



**DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCES**  
**KAGAWARAN NG KAPALIGIRAN AT LIKAS YAMAN**



**MEMORANDUM**

**FOR/TO :** All Undersecretaries  
All Bureau Directors  
All Heads of Attached Agencies  
All Regional Executive Directors  
All Central Office Directors

**FROM :** The Undersecretary  
Policy, Planning and International Affairs

**SUBJECT :** DEPARTMENT ORDER NO. 2023-022 RE: GUIDELINES ON  
THE IMPLEMENTATION OF PUBLIC TRANSPORT  
MODERNIZATION PROGRAM (PTMP)

**DATE :** JAN 18 2024

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We are furnishing your Office the signed copy of Department of Transportation (DoTr) Department Order No. 2023-022 dated 29 December 2023 re: Guidelines on the Implementation of Public Transport Modernization Program (PTMP).

For your information and reference.

  
ATTY. JONAS R. LEONES

MEMO NO. 2024 - 55



REPUBLIC OF THE PHILIPPINES  
DEPARTMENT OF TRANSPORTATION

DEPARTMENT ORDER NO. 2023 - 022

SUBJECT : GUIDELINES ON THE IMPLEMENTATION OF PUBLIC TRANSPORT  
MODERNIZATION PROGRAM (PTMP)

DATE : 29 December 2023

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WHEREAS, Executive Order No. 125-A and Administrative Order 202, s. 1987, consistent with the national government policy, authorize and promote adequate, safe, reliable, efficient, and environment-friendly Public Utility Vehicles (PUVs);

WHEREAS, there is a need to improve the quality of life of all Filipinos, especially those who are using public transport services, and further encourage others to use public transport to address the perennial issues on accessibility, traffic congestion, road crashes, environmental load and climate change;

WHEREAS, the Department recognizes the need to depart from the long-standing exclusive reliance on private sector initiatives in serving local road transport requirements that are processed by the Land Transportation Franchising and Regulatory Board (LTFRB) without the benefit of conducting comprehensive public transport plans to improve the level of service based on local mobility requirements;

WHEREAS, consistent with the decentralization envisioned by Republic Act (R.A) 7160 or the Local Government Code of the Philippines (LGC), it is the Department's initiative to integrate national plans with local plans to promote coordinated planning and better collaboration and cooperation with the Local Government Units (LGUs) in line with the whole-of-government approach in delivering better quality service to the public. As such, the local-level public transport planning approach is lodged with the LGUs to be more effective in determining local public transport services requirements, implementation, monitoring and evaluation, and updating plans, complementary with other national and local plans and programs;

WHEREAS, Section 17 of the LGC further provides that LGUs, particularly in cities, shall endeavor to provide adequate, effective, and efficient transportation facilities that would provide access and mobility for its people to pursue socio-economic activities, as reflected in its Comprehensive Land Use Plan (CLUP);

WHEREAS, for seamless movement of people of inter-LGU routes, such routes operating along national roads that are under the national government and cater to the inter-LGU movement, shall not be restricted in any form. However, routes using local roads will be done in consultation with other LGUs and shall not restrict the entry of intra-provincial and inter-regional routes in their territorial jurisdiction;

WHEREAS, the Department recognizes the subsidiarity principle that LGUs are in a better position to identify local public transport service requirements and formulate plans for improving connectivity between and among their urban and rural socio-economic activities, in the province and the region that they are a part of;

WHEREAS, the Department affirms its role prescribed under the Republic Act. No. 11697 or the Electric Vehicle Industry Act (EVIDA) in the development of EV demand generation, and the regulation and registration of EVs, as well as franchising of EVs used for public transportation;

NOW THEREFORE, I, JAIME J. BAUTISTA, Secretary of the Department of Transportation, by virtue of the powers vested in me by law, hereby order that the following rules and procedures on road-based public transport planning and the issuance of franchises for public transport services be hereby adopted:

#### 1. DEFINITION OF TERMS

As used in this Department Order, the following shall mean:

- 1.1. **Alternative Fuel Vehicles/Engines** - vehicles/engines that use alternative fuels such as biodiesel, bioethanol, natural gas, electricity, hydrogen, and automotive LPG, instead of gasoline and diesel.<sup>1</sup>
- 1.2. **Arterial Roads** - roads that provide the highest level of service for the longest uninterrupted distance, with some degree of access control. They may be highways, circumferential, or radial in form. These roads deliver traffic from collector roads to other arterial roads and expressways.
- 1.3. **Brand New Vehicle** - refers to new and unregistered vehicles (more specifically PUVs under this Order) manufactured, assembled, imported, distributed, and/or sold by LTO accredited entities with valid Certificate of Compliance (COC) issued by the Department of Transportation (DOTr).
- 1.4. **Certificate of Public Convenience (CPC)** - an authorization issued by the LTFRB for the operation of land transportation services for public use as required by law.<sup>2</sup>
- 1.5. **Collector Roads** - roads that provide a less highly developed level of service at a lower speed for shorter distances. Their function is to collect traffic from local roads and connect them to arterial roads.
- 1.6. **Comprehensive Development Plan (CDP)** - the action plan prepared by a local government to develop and implement priority sectoral and cross-sectoral programs and projects in the proper locations gradually and incrementally, until the desired shape or form of development is eventually attained.<sup>3</sup>
- 1.7. **Comprehensive Land Use Plan (CLUP)** - the plan for long-term management of the local territory, identifying areas where development can and cannot be located and directing public and private investments accordingly.
- 1.8. **DENR** - shall refer to the Department of Environment and Natural Resources as created in accordance with Executive Order (EO) No. 192, s. 1987.

