for-hire.

23
24 **SEC. 4. *Scope and Application.*** – This Act shall apply to all aspects of the operation of
25 motorcycles used as a common carrier for the transportation of passengers or goods. For this
26 purpose, goods shall include parcels and mail. This Act shall not apply to motorcycles directly
27 owned by entities and used exclusively in the line of business for delivery of goods and other
28 services.

29
30 **SEC. 5. *Motorcycles-For-Hire as Common Carriers.*** – The operation of motorcycles-for-hire
31 is imbued with public interest. As such, the same shall be governed by the applicable provisions
32 of the Civil Code of the Philippines and other pertinent laws, rules and regulations on common
33 carriers, particularly on the required degree of diligence to be observed in the course of
34 transporting passengers or goods, and on the presumption of culpability in case of breach of a
35 contract of carriage.

36 MTPPs and OEPPs should exercise extraordinary diligence in the accreditation and
37 supervision of motorcycle-for-hire operators and riders operating under their platforms.

38
39 **SEC. 6. *Registration of Motorcycles-For-Hire.*** – A motorcycle intended to be used as a

1 motorcycle-for-hire must be duly registered with the Land Transportation Office (LTO) in
2 accordance with the requirements set forth in Section 7 of this Act. The LTO shall ensure the
3 roadworthiness of all motorcycles-for-hire before their registration, or any renewal thereof.
4

5 **SEC. 7. *Standards and Specifications of Motorcycles-For-Hire.*** – The Department of
6 Transportation (DOTr), upon the recommendation of the Department of Trade and Industry (DTI),
7 Department of Environment and Natural Resources, LTO and Land Transportation Franchising
8 and Regulatory Board (LTFRB), shall prescribe in the implementing rules and regulations the
9 standards and specifications of motorcycles that may be allowed to operate as motorcycles-for-
10 hire, taking into consideration the safety of the passengers and riders and the protection of
11 goods.
12

13 No modifications shall be made on any motorcycles-for-hire, except for the installation of
14 the appropriate accessories, such as motorcycle bracket, top box, luggage carrier, saddlebag, step
15 board or foot rest, crash guards, speed limiter or monitoring devices, in accordance with the
16 standards approved by the DTI, if applicable, and shall be used as reference by the LTO for
17 registration purposes. In case the DTI has no approved standards, the LTO, upon consultation and
18 agreement with all stakeholders, shall prescribe the same, taking into consideration road
19 worthiness and road safety, until such time the DTI has issued appropriate standards.
20

21 Within five (5) years upon the enactment of this Act, the DTI shall ensure the availability
22 of standards of all products and parts covered by this Act and its implementing rules and
23 regulations, and its future amendments or revisions.
24

25 **SEC. 8. *Authority to Grant Franchise to Operate Motorcycles-For-Hire.*** – The franchising
26 or grant of authority to operate motorcycles-for-hire shall be as follows:
27

28 (a) *Motorcycles-for-Hire Under MTPPs.* – In areas with an existing and operating MTPPs,
29 the authority and regulation of the operation of motorcycles-for-hire is vested in the LTFRB
30 through a franchise or certificate of public convenience (CPC). The LTFRB shall set forth in the
31 franchise the terms and conditions to be observed in the operation of motorcycles-for-hire. In
32 determining the number of franchises to be issued, the LTFRB shall take into consideration the
33 Local Public Transport Route Plan (LPTRP) or studies approved by the DOTr and their impact on
34 the other modes of public transportation. The franchise fee shall be determined by the LTFRB
35 after public consultation and shall only be implemented upon the approval of the DOTr.
36

37 (b) *Motorcycles-for-Hire in Areas Without an Operating MTPP or OEPP.* – The authority
38 and regulation of operation of motorcycles-for-hire in areas without an operating MTPP or OEPP
39 is vested in the LTFRB. The number of routes or motorcycles-for-hire that may be allowed to

1 operate shall be determined in accordance with the LPTRP as recommended by the local
2 government unit (LGU) concerned.

