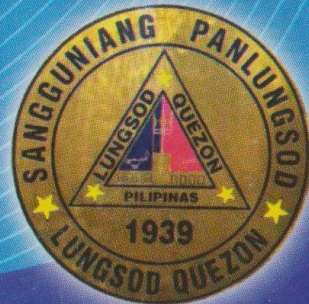


QUEZON CITY  
**TRICYCLE**  
MANAGEMENT CODE



## AN ORDINANCE ADOPTING THE QUEZON CITY TRICYCLE MANAGEMENT CODE OF 2014

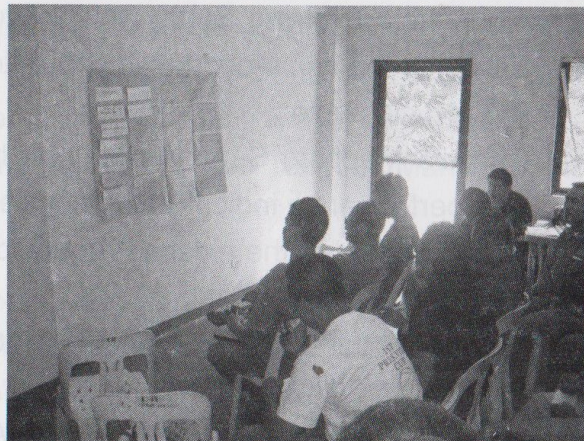
### Background:

Over the years, the tricycle sector has become a major social policy concern due to the worsening traffic accidents involving tricycles, proliferation of colorum or illegal units and an ever increasing number of families that are dependent on tricycle operations for livelihood.

From a management perspective, the operation of the tricycle sector has become a major challenge due to the absence of established planning standards and best practices.

Quezon City with an estimated population of 3,179,536 in 2012 is the most populated city on the Philippines. It has an annual population growth rate of 2.92% which is way above the country's average of 1.7% in the 2010 census. Consequently, Quezon City faces major transportation challenges. In

terms of the local public transport sector, the city currently manages around 150 Tricycle Operators and Drivers Associations (TODA) that involve the operation of more than 24,600 tricycle units within the city's six



### Congressional Districts.

The tricycle-for-hire operations in Quezon City involve one hundred fifty (150) Tricycle Operators and Drivers Association (TODA) that operate



twenty four thousand eight hundred (24, 800) units across all six (6) Congressional Districts. The City Government has yet to mobilize resources for the conduct of a full-scale assessment.

The Office of the Vice Mayor in partnership with

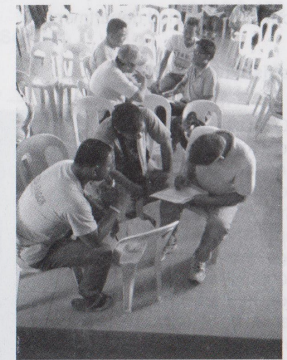
the University of the Philippines-National Center for transportation Studies represented by Dr. Noriel Tiglao conducted a policy study that will identify and assess the issues and challenges that confront the tricycle sector in Quezon City. It consists of five (5) distinct tasks namely:

- Focused Group Discussions among officers representing each of the Tricycle Operators and Drivers Association (TODA) across the six (6) Congressional Districts of Quezon City;
- Household Profiling Study which involves surveys and interviews to establish the socio-economic characteristics of families dependent on the tricycle sector;
- Tricycle Mapping Survey to establish the operational characteristics and performance indicators of tricycle operation in Quezon City;
- Policy review of the existing regulations related to tricycle operations and management;
- Drafting of the Tricycle Management Code.

A total of 750 participants from 150 TODA Federations of the six (6) Congressional Districts of Quezon City attended the Focus Group Discussion conducted from September 6-30, 2013. Key areas for policy intervention were established from results of the FGD sessions, household profiling survey and tricycle mapping survey. The Household Profiling Survey activities were conducted from September 4-9, 2013. A total of 13 surveyors

organized in 5 teams were deployed during the period while an overall coordinator overseeing the interview activities.

The tricycle mapping survey used an on board data collection device to establish the operational characteristics and performance indicators of tricycle operations in Quezon City. The list of indicators includes speed, travel time, waiting time, loading/unloading points and load profile. This survey covered at least two (2) tricycle units in two (2) TODAs for each district. The TODAs were identified in consultation with DPOS-TRU and the QCTODAFED.



With this, the Office of the Vice Mayor, together with the Department of Public Order and Safety-Tricycle Regulatory Unit (DPOS-TRU), spearheaded the "1st Quezon City TODA Summit" last October 18, 2013 to identify and assess the issues and challenges that confront the tricycle sector in Quezon City. One of the tasks of the summit is to establish key policy directions and interventions towards the crafting of a responsive Tricycle Management Code for Quezon City. In-depth discussions and writeshops with the staff from the Office of the Vice Mayor and the DPOS-TRU were conducted in drafting the proposed Tricycle Management Code.

After months of preparation, Proposed Ordinance No. PO19CC-170 entitled, "AN ORDINANCE ADOPTING THE QUEZON CITY TRICYCLE MANAGEMENT CODE OF 2014" was presented at the TODA summit.