<sup>1</sup> Source: RA No. 9367

<sup>2</sup> Source: LTFRB MC No. 92-009

<sup>3</sup> Source: CDP Guidebook 2006

- 1.9. **DILG** - shall refer to the Department of the Interior and Local Government created in accordance with Republic Act (RA) No. 6975 dated December 13, 1990.
- 1.10. **DOE** - shall refer to the Department of Energy as created in accordance with RA No. 7638 dated December 9, 1992.
- 1.11. **DOTr** - shall refer to the Department of Transportation.
- 1.12. **DTI** - shall refer to the Department of Trade and Industry as created in accordance with RA No. 7844 dated February 13, 1995.
- 1.13. **Expressways** - highways with limited access, normally with interchanges; may include facilities for levying tolls for passage in an open or closed system.
- 1.14. **Filcab (PUJ Class 1)** - A PUV operating within an LGU or within zones in an LGU used as feeder services to PUJ, and mass transit systems.
- 1.15. **Financial Institutions** - a collective term referring to both Government Financing Institutions (GFIs) and private financial institutions (PFI) providing financing and/or credit lines to transport service entities or juridical entities in the acquisition of modern PUVs and other financial requirements.
- 1.15.1. **Government Financing Institutions (GFIs)** - refers to financial institutions or corporations in which the government directly or indirectly own majority of the capital stock and are registered with or directly supervised by the Banko Sentral ng Pilipinas (BSP), such as, but not limited to, the Development Bank of the Philippines (DBP) and the Landbank of the Philippines (LBP);
- 1.15.2. **Private Financial Institutions** - refers to private banks (universal, commercial banks, and rural banks that are registered with and supervised by the Banko Sentral ng Pilipinas [BSP]), cooperative banks (credit, multi-purpose, and financial service cooperative) registered with and supervised by the Cooperative Development Authority (CDA) and/or BSP, and in-house financing providing credit and/or financing to transport service entities.
- 1.16. **Garage** - an off-street area where public utility vehicles are stored or parked while not in operation and where repair or maintenance works are done.
- 1.17. **Individual Operator** - refers to a holder or grantee of a valid and subsisting CPC or PA, issued by the LTFRB, whichever is applicable, who has not yet joined a transport service entity and has no pending application for consolidation of CPC.
- 1.18. **Inter-regional and Inter-provincial (IRIP) Routes** - routes that traverse national roads with their endpoint/s or origin and destination encompassing two or more provinces and/or regions.

- 1.19. **LTFRB** - shall refer to the Land Transportation Franchising and Regulatory Board as an attached agency of the DOTr created in accordance with EO No. 202, s. 1987.
- 1.20. **LTO** - shall refer to the Land Transportation Office as an attached agency of the DOTr created in accordance with EO No. 125 and 125A dated 13 April 1987 and EO No. 226 dated 25 July 1987.
- 1.21. **Local Government Units (LGUs)** - political units such as city, provincial, and municipal governments, created through the enactment of law and are functioning in accordance with the Local Government Code.
- 1.22. **Local Public Transport Route Plan (LPTRP)** - a plan detailing the route network, identified mode of service that shall operate on the routes, and the required number of units per mode for delivering public land transport services. It also includes the frequency of dispatch/headway, location of stops, and other transport facilities, among others.

This is formulated by LGUs and shall be evaluated and approved in accordance with the process and procedures provided in Section 4.1.4 and other succeeding implementing policies and guidelines relative to the LPTRP. This plan shall serve as the basis for the issuance of the CPCs by the LTFRB.

- 1.23. **Local Roads** - roads not defined as arterial or collector. They primarily provide access to land with little or no through movement, and usually slow-speed and low-flow roads where pedestrians and non-motorized transport have higher priority than motor vehicles. Examples include subdivision roads and barangay roads.
- 1.24. **Loop service** - a continuous PUV service with a specific route structure within a defined zone which includes, but is not limited to, industrial parks, economic zones, school campuses, and emerging business districts. These routes shall start and terminate at off-street terminals.
- 1.25. **Metro Manila Urban Transport Integration Study Update and Capacity Enhancement Program (MUCEP) Study Area** - an area comprising of the sixteen (16) cities (Caloocan, Las Pinas, Makati, Malabon, Mandaluyong, Manila, Marikina, Muntinlupa, Navotas, Pasay, Pasig, Parañaque, Quezon City, San Juan, Taguig, and Valenzuela) and one (1) municipality (Pateros) of Metro Manila and identified cities and municipalities in its adjoining provinces (Bulacan, Rizal, Laguna, and Cavite) that constitute the geographical coverage of the MUCEP research.
- 1.26. **Operator** - a holder or grantee of a valid and subsisting CPC issued by the LTFRB.
- 1.27. **OTC** - shall refer to the Office of Transport Cooperatives as an attached agency of the DOTr created in accordance with Executive Order No. 898 dated May 28, 1983, and Presidential Memorandum Order No. 116 dated September 15, 2003.

- 1.28. **Point-to-Point (P2P) Bus Services** - A bus express service providing direct services from origin to destination without boarding or alighting passengers in between.
- 1.29. **Provisional Authority** - temporary authorization issued to public transport operators to allow them to operate in identified areas/routes pending resolution for the issuance of CPC.
- 1.30. **Public Transport Planning** - the professional discipline responsible for developing public transport systems which may involve the aspects of geography, social sciences, transport engineering, and urban planning.
- 1.31. **Public Utility Buses (PUBs)** - Public Utility Vehicles classified as a mass transit system.
- 1.32. **Public Utility Jeepneys (PUJs)** - Public Utility Vehicles that are used as feeder services to mass transit systems such as buses, BRT, and rail transport.
- 1.33. **Public Utility Vehicles (PUVs)** - vehicles that carry passengers and/or cargo for a fee, offering services to the public.
- 1.34. **Rebuilt Vehicles** - refers to vehicles (more specifically PUVs under this Order) that are locally manufactured or assembled with one or more used major components meeting road safety and emission standards, including other motor vehicle regulations.
- 1.35. **Route** - a path with defined endpoint/s such as origin and destination that a PUV is authorized to operate, as defined in the concerned operator's CPC or PA or other permits issued by the LTFRB.
- 1.35.1. **Existing Route**- refers to existing routes, which include intra or inter-city/municipal, provincial, and regional routes, with authorized operators servicing prior to route rationalization.
- 1.35.2. **Rationalized Route** - refers to a previously existing authorized route that is subjected to route rationalization and as a result thereof has the following characteristics/indicators a.) proposed to be retained, or retained with modifications on route structure (merged with another previously authorized route, extended, shortened, proposed with different via), b.) modification on mode, or c.) adjustments in the number of units, due to marked change in trip patterns arising from urban renewal or urban redevelopment projects and/or resulting from traffic circulation plans.
- 1.35.3. **New/Developmental Route** - refers to new routes designed to serve new residential, commercial, and other land use developments.
- 1.35.4. **Green Route** - refers to routes to be serviced exclusively by electric PUVs (e-PUVs), pursuant to the Republic Act No. 11697 or the EV Industry Development Act (EVIDA) and its Implementing Rules and Regulations (IRR), and criteria for green routes shall be in the subsequent policies and issuances.