3
4 The LTFRB shall provide a uniform guideline as to the standards of operation of
5 motorcycles-for-hire in consultation with the LGUs and stakeholders.

6
7 (c) Motorcycles-for-Hire Operating Under an OEPP. – Motorcycles-for-Hire operating
8 under an OEPP shall be regulated by the LTFRB in accordance with its mandate to issue CPC,
9 subject to compliance with the requirements provided under the applicable provisions of this
10 Act.

11
12 **SEC. 9. Requirements for the Grant of a Franchise or Certificate of Public Convenience.** – A
13 CPC shall only be issued to an operator upon submission or determination of the presence of the
14 following requirements:

15
16 (a) Proof of Filipino citizenship;

17
18 (b) Financial capacity the standard of which to be determined by the LTFRB;

19
20 (c) Certificate of Registration duly issued by the LTO;

21
22 (d) Insurance coverage for the death of or injuries suffered by the rider, passenger or any
23 third party or damage to property by reason or on occasion of its operation; and

24
25 (e) Tax Identification Number or Certificate of Registration as Common Carrier issued by
26 the Bureau of Internal Revenue (BIR), if applicable.

27
28 No operator shall operate more than one (1) franchise nor operate more than one (1)
29 motorcycle-for-hire in a franchise.

30
31 **SEC. 10. Qualifications of Motorcycles-For-Hire Riders.** – The LTO shall promulgate the
32 necessary guidelines setting forth the requirements for the issuance of a professional driver's
33 license, including the content of or the conduct of theoretical and practical examinations,
34 appropriate for the operation of a motorcycle-for-hire. Only riders possessing professional
35 driver's license shall be allowed to operate motorcycles-for-hire. The MTPPs and OEPPs shall
36 provide and conduct a continuing safety training seminar for riders operating under their
37 respective platforms: Provided, that for motorcycles-for-hire riders operating outside the digital
38 platform providers, the conduct of continuing safety training seminar shall be conducted by the
39 LTO.

1 **SEC. 11. Accreditation Requirements of MTPPs.** – A MTPP or OEPP must be duly registered
2 with the Securities and Exchange Commission (SEC).

3
4 A MTPP or OEPP, as far as the operation of motorcycles-for-hire is concerned, before
5 being allowed to operate as such, must comply with the accreditation requirement of the LTFRB.
6 The DTI, LTFRB and Department of Information and Communications Technology (DICT) shall
7 jointly issue the guidelines that shall govern the operations of MTPPs and OEPPs.

8
9 MTPPs and OEPPs must possess and maintain the following minimum requirements for
10 its accreditation:

11
12 (a) Financial capacity the standard of which to be determined in the joint guidelines;

13
14 (b) SEC registration;

15
16 (c) BIR Tax Identification Number;

17
18 (d) An established Road Crash Quick Response System; and

19
20 (e) Capability to evaluate and determine the competence of riders through an established
21 training center, duly certified by the LTO and Technical Education and Skills Development
22 Authority (TESDA). The LTFRB may, as a requirement for renewal of accreditation, consider the
23 previous safety record of the MTPP as certified by the LTO during the effectivity of its
24 accreditation being applied for renewal.

25
26 **SEC. 12. Operation of Motorcycles-For-Hire.** – Motorcycles-for-hire may be allowed to
27 operate using the digital platforms, or on designated areas of operation. To maximize their
28 operation, motorcycles-for-hire shall not be bound by a single MTPP or OEPP but shall be allowed
29 to adopt a multi-homing approach within a particular area of operation under the given franchise,
30 license or accreditation: Provided, That multi-homing operation shall be limited to two (2) digital
31 platforms but in no case shall a motorcycle-for-hire be allowed multi-homing operation
32 alternately between two (2) MTPPs or two (2) OEPPs: Provided, further, That a motorcycle-for-
33 hire accredited under any MTPP or OEPP platform may not be allowed to operate as motorcycle-
34 for-hire without using such platform.