The Code will comprehensively address aspects of tricycle operations, regulations and social protection for the tricycle sector; Clarify the functions and roles of concerned departments and other stakeholders for the effective management of the tricycle sector; Establish a clear definition of the Route Measured Capacity (RMC); Definition of clear mechanisms for

Route Rationalization and Route Integration; Impose stiffer penalties to curb the proliferation of colorum operations; and Mandate the establishment of an information system to support planning and franchising functions of concerned departments.

**Legislative Track:**

PO19CC- 170 was filed to the Office of the City Secretary on November 27, 2013 and was calendared for First Reading during the 13th City Council Regular Session held on December 2, 2014 and was referred to the Committee on Laws Rules and Internal Government, Committee on Public Order and Security and Illegal Drugs and Committee on Transportation. It was in calendared for Second Reading for deliberation during the 31st City Council Regular Session held on July 14, 2014 and was approved on Third and Final Reading during the 32nd City Council Regular Session held on July 21, 2014.



Republic of the Philippines  
Quezon City  
19th CITY COUNCIL

**P019CC-170**

**31st Regular Session**

**ORDINANCE NO. SP- \_\_\_\_\_, S-2014**

**AN ORDINANCE ADOPTING THE QUEZON CITY TRICYCLE MANAGEMENT CODE OF 2014.**

Introduced by Councilor Raquel S. Malañgen. Co-Introduced by Councilors Anthony Peter D. Crisologo, Ricardo T. Belmonte, Jr., Dorothy A. Delarmente, Lena Marie P. Juico, Victor V. Ferrer, Jr., Alexis R. Herrera, Precious Hipolito Castelo, Voltaire Godofredo L. Liban III, Roderick M. Paulate, Ranulfo Z. Lildovica, Ramon P. Medalla, Estrella C. Valmocina, Allan Benedict S. Reyes, Gian Carlo G. Sotto, Franz S. Pumaren, Eufemio C. Lagumbay, Jose Mario Don S. De Leon, Jaime F. Borres, Jesus Manuel C. Suntay, Marvin C. Rillo, Vincent DG. Belmonte, Jessica Castelo Daza, Bayani V. Hipol, Jose A. Visaya, Julienne Alyson Rae V. Medalla, Godofredo T. Liban II, Andres Jose G. Yllana, Jr., Allan Butch T. Francisco, Karl Edgar C. Castelo, Candy A. Medina, Diorella Maria G. Sotto, Marivic Copilar, Rogelio "Roger" P. Juan, Melencio "Bobby" T. Castelo, Jr., Donato C. Matias and Ricardo B. Corpuz.

**WHEREAS**, Quezon City with an estimated population of 3,179,536 in 2012 is the most populated city in the Philippines. It has an annual growth rate of 2.92% which is way above the country's average of 1.7% in the 2010 census. Consequently, Quezon City faces major transportation challenges. In terms of local public transport sector, the city currently manages around 150 Tricycle Operators and Drivers Associations (TODA) that involve the operation of more than 24,700 tricycle units within the city's six Congressional Districts;

**WHEREAS**, over the years, the tricycle sector has become a major social policy concern due to the worsening traffic accidents involving tricycles, proliferation of colorum or illegal units and an ever-increasing number of families that are dependent on tricycle operations for livelihood;

**WHEREAS**, the number of tricycles operating in Quezon City continue to proliferate without being sufficiently regulated and controlled;

**WHEREAS**, the operation of for hire tricycles has been a good source of livelihood and income to thousands of our constituents and failure to control the mushrooming of tricycles could bring a disastrous effect, such as, cut-throat competition among operators and drivers whose main source of income depends on these units that a large majority of the riding public learned to patronized;

**WHEREAS**, under Republic Act No. 7160, otherwise known as the Local Government Code of 1991, certain junctions of the Department of Transportation and Communication (DOTC) were transferred to the LGUs, thus, Section 458. Powers, Duties, Functions and Compensation. -

xxx xxx xxx

(3) Subject to the provisions of Book II of this Code, enact ordinances granting franchises and authorizing the issuance of permits or licenses; upon such conditions and for such purposes intended to promote the general welfare of the inhabitants of the city and pursuant to this legislative authority shall:

xxx xxx xxx

(VI) Subject to the guidelines prescribed by the Department of Transportation and Communications, regulate the operation of tricycles and grant franchises for the operation thereof within the territorial jurisdiction of the city;

**WHEREAS**, the Quezon City Council passed City Ordinance No. SP-15, S-92 entitled, An Ordinance Franchising and Regulating the Operation of Motorized Tricycles in Quezon City to be known as the "Quezon City Tricycle Ordinance, Of 1992", due to vast change contributed to 'the

operation, regulation and demographic aspects of the city through time, needs to be updated and amended;

**WHEREAS**, on October 18, 2013, the Office of the Vice Mayor spearheaded a "TODA Summit" comprising seven hundred fifty (750) participants from the citywide TODA officers to identify and assess the issues and challenges that confront the tricycle sector in Quezon City. To this end and to effectively carry out the objectives of the summit, a pre-consultations through Focus Group Discussion (FGD) were conducted per congressional district in which three (3) representatives from each TODA were invited to participate in the said FGD;

**WHEREAS**, regulating the operation of tricycle will be to the best interest of the riding public for it will protect them from unsafe dilapidated units and abusive drivers and decongest traffic;

**WHEREAS**, guided by the primordial consideration of serving the best interest of the riding public and the tricycle sector, it is now imperative for Quezon City to pursue improvement to the regulation of franchising and operations of tricycles.