- 1.36. **Service Plan** - refers to the plan for operations of PUVs under a consolidated fleet which shall include type of service, authorized route details, required number of trips, and number of units to be deployed for a specified time period.<sup>4</sup>
- 1.37. **Service Area**- is an area wherein a single operator is authorized to operate multiple routes.
- 1.38. **Stop** - refer to strategically located transport stopover point along an authorized route that are designated as loading, unloading, or transfer areas for passengers.<sup>5</sup>
- 1.39. **Transport Safety Officer** - an employee of the consolidated operator tasked with issuing the daily Safety Clearance of drivers and vehicles after assessing a driver's fitness to drive, PUV's roadworthiness before dispatch, and with conducting regular road safety training and briefings. Likewise, he/she is an accredited safety officer in accordance with Republic Act No. 11058, otherwise known as the "Occupational Safety and Health Standards."<sup>6</sup>
- 1.40. **Transport Service Entity** - refers to transport operators who formed cooperatives or corporations under the PTMP, and shall be eligible operators of Public Utility Vehicle (PUV).
- 1.40.1. **Cooperative** - is a duly registered association of persons with a common bond of interest, who have voluntarily joined together to achieve a lawful common social or economic end, making equitable contributions to the capital required and accepting a fair share of the risks and benefits of the undertaking in accordance with the universally accepted cooperative principles (RA No. 6938, as amended).
- 1.40.2. **Corporation** - refers to a transport entity created by the operation of law with a duly issued Certificate of Registration by the Securities and Exchange Commission (SEC) which shall include One-Person Corporation and other entities to be determined in the implementing guidelines to be issued by the LTFRB.
- 1.41. **Terminal** - off-street facility usually serving as the final stopover point of an authorized route, which may serve as an unloading, loading, or transfer area for passengers.<sup>7</sup>
- 1.42. **Transfer Area** - a stop or terminal where two (2) or more public transport routes meet, enabling passengers to connect and transfer to other routes of the same or different mode.
- 1.43. **Utility Vehicle (UV) Express** - a mode that provides passengers point-to-point services directly from an authorized origin and destination.<sup>8</sup>

<sup>4</sup>Source: LTFRB Memorandum Circular No. 2023-048

<sup>5</sup>Source: Republic Act No. 11311 and its IRR

<sup>6</sup>Source: LTFRB Memorandum Circular No. 2017-028

<sup>7</sup>Source: Republic Act No. 11311 and its IRR

<sup>8</sup>Source: LTFRB Memorandum Circular No. 2005-023

- 1.44. **Zoning Map** - the duly authenticated map as provided in the updated and approved CLUP defining divisions of different planned land uses and regulations of land into zones within a city/municipality. It is a graphical translation of the regulations to efficiently carry out the presumptions of the Zoning Ordinance. For purposes of accountability, the zoning map shall be provided with transparent overlay(s) depicting critical information that the users/public should know, e.g., fault lines, subsidence areas, protected areas, and others.<sup>9</sup>
- 1.45. **Zoning Ordinance** - locally enacted ordinance for implementing the CLUP which embodies, among others, regulations affecting uses allowed or disallowed in each zone or district, conditions for allowing them, and deviations legally allowed from the set of rules and regulations (RA 11201's IRR).<sup>10</sup>

## 2. SCOPE AND COVERAGE

This issuance shall only cover fixed route PUV operations or services provided by the following: (a) PUB, (b) minibus, (c) PUJ, (d) UV Express, and (e) Filcab (PUJ Class 1).

## 3. PRINCIPLES

The DOTr shall reduce reliance on private vehicle use and move toward efficient and environmentally-sound mobility solutions and shall develop and promote high-quality public transportation systems, including non-motorized transport, and ensure to prioritize the movement of people and goods, rather than vehicles. Pursuant to this, the Department shall promulgate, administer, enforce, and monitor compliance with public land transportation policies, laws, and regulations that promote mobility as a basic human need.

In the shift to more environmentally sound mobility solutions and high-quality public transportation systems, the workers in the transport industry as well as the commuters, and their welfare should be considered and prioritized ensuring a just transition for all. With this, the DOTr shall pursue activities and strategies that will ensure transport operators and workers will have access to support facilities, especially during the transition period, such as but not limited to financing, subsidies, and other social safety net programs.

Road public transport throughout the country shall be delivered in a manner that is reliable, safe, accessible, environmentally friendly, efficient, comfortable, and governed by the following principles:

- 3.1. **Comfort.** The vehicle is fitted with comfortable seats where passengers are able to relax, rest, and be productive during the journey, through the provision of Wi-Fi access in highly urbanized areas, as much as possible. For PUVs that permit standing passengers, the number of standing passengers must not exceed five (5) persons per square meter of the available standing space; the capacity, both seating and standing capacity, shall be included in the PUV markings.

<sup>9</sup> Source: CLUP Guidebook 2013 Volume 1

<sup>10</sup>Source: Republic Act No. 11201's and its IRR



- 3.2. **Accessibility.** People-mobility shall be prioritized over vehicle-mobility to achieve inclusive mobility and accessibility. With that, public transport services must be available in every community, and last-mile connectivity be ensured through efficient walkways and bikeways. All transport vehicles and infrastructure should be compliant with *Batas Pambansa Bilang 344*, or the *Accessibility Law* and its Implementing Rules and Regulations as well as more generally the universal accessibility design concept and accessibility principle for all segments of society, including senior citizens and persons with disabilities.

Further, public transport must be predictable in terms of waiting time, and schedule. Commuters will benefit from a fixed dispatch time and short intervals between vehicles especially during peak demand hours and peak demand periods, as they need not wait long for the next PUV to arrive. Operating hours and dispatch schedules for a route shall also be responsive to the needs of commuters, tourists, night students, and workers who require late-night travel. Improvements in public transport service reliability.

- 3.3. **Safety.** All vehicles and services shall comply with national standards and international vehicle safety conventions, and be equipped with safety and security equipment to monitor and deter traffic violations and criminal activities. Boarding or alighting from PUVs should only be at designated PUV stops of the LGUs in coordination with the LTFRB, which shall be compliant with transit facilities design guidelines to be issued by the Department.

- 3.4. **Sustainability.** Public transport vehicles shall transition to the use of clean and energy-efficient transport technology or fuels. Technologically responsive and applicable standards for vehicle emissions will be pursued.

Further, strategies to promote and incorporate electric vehicles in the just transition shall be developed and pursued pursuant to the mandates of RA 11697 and its IRR.

- 3.5. **Affordability.** A just and reasonable fare shall be determined assuring operators of sufficient profit or return of investment for continued successful and adequate operation, and the public users of affordability, adequacy, uniformity, and equality. Fare collection shall be based on distance or service area as authorized by the LTFRB.

#### 4. PROCEDURAL GUIDELINES

##### 4.1. Route Network and Service Planning

###### 4.1.1. Criteria for Rationalization

The establishment of public transportation route networks shall be based on mobility demand patterns and shall ensure connectivity of routes and complementation of different transport modes. The corresponding modes of services shall consider first the mobility demand and characteristics, the functions and hierarchy of roads, then, the transport facilities and connectivity, and, lastly, the route distance.