35
36 Except for private use, any operation of motorcycle-for-hire in areas with operating MTPP
37 or OEPP outside the digital platform shall be considered *colorum* and, therefore, illegal.

38
39 For purposes of multi-homing operation of motorcycles-for-hire, the platform providers

1 may not refuse an application for accreditation solely on the ground that an operator or rider is
2 accredited to another platform provider.

3
4 A motorcycle-for-hire may be allowed to carry, alternately, both passengers or goods.

5
6 The maximum number of hours that a rider may operate a motorcycle-for-hire shall be
7 specified in the implementing rules and regulations of this Act.

8
9 Motorcycles-for-hire shall operate at speeds allowable under Republic Act (RA) No. 4136,
10 otherwise known as the "Land Transportation and Traffic Code," as amended, local ordinances
11 and other applicable laws: Provided, that in no case shall a motorcycle-for-hire operate beyond
12 sixty kilometers per hour (60kph).

13
14 **SEC. 13. Fare Setting.** – The fares, surcharges and other transportation fees that may be
15 charged by operators and MTPPs under which they operate for motorcycles-for-hire services
16 shall be in accordance with the fare structure and within the parameters determined, prescribed
17 and issued by the LTFRB, in consultation with the motorcycle-for-hire industry stakeholders. The
18 fare structure shall take into consideration supply and demand components and shall allow
19 dynamic pricing on account of market variations based on location and time. The fare structure
20 shall also include the maximum percentage that can be charged by the MTPPs upon the operators
21 or riders for a particular transaction. The LTFRB shall periodically review the fare structure and
22 parameters of determining the applicable fares. The booking system of MTPPs shall feature a
23 mechanism that enables clients to compare the transportation cost charged by each of the
24 available digital platforms.

25 In the case of motorcycles-for-hire operating outside the digital platforms, the fare shall
26 be determined by the LTFRB, after a public consultation with LGUs, the operators and other
27 stakeholders.

28 **SEC. 14. Processing of Personal Data.** – Any processing, collection, use and/or storage of
29 personal information and sensitive personal information involved in the
30 registration/accreditation of motorcycles-for-hire, digital bookings, and other requirements
31 under this Act shall be made in accordance with the provisions of RA No. 10173, otherwise known
32 as the "Data Privacy Act of 2012."

33
34 **SEC. 15. Liabilities for Death, Injuries or Damage to Property.** – The operator and/or the
35 MTPP or OEPP providing the digital platform at the time when the death, injury or damage to
36 property occurred in the course of operating a motorcycle-for-hire shall be jointly and solidarily
37 liable, with rights of subrogation against any party at fault: Provided, That the liability of the MTPP
38 or OEPP shall not exceed the amount of the insurance coverage of the operator.

39

1 MTPPs and OEPPs shall be responsible for the insurance coverage of all its accredited
2 riders. The MTPP or OEPP shall likewise be responsible for the procurement of Personal
3 Passenger Accident Insurance for the protection of the passengers and/or goods, and, Third Party
4 Liability insurance to cover for damages caused to any third party in the course of operation of
5 motorcycles-for-hire.

6
7 **SEC. 16. Road Crash Quick Response System.** – Each MTPP or OEPP shall establish a quick
8 response team to provide immediate medical care or bring any person injured by the operation
9 of the motorcycle-for-hire booked through its digital platform to the nearest hospital or medical
10 facility. A function that will allow the rider or passenger to alert the quick response team during
11 emergency or road crash shall be part of the booking app options of the digital platforms. When
12 necessary, the MTPP or OEPP shall advance any amount necessary for the admission of such
13 injured person or persons to the hospital or medical facility up to the insured amount.

14
15 **SEC. 17. Enforcement.** – To ensure the safe and secure operation of motorcycle-for-hire,
16 the LTO shall deputize LGUs and other relevant government agencies to assist in the enforcement
17 of traffic rules and regulations, and to monitor strict compliance with the provisions of this Act,
18 particularly, on the observance of carrying capacity and speed limits. The LTO shall establish a
19 centralized database to ensure the accurate recording of violations and road crashes involving
20 motorcycles-for-hire for the purpose of applying the penalties as well as other sanctions under
21 this Act. It shall publish quarterly and annual reports of such data on its website which shall be
22 accessible to the public.