## **BOOK I GENERAL PROVISIONS**

### **ARTICLE I TITLE**

This Ordinance shall be known as the QUEZON CITY  
TRICYCLE MANAGEMENT CODE OF 2014.

### **ARTICLE II DECLARATION OF POLICY**

The Government of Quezon City recognizes the integral role of tricycles in the public transport system of the city and the Metropolis as a whole. The franchising and operation of tricycles shall be controlled and regulated with the end in view of effectively managing these vehicles for basic services.

**ARTICLE III  
SCOPE OF APPLICATION**

This Code applies to all Tricycle Operators and Drivers Associations (TODA) within the territorial jurisdiction of Quezon City, without prejudice to such TODA holding existing dual franchise and those tricycles used for conveying goods or services.

**ARTICLE IV  
DEFINITION OF TERMS**

**1. CERTIFICATE OF PUBLIC CONVENIENCE (CPC)** - is an authorization issued by the Tricycle Franchising Board (TFB) for the operation of tricycles for public use as required by law;

**2. COLORUM** - is a motorized tricycle, whether for hire or utility service, operating without the appropriate franchise issued by the City;

**3. DRIVER** - is the duly licensed person assigned by the owner to drive a specific tricycle;

**4. FRANCHISE** - is defined to be a special privilege to do certain things conferred by government on an individual or corporation, and which does not belong to citizens generally of common right;

**5. ID'S ISSUED BY THE DPOS - TRU** - are those I.D.s issued by the DPOS - TRU to official drivers of tricycles issued with franchise/MTOP;

**6. ILLEGAL TERMINAL** - is a space and/or area where tricycles queue but have not been officially designated by the City and those officially designated but terminal permit of which have not been renewed on time;

**7. LANE MARKINGS/MARKINGS FOR TERMINALS** are the markings to be made by the DPOS - TRU and TODAs where tricycles can queue while waiting for passengers;

**8. MOTORIZED TRICYCLE** - is a motor vehicle duly registered with the LTO composed of motorcycle fitted with a single wheeled side car or two wheeled cab, close van or open cart whether powered by gasoline or electricity;

**9. MOTORIZED TRICYCLE OPERATORS PERMIT (MTOP)** - is a document granting permit or license to operate issued to a person, natural or juridical allowing him to operate a tricycle over zones specified therein;

**10. OUT OF ROUTE/LINE** - tricycles operating beyond their designated zone or allocated area of operation.

**11. OWNER/OPERATOR** - is the registered owner of a tricycle as shown by the Certificate of Registration or other document.

**12. PUBLIC MOTORIZED TRICYCLE-FOR-HIRE** - is a tricycle for hire rendering transport services to the general public;

**13. RESIDENT** - refers to a natural person who is a registered voter of the City/Municipality and residing in the City/Municipality for at least six (6) months;

**14. ROUTE MEASURED CAPACITY (RMC)** - is the number of tricycle for hire units allowed in each route/zone as set by the City Council;

**15. SATELLITE/SUB-TERMINAL** - is the temporary space designated and duly approved by the DPOS and the City Council other than the main terminal within the zone of operation where tricycle units can queue on a limited standby basis only;

**16. TERMINAL** - is the temporary space designated and duly approved by the DPOS and the City Council where the tricycles may be allowed to queue while waiting for passengers;

**17. TERMINAL PERMIT** - a permit issued annually by the DPOS to a TODA authorizing the said association to manage the terminals in their

zone of operation subject to the terms and conditions specified therein;

**18. TODA** - refers to the Tricycle Operators and Drivers Association.

**19. TRICYCLE FRANCHISING BOARD (TFB)** - is created pursuant to City Ordinance No. SP-1S, S-92 entitled, An Ordinance Franchising and Regulating the Operation of Motorized Tricycles in Quezon City to be known as the "Quezon City Tricycle Ordinance Of 1992" authorized to issue Certificates of Public Convenience or franchise to Motorized Tricycle for hire and utility tricycle;

**20. TRICYCLE REGULATORY UNIT (TRU)** - a unit created pursuant to Executive Order No. 31, Series of 1984 and subsequently it. mandate were transferred to the Department of Public Order and Safety (DPOS) pursuant to City Ordinance No. SP-1700, S-2006. TRU is tasked to regulate the operation of tricycles.. and is in charge of enforcing the implementation of this Code.

**21. UTILITY MOTORIZED TRICYCLE** - is a tricycle rendering transport services for legitimate and registered business entity;

**22. ZONE** - is a contiguous land area or block, e.g. a subdivision or a .barangay, where a tricycle for-hire may operate without a .fixed origin and destination.

## ARTICLE V TRICYCLE REGULATORY UNIT

**Section 1. DUTIES AND FUNCTIONS** - The Tricycle Regulatory Unit (TRU) under the Department of Public Order and Safety shall perform the following duties and functions:

1. To process TFB approved Tricycle franchise applications/tricycle franchise certificates for the issuance of Motorized Tricycle Operators Permit (MTO).

2. To recommend suspension or cancellation of Tricycle franchise, for

violations that warrant such cancellation.

3. To provide technical support to the Tricycle Franchising Board (TFB).

4. To issue Ordinance Violation Receipts (OVR) Tickets and impose fines and penalties to violators of any provision of this Code, or laws and other ordinances relative to tricycle operation.