The service requirement for the following modes of transport shall apply:

| Modes   | Services Required  |
|---|--|
| Filcab (PUJ Class 1)<br>PUJ<br>Minibus<br>PUB | Pick-and-drop  |
| UV Express                                    | Point-to-point with two (2) maximum designated PUV stops |
| Premium Point-to-Point PUB                    | Point-to-point<br>Limited PUV stops                      |

Exceptions to policies enumerated below may be granted if an application for the same is expressly submitted in writing supported by data and results gathered through conduct of transport survey or study. The LGU shall indicate in their LPTRP the justification for the exceptions, and reiterate the same in the transmittal of the plan for review. For routes in the plans handled by the DOTr, the recommendation shall be in coordination with the LITFRB. The DOTr shall then grant the exception and include the same in the Notice of Compliance (NOC) to be issued as well as the Memorandum Circular (MC) to be released opening the routes for issuance and amendment of CPCs by the LITFRB.

#### 4.1.1.1. Hierarchy of Modes

Higher capacity modes shall be preferred but shall give consideration to the land use patterns of urban areas, economic viability, and complementarity, among others. The hierarchy for road transport shall be set from the public transport system of highest to lowest capacity, as follows:

- a. Public Utility Buses
- b. Public Utility Minibuses
- c. Public Utility Jeepneys and UV Express
- d. Filcabs (PUJ Class 1)

As a general rule, assigning higher capacity modes to routes currently traversed by lower capacity modes in the route plan may be allowed, but not otherwise unless the economic viability of the service will be compromised as provided in the approved route plan.

The operation of tricycles shall be in accordance with Joint Memorandum Circular No. 1, Series of 2008 of the Department of the Interior and Local Government (DILG) and the Department, which states that tricycle operation should only be confined along city or municipal roads, not along national roads and is limited only to routes not traversed by higher modes of public transport. However, the local Sanggunian, through an Ordinance, may allow it if there are no alternative routes.

#### 4.1.1.2. Passenger Demand Patterns and Characteristics

The following passenger mobility demand (passenger per peak hour direction or pphpd) is recommended to be served by the following fixed route modes:

| Mode                   | Demand (pphpd) | Upper Limit Allowance <sup>11</sup> |
|------------------------|----------------|-------------------------------------|
| Public Utility Bus     | 5,000 and up   |                                     |
| Public Utility Minibus | 1,000 to 5,000 | ≤ 5,250                             |
| Public Utility Jeepney | 500 to 1,000   | ≤ 1,050                             |
| UV Express             | 500 to 1,000   | ≤ 1,050                             |
| Filcab (PUJ Class 1)   | 500 or less    | ≤ 550                               |

The assignment of higher mode for routes with lower passenger demand may be permitted, provided that consultation with existing operators on the route, if any, is conducted. Meanwhile, the assignment of lower modes for routes with passenger demand exceeding the allowance may be permitted if there are sections of the route that have limited road space or width capacities, or other conditions as may be approved by the DOTr and LTFRB that discourage/prevent normal operations of the recommended mode per the above provisions.

#### 4.1.1.3. Functions and Hierarchy of Roads

For major arterial roads, highways, and expressways, PUBs and Minibuses are the prescribed modes for public transport. PUJs and UV Express in highly urbanized areas, prescribed to provide feeder services, may operate on arterial roads, collector, and local roads, linking communities to mass transit lines.

On the other hand, Filcabs (PUJ Class 1) are recommended to be operating in intra-zonal or intra-LGU services (i.e., zones as defined in the Zoning Ordinance by the LGU), but may also provide services in intra-LGU routes in case of non-substantial demand for PUJs.

However, Filcabs (PUJ Class 1), PUJs, and UV Express may be allowed to operate along the major corridors provided that they will not directly compete with higher modes of transport service.

<sup>11</sup> The inclusion of an upper limit allowance allows the assignment of lower modes for route/s with higher passenger demand, providing autonomy for LGUs to decide on the more appropriate transportation mode in consideration to local context.

Lower modes may operate on minimal portions of the corridor to be traversed by higher modes for the purpose of providing intermodal transfers, so long as such purpose is indicated in the relevant route plan. In cases of overlapping services of lower and higher modes on the majority of the concerned route sections to provide alternative services, stops for each route and mode shall be differentiated.

4.1.1.4. Transport Facilities and Connectivity

All provincial routes, as designated by the approved route plan, bound for metropolitan areas, shall be modified and have destinations only up to the integrated terminal exchanges (ITX), where available. Point-to-point Buses that operate within the MUCEP Area may opt not to use the ITX, depending on the results of the study for the route plans.

Emphasis shall be given to the connectivity of transportation between and among cities and municipalities considering the volume of passengers, as well as the inter-modality of transport services.

4.1.1.5. Maximum Distance

PUJ, Filcab (PUJ Class 1), and UV Express routes shall have the following maximum distances:

| Route coverage   | PUJ, including PUJ Class 1 | UV Express   |
|--|----------------------------|--|
| Routes within Metropolitan Manila  | 15 km                      | 35 km  |
| Routes originating from Metropolitan Manila and terminating in adjacent provinces within MUCEP   | 35 km                      | 35 km  |
| Routes within Highly urbanized cities, independent component cities, and component cities, and municipalities outside of Metropolitan Manila | 20 km                      | 35 km  |
| Routes within Inter-regional, inter-provincial, and Intra-provincial   | 35 km                      | 100 km (subject to route rationalization and service plan with higher modes) |

or N

For loop services of PUJ and Filcab (PUJ Class 1), the loop length shall be covered by similar restrictions.

Minibus and PUB service routes shall have no maximum distance required.

The assignment of lower modes even for routes exceeding the maximum distance indicated above may be granted if any of the following conditions is satisfied:

- a. The passenger mobility demand between the applied routes is not substantial enough to assure profitable operations (i.e., not falling within the range of demand indicated in Item 4.1.1.2);
- b. Existing services/supply cannot meet the passenger demand;
- c. The absence of an available terminal (i.e., off-street terminal or an available land area designated as interim terminal) between route ends;
- d. The presence of route sections, as enumerated in the plan, with limited road space or width capacities discouraging normal operations of higher modes; or
- e. Other conditions that may be provided by the LTFRB in the implementing Circular.

#### 4.1.2. Capacity-Building

4.1.2.1. The DOTr shall set guidelines and criteria for route planning elaborating the criteria in Item 4.1.1. and the processes in Items 4.1.3 to 4.1.5.