23
24 Consistent with its mandate under RA No. 7924, entitled “An Act Creating The
25 Metropolitan Manila Development Authority, Defining Its Powers And Function, Providing Funds
26 Therefor And Other Purposes,” the Metropolitan Manila Development Authority (MMDA) shall
27 continue to exercise its traffic enforcement functions within Metro Manila in furtherance of this
28 Act.

29 All violations related to the terms and conditions of the franchise shall be endorsed by
30 the LTO enforcement officers, deputized LGU enforcers and MMDA personnel to the LTFRB for
31 appropriate action.

32
33 The foregoing shall not preclude the MTPPs or OEPPs from exercising the power to
34 impose sanctions such as suspension or blacklisting of their riders or operators on account of
35 violation of internal rules made known to the latter, acts detrimental to safety and security and
36 other reasonable or valid grounds.

37 **SEC. 18. Penalties.** –

38
39 (a) Any rider who operates a motorcycle-for-hire in violation of traffic rules and

1 regulations, carrying capacity, and licensing requirement shall suffer the maximum penalty
2 imposed under the applicable law, ordinance, rule or regulation for such violation. In addition,
3 the LTO shall impose a penalty of suspension or revocation of the driver's license of an erring
4 rider commensurate to the gravity of the offense and frequency of commission. The table of
5 penalties shall be included in the implementing rules and regulations of this Act.

6
7 (b) An operator who allows a rider who does not possess a valid Professional Driver's
8 License to operate a motorcycle-for-hire shall, in addition to penalties under existing laws and
9 regulations, suffer a penalty of suspension or revocation of franchise, after due notice and
10 hearing.

11
12 (c) The penal provisions of RA No. 7394, otherwise known as the "Consumer Act of the
13 Philippines," RA No. 11967 or the "Internet Transactions Act of 2023," and RA No. 10173, when
14 applicable, shall apply for acts or omissions committed in the course of motorcycle-for-hire
15 operation.

16
17 **SEC. 19. *Travel Demand and Operational Data.*** – To assist the DOTr in transportation
18 planning and management, the MTPPs and OEPPs shall, not later than thirty (30) calendar days
19 after the end of every year, submit to the DOTr their travel demand and operational data.

20
21 **SEC. 20. *Transitory Provision.*** – In order to provide a smooth transition in the full
22 implementation of this Act, the authority and accreditation granted to existing MTPPs, OEPPs
23 and operators shall continue to be effective until their expiration or six (6) months from the
24 promulgation of the implementing rules and regulations of this Act, whichever comes later.

25
26 **SEC. 21. *Implementing Rules and Regulations.*** – Within ninety (90) days from the
27 effectivity of this Act, the DOTr shall, in coordination with the LTFRB, LTO, DTI, DICT, BIR, TESDA,
28 Department of Health, Department of the Interior and Local Government, MMDA, and Philippine
29 National Police-Highway Patrol Group, and in consultation with stakeholders, promulgate the
30 necessary rules and regulations to carry out the implementation of this Act.

31
32 **SEC. 22. *Separability Clause.*** – If, for any reason, any provision of this Act is declared
33 invalid or unconstitutional, the remaining provisions not otherwise affected shall remain valid
34 and subsisting.

35
36 **SEC. 23. *Repealing Clause.*** – All provisions of laws, decrees, executive orders, presidential
37 issuances and other administrative rules and regulation, or parts thereof, which are incompatible
38 or inconsistent with the provisions of this Act are hereby repealed, amended or modified
39 accordingly.

1

2 **SEC. 24. *Effectivity.*** – This Act shall take effect fifteen (15) days after its publication in the

3 Official Gazette or in a newspaper of general circulation.

Approved,