5. To initiate towing and impounding procedures to violators of administrative violations and recommend the suspension/cancellation of vehicle registration/driver's licenses to the LTD.

6. To initiate the filing of complaints against Tricycle drivers/operators for violations of any provisions of this Code or any laws or other ordinance relative to tricycle operation.

7. To take charge of the issuance of Order of Payment for tricycle regulatory fees, release of MTO, issuance of annual stickers and other related documents.

8. To recommend the designation or allocation of certain portions of the streets or spaces for terminals.

9. To implement and enforce provisions of relevant laws and ordinances pertaining to the operation of tricycles.

10. To receive public complaints and take action against complained tricycle drivers/operators and tricycle association in accordance with the provisions of this Code.

## ARTICLE VI TRICYCLE FRANCHISING BOARD

**Section 1. COMPOSITION OF THE BOARD** - The Tricycle Franchising Board shall be composed of the following:

1. The Chairman of the Committee on Transportation, as Chairman;
2. The Chairman of the Committee on Barangay Affairs and Community Relations, as Member;
3. The Head of the Department of Public Order and Safety, as Member;
4. The Head of the Tricycle Regulatory Unit, as Member;
5. The Head of the City Legal Office, or his/her duly authorized representative, as Member;
6. A representative from the non-governmental organizations duly accredited by the city government, as Member (to be determined by the City Council);
7. The President of the Quezon City Tricycle Operators and Drivers Association (TODA) Federation, as Member.

**Section 2. DUTIES AND FUNCTIONS** - The Tricycle Franchising Board shall have the following duties and functions:

1. To issue Tricycle franchise and renewal thereof to qualified tricycle operators, upon confirmation by the City Council.
2. To amend, cancel or suspend any franchise/s for any violation of this ordinance, rules and regulations, and implementing guidelines thereof
3. To prescribe and regulate the zone/area of tricycle operation.
4. To endorse any fare increase for tricycles to the City Council for an appropriate Ordinance.
5. To fix, impose, collect and periodically review but not oftener than once every three (3) years, reasonable fees and other related charges in the regulation of both motorized tricycle for hire and utility motorized tricy-

cle;

6. To issue resolutions and propose amendments to the implementing guidelines pursuant to this Code;

7. To invite erring TODA officers, members, franchisees and all concerned persons when necessary.

**Section 3. MEETING AND HEARINGS** - The Board shall have a regular weekly meeting to be held at the TFB Session Room. A special meeting of the Board may be called as the need arises.

**Section 4. QUORUM** - A majority of the Board or their authorized representatives duly appointed for such purpose in writing signed by the Board member sought to be represented shall be necessary to constitute a quorum. In the absence of the Chairman, members of the Board present can elect among themselves, a Chairman. Majority of those present shall be required to render a valid decision.

**Section 5. HONORARIUM** - Each member of the board shall be entitled to honoraria based on the existing government accounting and auditing rules and regulations.

**BOOK II**  
**QUEZON CITY TODAs AND TODA FEDERATION**

**ARTICLE I**  
**TRICYCLE OPERATORS AND DRIVERS ASSOCIATION (TODA)**

**Section 1. DUTIES AND FUNCTIONS** - The Tricycle Operators and Drivers Association shall have the following duties and functions:

1. Monitor, supervise and discipline their respective members.
2. Oversee authorized terminal operations and maintain cleanliness, peace and order in their respective zones.
3. Coordinate and assist the City Government and the Barangay in

monitoring and managing the traffic within their respective zone.

4. Require that only duly elected and qualified TODA President shall represent the TODA to the Federation.

5. Notify the Barangay Council the TRU and TFB of the date, time and place of election of officers, 15 days prior to the date of election.

6. Prevent entry and operation of "colorum" tricycle in their local TODA and in their areas of operation.

**Section 2. TODA ACCREDITATION** - All bona fide TODA in Quezon City may renew their accreditation with the Quezon City Community Relations Office (CRO) and City Council every three (3) years pursuant to the Local Government Code requirement for Local Special Bodies; All QC TODA are mandated to be an I accredited member of the Quezon City TODA Federation.

**Section 3. LIMITATION TO THE PAYMENT OF MEMBERSHIP FEES AND DAILY DUES** - In no case shall a TODA charge more than Five Thousand pesos (PS,000.00) as membership fee and Ten Pesos (P10.00) as daily dues per member, respectively.

**Section 4. SANCTIONS** - The Officer/s of any Tricycle Operators and Drivers Association who collect/s any amount in excess of what is prescribed in this Code shall be liable for a fine of not more than Five Thousand (PS, 000. 00) pesos or imprisonment of not more than six (6) months or both at the discretion of the Court.

## ARTICLE II

### QUEZON CITY TODA FEDERATION (QC TODA FED)

**Section 1. PURPOSE** - The Federation of Tricycle Operators and Drivers Association is an organization composed of the various Tricycle Associations (local TODA) in the six (6) congressional districts of Quezon City duly organized to protect the interest of their members and oversee

the operation of the TODA as a whole. The CRO and City Council shall accept and accredit only one TODA Federation for Quezon City. The QC TODA Federation shall be required to renew their accreditation with the QC CRO and City Council every three (3) years pursuant to existing laws, roles and regulations.