4.1.2.2. The DOTr, through linkages with relevant national government agencies (NGAs), academe, and development agencies, shall help build capacities of local governments and metropolitan authorities to prepare LPTRPs and consequently, Land Transportation Plans (ITPs).

4.1.2.3. The DOTr may provide capacity development assistance to LGUs to establish their respective LPTRPs as it may deem necessary.

#### 4.1.3. Route Plan Formulation

##### 4.1.3.1. Local Public Transport Route Plan

The LPTRPs shall identify the services that are required within the LGU's area of responsibility. All LPTRPs submitted by the LGUs shall be consistent with their respective plans embodied in their CDP, CLUP, Zoning Ordinance, and Zoning Map.

- a. **City and municipal governments** shall be responsible for collecting data, analyzing public transport supply and demand, and identifying specific public transport supply gaps for travel within their territories.
- b. **Provincial governments** shall be responsible for collecting data, analyzing public transport supply and demand, and identifying specific public transport supply gaps for travel between component cities and municipalities, and routes from adjacent highly urbanized cities (HUCs) or independent component cities to the province.

In the absence of an approved LPTRP and there is an urgent need to augment public transportation service, the LTFRB can conduct an initial study and determine the new routes or additional units for approval of the DOTr prior issuance of CPCs.

All recommendations for new routes or additional units pending the approved LPTRP shall be accompanied by a favorable recommendation from the LGUs that have jurisdiction over the route planning in the area that the route will traverse.

#### 4.1.3.2. Route Rationalization Plan

On the other hand, the identification of public transport supply gaps and planning of complex route networks shall be the responsibility of the DOTr.

The DOTr shall be specifically in charge of the following:

- a. Routes between HUCs;
- b. Inter-provincial routes;
- c. Inter-regional routes; and
- d. Inter-zonal routes in the Metro Manila Urban Transportation Integration Study (MMUTIS) Update and Capacity Enhancement Project (MUCEP) Area.

#### 4.1.3.3. Minimum Components

##### a. Inventory of Existing Routes

List and map in Geographic Information System (GIS) shapefiles (e.g., .shp, .shx, .dbf, .gml, .kml, .mxd) of existing intra-LGU public transportation routes and services, including assessment of current performance, shall be in the plan, with the following data per route:

- **Route name.** A general route name shall be used in cases of redundant routes in the records.

*Handwritten initials*

- **Route length.** For accuracy, route length should be based on the shapefile of the determined route.
- **Route structure descriptions,** with specific street and barangay names. A note shall be provided if the structure being followed varies greatly among the units concerned.
- **Mode** (indicate if point-to-point or pick-and-drop, if bus). Actual services being provided shall be noted.
- **Passenger volume or demand.**
- **Number of existing authorized unit/s (NAU)** which shall be checked with the existing database of the concerned LTFRB Regional Franchising and Regulatory Office (RFRO).
- **Number of actual operating units (NOU).**
- **Number of total trips per route** of all operating units, during peak hours/average per day.
- **Number of actual operating hours and operating period.**
- **Estimated travel time from origin to destination,** during peak hour, or on the average per day.
- **Average Terminal Waiting Time** during peak hours, or on the average per day.

The LTFRB shall, in coordination with the DOTr, on the other hand, develop an online database of authorized public transportation services, by region, route, and type of service, which shall be among the reference materials of the LGUs and other partners in route planning.

b. Inventory of available transport facilities

Likewise, in coordination with DOTr, to ensure connectivity, convenience, safety, and responsiveness to the needs of the commuting public, especially the vulnerable members of society, the plan shall include information on location in GIS shapefiles (e.g., .shp, .shx, .dbf, .gml, .kml, .mxd) of transport infrastructure support facilities, i.e., park and ride, bicycle lanes, parking terminals, loading and unloading areas, ITX, pedestrian walkways, and other transport infrastructure, i.e., airports, ports, and railways, as applicable. It shall also include the status of the said transport facilities in terms of the needs of public transport users and compliance with the existing regulations.

c. Proposed Routes *of*

List and map in GIS shapefiles (e.g., .shp, .shx, .dbf, .gml, .kml, .mxd) of proposed public transportation routes should be in the plan, and coordinated with DOTr. The following information shall be summarized in a table:

- **Proposed route name;**
- **Route length of proposed routes;**
- **Proposed route structure descriptions,** with specific street and barangay names;
- **Proposed locations of loading and unloading stations** which shall be coordinated with the concerned LGUs;
- **Proposed mode and service to be provided;**
- **Passenger volume or demand;**
- **Proposed fleet size (FS).** The FS for a particular route shall be based on the actual computation based on demand and service plan (results) in the respective route plan, including a maximum of 15% contingency units to be used during downtime or maintenance of units, rounded off to the nearest whole number;
- **Proposed headway and frequency per hour;**
- **Proposed number of operating hours (NOH);**
- **Proposed operating period.**

Justifications to Item 4.1.1.1 to 4.1.1.5, shall also be included in the plan, as deemed necessary.

Both plans may include modifications to existing routes and services and recommendations for additional routes and services. The classification of the routes (rationalized or new) shall be indicated in the plan.

In line with this, additional routes shall be designed such that overlaps with existing routes do not exceed 25% of the length of any of the affected routes. In case of overlap above 25% with an existing route, the additional route shall be classified as a **rationalized route**.

While the number of authorized units for a particular route shall be based on the respective route plan as that of the rationalized routes, the LTFRB shall set a maximum number of introductory units to be initially authorized for the new/developmental routes which shall be then re-evaluated after six (6) months of operation, assuming the demand for the route is now established.

Further, a **green route** to be serviced only by electric PUVs (e-PUVs), pursuant to the Republic Act No. 11697 or the EV Industry Development Act (EVIDA) and its



IRR, and criteria for green routes shall be in the subsequent policies and issuances.

d. Proposed Service Plan

The headway and frequency of service along each route, as differentiated for defined peak and non-peak hours for the whole operating period to address mobility demand, shall be part of the route plan.

e. Implementation and Transfer Plan

The route plan shall also include an implementation plan noting the changes in the existing routes and potential operators based on the consolidation record of the LTFRB. It shall emphasize any affected consolidated operator/s, the number of excess units, and possible adjacent routes to which they can reassign their units which shall then aid in the issuance of the CPC after the LPTRP approval. Further, it shall also include a list of operators and workers proposed to be beneficiaries of the social support plan.

f. Sanggunian Resolution

The LGU shall issue a Sanggunian Resolution (SR) constituting the LPTRP Committee that will spearhead the formulation of the plan. The proposed minimum composition shall be representatives from the following offices or units under the LGU, if existing, and of the concerned stakeholder groups:

- Planning and Development Office
- Engineering Office
- Transport and Traffic Management Office<sup>12</sup>
- Sanggunian Committee on Transportation and Utilities
- Transport Groups (at least one representative from TSEs with filed and/or approved Application in LTFRB)
- Transport and Allied Worker Groups
- Commuter Groups

Representatives from other related local offices or units under the LGU and regional counterparts of national government agencies (NGAs) may also form part of the said Committee.