**Section 2. OFFICERS OF THE QC TODA FED** - The Federation Officers and Board of Directors shall elect from among the presidents of the respective local TODA from the six (6) Congressional Districts of Quezon City who will serve for a term of two (2) years. The City Mayor, through the TRU and TFB should be notified on the date, time, and place of the election of its officers.

## BOOK III TRICYCLE OPERATIONS

### ARTICLE I ROUTE RATIONALIZATION OR ROUTE INTEGRATION

**Section 1. RMC DETERMINATION** - In the determination of the Route Measured Capacity (RMC) or subsequent amendments thereof, the City Planning and Development Office (CPDO) and the Committee on Transportation shall take into consideration the participation of the Barangays, Homeowners Associations and other concerned stakeholders.

**Section 2. MAXIMUM NUMBER OF MOTORIZED TRICYCLES ALLOWED TO OPERATE** - The number of motorized tricycles allowed to operate within the City shall not exceed the number of tricycles currently registered with the TFB and TRU but maybe reduced when necessary. The number of tricycles may be increased only in an area/zone if there is a clear showing that there is an actual need for such increase or decrease. However, this is without prejudice to City Ordinance No. SP-1479, S-2005 entitled, "An Ordinance Declaring a, Moratorium in the Franchise of Public Utility Tricycles in Quezon City and for other purposes". Any additional number of tricycles or additional area/zone of operation must be recommended by the City Planning and Development Office (CPDO) in coordination with the Committee on Transportation of the Quezon City

Annual Sticker Fee	-	50.00
Driver's ID Card	-	10.00
<b>TOTAL</b>	-	<b>Php 600.00/year</b>

Confirmation fee of One Hundred Pesos (P100.00) will be charged when the tricycle operator fails to register the unit within the 30 days prescribed period at the designated LTO agency. Utility Motorized Tricycles not using any terminal are exempted from paying the terminal fee of One Hundred Pesos (P100. 00).

**ARTICLE V  
RENEWAL OF FRANCHISE AND LATE REGISTRATION**

The Tricycle Franchising Board (TFB) shall start to accept renewal of the franchise one (1) month before the date of the expiration. A surcharge of 25% plus 2% interest monthly from the annual supervision and processing fees but not to exceed 36 months shall be collected from the operators with expired franchises who will apply for renewal.

**ARTICLE VI  
COLOR CODING AND TRICYCLE BODY  
NUMBERING SPECIFICATION**

**Section 1. PUBLIC MOTORIZED TRICYCLE FOR HIRE** - The existing color scheme assigned by the TRU shall be adopted to identify the areas of operation of the different tricycle associations. The sidecar must be painted totally and uniformly with only one designated color scheme. The tricycle shall bear a body number assigned by the TRU beginning with '001' to be painted in front, back and inside the sidecar. The size of the body number must be at least 6 inches in height, 3 1/2 inches in width and 1 inch thick. The name of the TODA must be printed above the number and (Quezon City" below the number. Sidecar body made of stainless sheet plate shall not be allowed due to paint resiliency.

**Section 2. UTILITY MOTORIZED TRICYCLE** - The sidecar shall be painted with yellow for the upper half, while the lower half shall be painted

with dark green. The numbering scheme shall be assigned by the TRU depending on the ordinal number of applicants/operators.

**ARTICLE VII  
SPECML PERMIT**

Motorized tricycles granted with a CPC or MTOP desiring to travel to a fixed destination outside its assigned zone must secure a Special Permit from the TRU which shall be valid only on the date specified therein. The fee of One Hundred Pesos (P1 00. 00) shall be payable with the City Treasurer's Office upon presentation of an Order of Payment issued by the TRU. The special permit is without prejudice to existing laws prohibiting tricycles to traverse on national roads and major thoroughfares.

**ARTICLE VIII  
INSPECTION BY THE TRICYCLE REGULATORY UNIT (TRU)**

The TRU shall conduct actual inspection of the Motorized Tricycle in the initial registration of the vehicle or renewal of franchise and the annual registration of the MTOP to determine the following:

1. Physical requirement/specification of the Motorized Tricycle.
2. Physical condition of the vehicles if roadworthy.
3. Test for the smoke belching and noise emitted by the tricycle.

**ARTICLE IX  
PHYSICAL REQUIREMENTS OF TRICYCLE UNIT**

No motorized tricycle shall be registered unless the following physical requirements are complied with and certified by the Tricycle Regulation Unit, to wit;

1. Durable transparent plastic or any similar contrivance must be used as sidecar windshield and must be free from unauthorized sticker/sand paintings that will obstruct the outside of the passenger.

2. Garbage receptacles.
3. Functioning horn (no siren or any sound producing gadget or instrument other than the standard horn).
4. Two (2) signal lights, front and back for turning right or left or for emergency purposes (no flashing emergency blinkers normally used for emergency vehicles).
5. Taillight including license plate light.
6. Top chain extending to rear wheel.
7. White headlights in front and red tail light with functioning stop light in the rear visible at least fifty (50) meters from the front and rear of the tricycle and functioning under all-weather condition and lighted starting 6:00pm until 6:00am.
8. Lights installed inside their sidecars and kept lighted while plying their routes.
9. Fully operating mufflers and/or anti-noise equipment or silencer.
10. Driver's roof and windshield for sun and rain protection.

**ARTICLE X  
TRICYCLE CONFIGURATION AND TYPE**

**Section 1. CONFIGURATION** - A tricycle is a motor vehicle composed of a motorcycle with not more than two cylinders or 500cc engine capacity fitted with a single-wheel sidecar designed to accommodate four (4) passengers including the driver provided that the backride of the passenger shall be required to be installed a protective guard and adequate handles for passengers seated on the back portion of the motorcycle.

**Section 2. STANDARD MEASUREMENT** - The standard measurement of the Tricycle Sidecar Passenger Seat should be no

less than fifteen (15") inches in width and thirty-two (32") inches in length. The ceiling height should be no less than thirty nine (39") inches from the passenger seat to the ceiling/roof. The under chassis ground clearance should not be less than ten (10") inches.

**ARTICLE XI  
NOISE EMISSION TEST**

**Section 1. NOISE EMISSION TEST** - No application for a permit, license or franchise for the use or operation of a motorized tricycle within the territorial jurisdiction of Quezon City, shall be allowed unless the same is equipped with a muffler or silencer, passed through noise pollution testing and found to emit sound of not more than 90 dB measured at a distance of three (3) meters from the tip of the muffler or silencer to the sound level meter.

**ARTICLE XII  
GARAGE FOR UTILITY MOTORIZED TRICYCLE AND  
PUBLIC MOTORIZED TRICYCLES FOR HIRE**

**Section 1. REQUIREMENT FOR RENEWAL OF FRANCHISE** - All Utility Motorized Tricycle shall not be allowed to renew their application for renewal without complying with the provision of a garage or in the absence of any, a parking area, public or private, but not on a side street, nor sidewalk and public playground, barangay/local, national road, where the tricycle must be parked. A certification to this effect that will include the size of the garage, the site and address, and also a location map of the garage or a proposed garage must be submitted upon application for registration.

**Section 2. - SIZE OF GARAGE** - For each tricycle, the prescribed size of garage is as follows:

WIDTH - 2.50 meters  
LENGTH - 2.50 meters

**Section 3. GARAGE FOR PUBLIC MOTORIZED TRICYCLES FOR HIRE** - The barangays within the territorial jurisdiction of Quezon City where such TODA member is a resident thereof may designate for an adequate parking area to be determined by the barangay upon conditions that will not be in contravention with existing laws, rules and regulations and shall provide the necessary rules for the effective and orderly parking of said tricycles. Said barangay shall not charge fees for such permission, authority granted to TODA members to park their tricycles.

**ARTICLE XIII  
DRIVER'S IDENTIFICATION CARD**

**Section 1. MOTORIZED TRICYCLES DRIVERS PERMIT/ID** — The TRU shall issue motorized tricycle drivers ID card which shall contain among others the following:

1. Name and address of the driver.
2. Picture of the driver.
3. Contact number/s.
4. Name and address of TODA to which the driver is a member.
5. It shall also contain, in bold and very visible letters, a TRU Complaint Telephone number which shall exclusively be used for receiving complaints and suggestions from the public.

**Section 2. REQUIREMENTS** - All applicants for Driver's Identification Card shall submit the following documents:

1. Certification of the owner-operator in favor of the applicant as authorized to drive the tricycle unit.
2. Clearance from the Punong Barangay with jurisdiction over his residential address.

3. Copy of the driver's computer-validated Professional Drivers License duly issued by the Land Transportation Office (LTO).

4. Medical certificate from any duly DOH accredited hospital/clinics or from the City Health Department certifying that he is not suffering from any contagious disease or ailment which might render such person unfit for the safe operation of the motorized tricycle.

5. An applicant or tricycle driver's permit must undergo a seminar on road courtesy, traffic laws, drivers responsibility and other seminar topics to be conducted by a local or national government or any accredited private entity authorized to conduct seminars on road safety.

6. TODA clearance/certificate of membership.

**Section 3. PROPER USE** - All drivers of motorized tricycles for-hire plying within the boundaries of Quezon City are required to post their Driver's Identification Card at the windshield portion inside the tricycle cab which is easily visible to the passenger/s. The Tricycle driver's ID shall be renewable annually.

**ARTICLE XIV  
TRICYCLE DRIVER'S UNIFORMS**

Tricycle drivers are required to wear only the prescribed uniforms for proper identification, neatness and professionalization of the trade by eliciting trust, respect and confidence of passengers, thereby promoting convenience and comfort among the riding public. No driver shall be allowed to operate unless he is wearing the prescribed uniform. To conform with the district color scheme namely:

District I	BLUE
District II	ORANGE
District III	RED
District IV	GREEN
District V	YELLOW
District VI	FUCHSIA PINK

**ARTICLE XV  
TRICYCLE FARE**

The fares shall be established at a level that will provide the operator a reasonable income, and still be affordable to the general public. The fare structure may either be flat (single are regardless of distance) Or a minimum amount plus a basic rate per kilometer. The table of fares should be posted prominently at the tricycle terminal and in a conspicuous part of the vehicle.

Pursuant to City Ordinance No. SP-2006, S-2011, the Official Tricycle Fare Rate in Quezon City are the following:

1. Regular Trip - P8.50 per passenger for first kilometer plus P 1.00 for every kilometer in excess thereof
2. Special Trip - P17.00 for single passenger use for the first kilometer plus Pl. 00 for every kilometer in excess thereof
3. 20% discount on Senior Citizens, Persons with Disability, and Students.