The Committee shall be supported by a Technical Working Group (TWG) that will provide technical and administrative support.

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<sup>12</sup> City governments, pursuant to the National Transport Policy and its IRR, shall establish a transport and traffic management unit.

The first submission of the plan for evaluation by the LTFRB shall be endorsed by the LGU through an SR. Meanwhile, for LGUs whose LPTRPs are under revision, the same SR shall be required in the next submission of their revised.

g. Stakeholder Consultation Reports

The route plan shall also include an implementation plan noting the changes in the existing routes and potential operators based on the consolidation record of the LTFRB. It shall emphasize any affected consolidated operator/s, the number of excess units, and possible adjacent routes to which they can reassign their units which shall then aid in the issuance of the CPC after the LPTRP approval. Further, it shall also include a list of operators and workers proposed to be the beneficiaries of the social support programs.

The said list shall be in accordance with the guidelines on the eligibility requirements to be issued by the LTFRB and DILG, respectively.

h. Declaration of Content or Action Taken

For first draft submissions, a declaration of content vis-a-vis the LPTRP checklist used for the evaluation of the LPTRP's completeness shall be submitted.

For revised drafts, a declaration of action/s taken and/or justification for non-acceptance of suggestions and comments vis-a-vis the LPTRP evaluation checklist shall be submitted.

4.1.4. Route Plan Approval

4.1.4.1. Evaluating Office

The draft LPTRPs shall be submitted to the concerned LTFRB RFRO for review and evaluation to be endorsed to the technical panel for final review copy furnished the LTFRB Central Office.

Among others, the draft LPTRPs shall be evaluated for consistency and compliance with the guidelines provided in this Department Order, LPTRP manual, and further Memorandum Circulars.

4.1.4.2. Technical Panel

A Technical Panel, led by the designated Service Director of the DOTr's Planning and Project Development Office (PPDO), with members from concerned offices shall be in charge of the final deliberation and recommendation for approval of all LPTRPs. Technical personnel from NGAs and academe shall be invited as resource persons to ensure harmonization of the LPTRP with their plans.

The constitution of this body shall be issued through a separate issuance.

#### 4.1.4.3. Notices

The following shall be issued by the DOTr after due deliberation and recommendation of the Technical Panel:

- a. **Notice of Compliance (NOC)** shall be issued to LGUs with draft LPTRPs, with route proposals, deemed sound and compliant with the existing guidelines and principles or with appropriate justification for any exceptions.
- b. **Special NOC (SNOC)** shall be issued to LGUs with draft LPTRPs but without proposals for fixed routes, and only with justifications narrating existing transport situations in the plan deemed appropriate and acceptable.
- c. **Notice for Revision (NOR)** shall be issued if there are revisions deemed necessary upon deliberation in the Technical Panel.

On the other hand, the LTFRB shall also issue NOR if there are revisions deemed necessary upon assessment of the evaluator.

Other Notices which shall include but are not limited to Notice of Delay (NOD) and Notice of Non-Compliance (NONC) shall be in subsequent issuance of the DOTr and the DILG.

#### 4.1.4.4. Publication

All approved LPTRPs and corresponding transit maps shall be available on the websites of the Department, LTFRB, and respective LGUs.

#### 4.1.5. Route Plan Validity and Updating

An approved LPTRP shall be valid for a maximum of five (5) years and shall be updated thereon. Updating prior to the end of validity may be conducted by the LGUs as deemed necessary subject to the joint implementing guidelines to be issued subsequently. Changes in the routes in the approved route plan may be proposed after at least six (6) months of operation, or as the need arises.

#### 4.2. Issuance of Certificate of Public Convenience

The approved route plan shall be the minimum requirement prescribed for the issuance of CPCs or amendment of existing CPCs.

4.2.1. The LTFRB shall publish a call for applications to service the areas with determined public needs based on approved plans. Existing consolidated operators shall be given preference to service the rationalized routes, provided they submit proof of legal, technical, and financial qualifications in accordance with the Public Service Act (PSA) and guidelines to be issued by the LTFRB.

4.2.2. The LTFRB shall conduct an open and transparent process to select the public transport operators for new/ developmental routes and rationalized routes without existing consolidated operators, unless in routes that shall be offered for affected consolidated operators who submitted Petitions for reassignment of excess units.

The invitation for the Application of CPCs shall indicate the following minimum requirements:

- 4.2.2.1. Route details
- 4.2.2.2. Suggested fare as determined by the LTFRB
- 4.2.2.3. Standard list of requirements to prove legal, technical, and financial qualifications in accordance with the PSA
- 4.2.2.4. Evaluation criteria
- 4.2.2.5. Office- and Qualification Committee in-charge
- 4.2.2.6. Date of Pre-qualification Committee Conference
- 4.2.2.7. Deadline for submission of documents
- 4.2.2.8. Other requirements as may be determined by the LTFRB

If selected, the operator concerned shall be issued a CPC consistent with, and subject to, the rules and regulations governing public transport.

4.2.3. CPC validity shall be determined by the LTFRB. Extensions of validity and opportunity to increase fleet size shall be subject to compliance with existing policies of LTFRB, including the set key performance indicators (KPIs).

### 4.3. Consolidation and Management of Operations

The LTFRB shall require the formation, particularly of individual operators, into a recognized juridical entity, and the consolidation of CPC of concerned coordinated fleets of PUVs for systematized operations and improved quality of service. The LTFRB shall promulgate guidelines governing industry consolidation consistent with prevailing rules and regulations under the Cooperative Code of the Philippines and revised Corporation Code of the Philippines and other standard labor laws and regulations.

As a basic policy, PUV drivers shall undergo the mandatory continuing drivers' education through the Drivers' Academy by the LTFRB and be provided with wages and benefits not linked to ridership, in accordance with standard labor laws and regulations.

#### 4.3.1. Minimum Fleet Size

An existing/rationalized route shall have the least possible number of operators, as determined by the LTFRB, through the imposition of the minimum number of units for application for consolidation of CPC (NUC) for operators per route. Meanwhile, only one operator shall be selected for new/developmental routes.

#### 4.3.2. Fleet Management

4.3.2.1. Pending the modernization of the whole fleet and the use of information technology (IT) solutions, the consolidated operator shall integrate operations management focused on systematic dispatching through a service plan. For routes with two (2) or more consolidated operators, common fleet operations management shall be performed through the use of an agreed service plan among parties, and the use of a common terminal, if possible, except for PUBs operating inter-regional and inter-provincial routes.

4.3.2.2. KPIs for each principle enumerated in Section 3 shall be set by the LTFRB and shall be integrated into the Terms and Conditions of the CPC. It shall include, among others, compliance with the service plan.

The LTFRB shall conduct public consultations in the development of these KPIs.

4.3.2.3. Operators must fulfill safety operations requirements, whereby a safety officer, employed or assigned on a full-time basis, must inspect each unit and driver before dispatch and ensure efficient operations on the ground.

4.3.2.4. Operators shall provide annual operational reports within the first quarter of the succeeding year to the Department and LTFRB for consolidation and evaluation vis-a-vis KPI set. These reports shall contain, among others, the following:

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- a. Average daily ridership, on weekdays and weekends;
- b. Average daily deployment rate, on weekdays and weekends; and
- c. Monthly financial and operational reports (revenue, expenses, etc.).

The LTFRB may require the above data within the reporting period, as needed.

Further, the LTFRB shall then submit a compiled annual report to the Department before the end of the second quarter of the succeeding year, which contains assessments and evaluations of the reports from the operators.

Upon availability of the Public Transport Information Management Center (PTIMC), the submission of data shall be made through the system, and all fleet management systems shall be linked to the command center.

#### 4.3.3. Capacity-Building

- 4.3.3.1. The Department, through the LTFRB and OTC, shall assist the transport operators and workers as they comply with requirements for consolidation.
- 4.3.3.2. The Office of Transport Cooperatives (OTC) shall be in charge of capacity-building activities needed for the transition of the transport service cooperatives. Meanwhile, the same shall be provided for by the LTFRB for non-cooperatives.

### 5. TECHNICAL REQUIREMENTS

#### 5.1. Public Utility Vehicles

In view of a more just and humane transition, the LTFRB shall adopt a policy for the consolidation of CPCs and substitution of units. With this, the timeline for fleet modernization to be set by the LTFRB shall reckon after the deadline set for consolidation of CPCs.

The deployment of modern PUVs shall consider the following factors, among others:

- a) route plan status;
- b) fleet size;
- c) current age of units; and
- d) absorptive capacity of manufacturers. §  
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In cases of proposed upgrades from lower modes to higher modes or vice versa, as a result of the rationalization study or the LPTRP, the consolidated operator who signifies intent to still service the rationalized route shall be given a reasonable period of time to produce the needed fleet to be determined by the LTFRB.

#### 5.1.1. Transport Technology and Fuels

##### 5.1.1.1. Emission Standards Limit

The existing Department Administrative Order (DAO) 2015-04 of the DENR and its subsequent issuances shall be adopted. All PUVs shall use clean and energy-efficient transport technology and energy sources such as hybrid, electric, or those stipulated in the DENR guidelines.

Rebuilt vehicles shall pass the type approval system test and be issued a Certificate of Compliance with Emission Standards (CCES) as a condition to the initial registration by LTO and to the roadworthiness test of the Motor Vehicle Inspection System (MVIS) for renewal of registration. However, Rebuilt PUBs, even with new engines or motors, shall not be allowed to substitute for phased-out PUB units. Operation of rebuilt vehicles in areas wherein the brand new units are not feasible and/or practicable to operate shall be determined during the planning of routes. Use of allowable rebuilt units shall be governed by subsequent policies/guidelines to be issued by the Department and/or its attached agencies.

The conversion of PUVs to EVs shall be governed by relevant prevailing and future guidelines pursuant to EVIDA.

##### 5.1.1.2. Fuel Economic Labeling and Performance Rating

All PUVs shall comply with the vehicle fuel economy labeling and rating requirements as stipulated in the existing and subsequent DOE guidelines.

All PUVs shall use clean and energy-efficient transport technology and energy sources, such as but not limited to electric vehicles hybrid, electric or as stipulated in the existing and subsequent DENR and DOE guidelines.

#### 5.1.2. Dimensional Limits

The Philippine National Standards (PNS) issued by the Bureau of Philippine Standards of the Department of Trade and Industry (DTI-BPS) on dimensional limits of the PUVs as adopted into technical regulation by the LTFRB shall be required for all PUVs.

5.1.3. Accessibility Provisions

PNS 2144: 2019 for Accessibility on PUVs or subsequent issuances issued by the DTI-BPS, which includes but is not limited to the provision of designated seats for persons with disabilities (PWDs) or passengers with limited mobility and spaces for a wheelchair in PUVs, is adopted. *Accessibility Law* and its IRR must be complied with.

5.1.4. Minimum Artistic Designs

As far as practicable, all local manufacturers and importers of PUVs are encouraged to emulate the artistic design of the traditional PUJs to preserve the country's cultural heritage, consistent with relevant enforceable PNS. Artistic design, in this case, shall be limited to mean color schemes, logos, fonts, and stickers used on the outer panels of the PUVs.

5.1.5. Other PUV Features

All modern PUVs shall have the following minimum features:

- 5.1.5.1. Speed limiter;
- 5.1.5.2. Global navigation satellite system (GNSS) receiver;
- 5.1.5.3. Closed-circuit television (CCTV) with continuous recording of the past 72 hours of operation;
- 5.1.5.4. Dashboard camera with continuous recording of the past 24 hours of operation; and
- 5.1.5.5. Interoperable Automatic Fare Collection System (IAFCS) compliant with the PNS and forthcoming technical regulation and implementing guidelines.

5.1.6. Year Model

- 5.1.6.1. For brand new PUV units, the year model shall be based on the year model indicated in the official certificate of registration issued by the LTO. The year model shall be current or of previous year as of franchise application. The LTFRB shall issue the implementing guidelines including provision of exceptions, if deemed necessary.
- 5.1.6.2. For rebuilt PUV units, the year model shall be based on the manufacture date of the oldest component. The guidelines of the determination of the oldest component and prescribed year model period allowed for franchise application shall be covered by a subsequent issuance to be issued by the LTO and LTFRB in consultation with the Department.

07



5.1.7. Maximum Age

- 5.1.7.1. The LTFRB shall issue guidelines establishing the age limit of each PUV mode based on the year of the oldest major component.
- 5.1.7.2. PUV units exceeding maximum age shall be subject to dropping and substitution and surrendered for scrapping in facilities accredited pursuant to the Department Order No. 2020-021, and Joint Memorandum Circular (JMC) No. 001, Series of 2021, between the LTFRB and LTO, and of any further issuances by this Department and relevant agencies.