**ARTICLE XVI  
PROHIBITED ACTS OF DRIVERS**

The following acts constitute sufficient grounds for the revocation and confiscation of the drivers permit/ID Card:

1. Driving without license or with invalid/expired/ delinquent License.
2. Driving an unregistered tricycle unit or column unit.
3. Driving while under the influence of liquor, drugs or any other intoxicating substance.
4. Failure to observe traffic rules and regulations.

5. Carrying passengers more than that allowed by law.
6. Not wearing proper uniform while plying his route.
7. Failure to observe proper respect and courtesy to passengers.
8. Reckless driving.
9. Overcharging of fares.
10. Carrying of firearms, explosives or other deadly weapons while plying his route.
11. Loading baggage on top.
12. Such other acts may be prohibited by law or ordinance.
13. No tricycle unit shall be allowed to operate beyond their designated or allocated area of operation, except otherwise provided herein.
14. No driver of public motorized tricycle for-hire shall refuse to convey passengers to their destination within their allocated or designated route or area of operation.

**ARTICLE XVII  
TERMINALS FOR MOTORIZED TRICYCLES**

**Section 1. REQUIREMENTS FOR APPLYING FOR TRICYCLE TERMINAL FOR MOTORIZED TRICYCLES** - The following are the requirements for the establishment of terminals for motorized tricycles:

1. The terminal should be established by a legitimate association of tricycle operators and drivers.
2. The association is recognized as legally existing by the DPOSTRU.

3. A proof that the terminal will not hinder the smooth flow of traffic.
4. A proof that the terminal is adequately managed by the association.
5. The management of the terminal shall see to it that the tricycle drivers using the terminal are following all the ordinances, rules and regulations related to the operation of Motorized Tricycle.
6. The terminal must be clearly identified by billboard and yellow lanes prescribed by the DPOS-TRU.
7. The presence of clean rest rooms for the general public.
8. Submission of Barangay Clearance/Endorsement for the terminal location/s.
9. Tricycles shall stop engine while on queue.
10. Terminals should not be used for repair work on tricycle units.
11. Gambling and other vices are prohibited within the terminal.

**Section 2. TERMINAL OPERATING SYSTEM AND STANDARDS -** The DPOS-TRU may prescribe additional requirements for the operating system and standards in the establishment of terminals for tricycles. All tricycles terminals are temporary in nature subject to infrastructure improvements thereon for the benefit of the general public.

**Section 3. TERMINAL PERMIT -** The DPOS-TRU shall issue Terminal Permit to the TODA upon compliance with all the requirements provided for by this Code.

**Section 4. RENEWAL OF TERMINAL PERMIT -** The Terminal Permit shall be renewed before the date of expiration of said permit.

**Section 5. INSPECTION OF TERMINAL -** The terminal shall be subject to regular inspection by the TRU to determine that all requirements for the operation of the terminals are being complied with.

**Section 6. CANCELLATION OF TERMINAL PERMIT -** The grant of Terminal Permit is not a right but only a privilege granted and may be cancelled under any of the following grounds:

1. The management of the terminal is violating any provision of this Code and/or any of the terms and conditions stated in the Terminal Permit.
2. Public interest and welfare demand that the terminal should be abolished.
3. Expiration of the Terminal Permit and failure to renew the permit.

**ARTICLE XVIII  
UPGRADING OF VEHICLE AND OPERATING STANDARDS FOR  
TRICYCLES AND USE OF CLEAN FUEL TECHNOLOGY**

The DPOS-TRU and TFE in coordination with the EPWMD shall undertake continuing study and submit appropriate recommendation to upgrade vehicle and operating standards for tricycles with safety and comfort of passengers and environmental impact as primordial concerns. The DPOS-TRU shall implement and enforce updated vehicle and operating standards for tricycles duly approved by the Mayor. For this purpose, and as the component of the campaign to improve the ambient air quality and to improve the income of motorized tricycle drivers, the EPWMD and DPOS-TRU shall conduct a comprehensive study on the use of cleaner fuel and other engine technology options, and subject to the result of the study, accordingly recommend appropriate measures.

The EPWMD and DPOS-TRU shall closely coordinate with the TODAs and other concerned sector and provide assistance as necessary.

**ARTICLE XIX**  
**OTHER OPERATING CONDITIONS**

All operators of public motorized tricycle for-hire and utility motorized tricycle must comply with the following operating conditions.

**Section 1. RULES OF ENTRY** - Only Filipino citizens and partnerships, corporation, or associations with only Filipino equity are qualified to be operators of public motorized tricycle for hire and utility motorized tricycle.

**Section 2. RESTRICTION OF OPERATION** - For safety reasons, no tricycle shall be allowed to operate/traverse along national roads, highways and major thoroughfares utilized by 4-wheel vehicles greater than 4 tons and where a normal speed exceed 40 kph. except when crossing the same if it is provided. Motorized tricycles are authorized to operate along Secondary and Tertiary roads only.

**Section 3. DUAL FRANCHISE** - Public Motorized Tricycle-For-Hire and Utility Motorized Tricycles from the adjacent cities and municipalities which operate within a portion of the territorial jurisdiction of Quezon City must secure a franchise from the Quezon City government in addition to their existing franchise granted by the said adjacent cities and municipalities upon prior consultation with affected sector/s.