5.2. Related Support Infrastructure

The LTFRB shall determine technical requirements for the support facilities below, as well as transition mechanisms through the identification of possible interim facilities and adequate compliance period for the operators to have the required facilities.

5.2.1. Terminal

- 5.2.1.1. For fixed routes with a fixed origin and destination, no Petition for Extension of Validity of CPC issued upon deployment of modern PUVs shall be entertained by the LTFRB without the presentation of a proof of operation of an off-street terminal on endpoints. However, for loop routes, an off-street terminal may not be required based on the determination of the LTFRB.
- 5.2.1.2. For Application for Consolidation of CPCs and Application for New CPCs or Modification of CPCs as a result of the route rationalization, an Undertaking to have an off-street terminal shall suffice.
- 5.2.1.3. The minimum terminal size and other requirements, in compliance with the Republic Act No. 11311 and its IRR, the DILG-DOTC JMC No. 001, Series of 2008, Housing and Land Use Regulatory Board (HLURB) Board Resolution (BR) No. R-408, and subsequent issuances shall be adopted through an LTFRB Memorandum Circular. Terminals shall be accredited by the LTFRB except for Integrated Terminal Exchanges which shall be accredited by the DOTr.
- 5.2.1.4. All public transportation terminals shall comply with the LGU's land use plan and zoning ordinance. As such, the concerned LGU, in coordination with the DOTr and the LTFRB, shall have the authority to designate terminal locations and issue prior clearance to operate said terminals, consistent with the DILG-DOTr JMC No. 01, Series of 2008.

5.2.1.5. All public transportation terminals shall comply with the *Accessibility Law* and its IRR.

5.2.1.6. Participation of the private sector and the LGUs in the development of off-street terminals shall be encouraged.

5.2.2. Garage

5.2.2.1. The minimum lay-over or garage size and other requirements, in compliance with the DILG-DOTC JMC No. 001, Series of 2008, HLURB BR R-408, and other related and subsequent issuances shall be promulgated through an LTFRB Memorandum Circular.

5.2.2.2. All garages shall also comply with the LGU's land use plan and zoning ordinance.

5.2.3. Electric Vehicle Charging Stations

In areas where electric public utility vehicles shall operate, the provision of EVCS shall be governed by prevailing guidelines of DOE in accordance with RA No. 11697.

6. FISCAL AND NON-FISCAL SUPPORT

6.1. Acquisition of Modern Units

6.1.1. The Department shall partner with financial institutions, either government financing institutions (GFIs) or private financial institutions (PFIs), public-private partnership concessions, Official Development Assistance (ODA) partners, international financial institutions, or a combination thereof for programs to assist the transport service entities in the acquisition of modern PUV units.

Existing programs on the financing component based on prevailing issuances shall be continued and regularly reviewed and/or updated.

6.1.2. For other components requiring investments, the Department shall establish linkages with the industry/ies concerned and develop partnerships and/or other support programs such as but limited to public-private partnership concessions.

6.2. Availment of Other Government Financial Support Programs

6.2.1. Routes with high consolidation rates and operators with modern units shall be given preference in programs providing assistance to the operators for operational expenses as they transition to the PTMP.

6.3. Participation of Local Government Units

6.3.1. LGUs are encouraged to pursue initiatives to provide financial and non-financial support programs in the implementation of the components of the PTMP in their respective jurisdictions.

7. EXEMPTION

- 7.1. Any exception to the above-stated rules shall require an express and written grant of authority to be issued through a collegial and unanimous ruling from the LTFRB granting the exception.
- 7.2. In the event that the LTFRB fails to secure a unanimous vote but is able to secure a majority vote granting an exception on matters which admit exception to these guidelines, the Secretary of the Department shall decide such matters.
- 7.3. The LTFRB may, motu proprio and/or through an evaluation of a written Exception Application for the same, issue and/or grant exceptions to the above-mentioned rules, provided that such grant shall be pursuant to the general policies stated in this Order.
- 7.4. All submissions of Exception Applications to the LTFRB shall need to be accompanied by recommendation/s, whether favorable or not, from all the LGUs that have jurisdiction over the areas where the proposed route/s shall traverse.

8. TRANSITION PERIOD

- 8.1. The LTFRB shall provide the guidelines for transitioning and CPC cancellation, and the DOTr shall partner with various agencies for the development of social support programs for the affected transport stakeholders. The DOTr shall also continuously implement existing programs on social support based on prevailing and subsequent issuances and develop other programs, as necessary, to provide assistance to the affected transport stakeholders of the program.
- 8.2. Measures to mitigate any adverse socioeconomic impact on the vulnerable members of the public transport sector in the implementation of this Order may be adopted by the Department, in consultation with the LTFRB, OTC, and other relevant agencies, and when necessary, with the affected stakeholders.

9. FEEDBACK MECHANISM

- 9.1. A public dashboard on the outputs and outcomes of the PTMP shall be developed and maintained. Pending such a dashboard, the Department shall publish quarterly reports on the progress of PTMP implementation.
- 9.2. Regular consultations with concerned stakeholders shall be conducted to gather community feedback and ground reports to improve PTMP.

**10. ESTABLISHMENT OF IMPLEMENTING OFFICE**

- 10.1. A Program Management Office (PMO) shall be established in the DOTr and Program Implementing Units (PIUs) in the LTFRB and the OTC to implement this Department Order, in line with the existing mandates of the said agencies.
- 10.2. The funding for the establishment and operation of the said offices shall be taken from the appropriations of the program.

**11. IMPLEMENTING GUIDELINES**

- 11.1. The LTFRB is directed to issue the corresponding implementing Memorandum Circulars within thirty (30) days from the effectivity of this Order.

**12. SEPARABILITY CLAUSE**

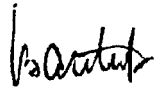
- 12.1. If any part or provision of this Department Order is held unconstitutional or invalid, other parts of provisions that are not affected shall continue to remain in full force and effect.

**13. REPEALING CLAUSE**

- 13.1. The Department Order No. 2017-011 shall be superseded by this Department Order. Further, all other Department Orders, Circulars, Special Orders, Office Orders, and/or other issuances inconsistent herewith are hereby superseded or modified accordingly.

**14. EFFECTIVITY**

- 14.1. This Department Order shall take effect immediately following completion of its publication in the Official Gazette or in a newspaper of general circulation and the filing of three (3) copies hereof with the UP Law Center pursuant to Memorandum Circular 11 dated 09 October 1992 of the Office of the President.

  
**JAIME J. BAUTISTA**  
Secretary 