**Section 4. ZONE TRANSFER** - Transfer to another zone, shall be permitted upon written application by the registered owner with the DPOS-TRU stating his willingness to surrender/terminate his tricycle franchise, body number of the unit and his intention to apply for a new franchise to another zone. The franchising requirements for new application shall be required.

**Section 5. SUSPENSION OF OPERATION** - An operator wishing to stop service completely, or suspend service for more than one (1) month, should report in writing such termination or suspension to the TFB, through the TRU, which originally granted the Franchise/MTOP prior thereto.

**Section 6. NON-TRANSFERABLE** - The Certificate of Public Convenience, Franchise and the Motorized Tricycle Operators Permit are hereby declared strictly non-transferable and therefore cannot be the subject of Sale. The transfer of franchise or sale thereof shall be null and void.

**Section 7. TRANSFER AND/OR DROPPING OF FRANCHISE** - The franchisee must notify the Tricycle Franchising Board (TFB) in writing within ten (10) days prior to the intended sale of the tricycle unit with franchise stating therein the reason/s. As a consequence, the vendor/franchisee is barred from applying another franchise.

The vendee who wishes to operate in the same must apply with the TFB for the franchise under his/her name within the period of thirty (30) days from the date of sale, otherwise, the vendee loses the priority right over the said franchise and the franchise of the sold unit shall be automatically dropped in favor of the TFB.

A franchisee/tricycle operator who sold the tricycle unit without waiving his/her right/privilege to the franchise shall be given a period of thirty (30) days within which to file a substitution of unit at the TFB, otherwise, the franchise of the sold unit shall be automatically dropped in favor TFB.

**Section 8. EXPIRED FRANCHISE** - Franchise issued to public motorized tricycle for-hire operators which had expired for more than six (6) months shall be automatically dropped from the service without a need for the notice of demand for its renewal and the franchisee shall be subject to surcharges and other fees as assessed by the TRU. The same rules shall apply with regard to franchise issued to utility motorized tricycle. Franchise slots which were automatically dropped, subject to the approval of the TFB upon terms and conditions in the interest of justice and equity, filled up by qualified applicants upon recommendation of the TFB with the confirmation of the City Council. Those persons without franchise shall be given priority and preference to the vacant slots heretofore mentioned provided that they possess all qualifications and none of the disqualifications mentioned in this Code for the issuance of tricycle franchise.

The same preference and priority with the same conditions for the same stated in the preceding paragraph shall likewise apply to open-slots in each Quezon City TODA.

**Section 9. DEATH OF FRANCHISEE** - the franchise of the deceased may be transferred to the immediate family member who is qualified under this code and may apply before the TFB, within thirty (30) days after the death of the franchisee, for the transfer of franchise ownership under his/her name provided that the same be made on or before the expiration thereof. The beneficiary/family member who wishes to continue the operation of the franchise in the same zone must apply with the TFB for a transfer thereof under his/her name. In addition to the documentary requirements aforementioned in the subject ordinance, the applicant must present the death certificate of the deceased and letter of intent to continue the franchise operation.

**Section 10. MULTIPLE FRANCHISE** - In case of sale of any but not all the units with franchise, franchise of sold unit/s will be automatically dropped from the service and the vendee who wishes to operate must apply with the TFB for a franchise under his name.

The franchisee shall be barred from applying a new franchise but this is without prejudice to the franchise of other units unsold which may be the subject of renewal of application.

**Section 11. FRANCHISE AMENDMENTS/CHANGE OF TRICYCLE UNIT** - Change of ownership of unit or transfer of MTOP/Franchise shall be construed as an amendment to MTOP/ franchise and shall therefore require appropriate approval of the TFB and confirmed by the City Council. Changing of units, as a condition precedent to the approval of the same require the submission of the evidence showing the condition of the motorcycle sought to be replaced-such as but not limited to pictures, affidavits and certification of the TODA President and shall state the reasons for such changing of unit.

Change of tricycle units due to dilapidation and/or being not roadworthy does not affect the franchise granted to the operator.

Change of tricycle units due to dilapidation and/or being not roadworthy does not affect the franchise granted to the operator.

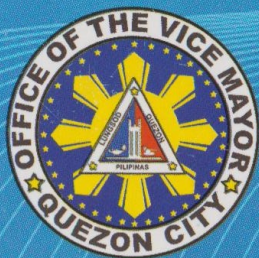
## ARTICLE XX PENAL PROVISIONS

**Section 1. VIOLATIONS AND PENALTIES** - Any violation committed by the driver or operator of motorized tricycles shall be subject to the following penalties, provided that for meritorious reason/s, humanitarian consideration, the Mayor may grant partial or total condonation thereof:

1. Carrying of explosives, firearms, or other deadly weapon. 5,000.00
2. Operating dirty or dilapidated unit 300.00
3. Driving a motorized tricycle with no LTO License Plate or with an improvised plate 500.00
4. Driving Tricycle on National Road 500.00
5. Driving tricycle without the required CPC, MTOP/Franchise (COLORUM OPERATION) 3,000.00 and mandatory removal of Sidecar
6. Driving Tricycle, with expired CPC/MTOP/ Franchise 1,000.00
7. Driving under the influence of liquors or prohibited drugs 1,000.00
8. Driving without a valid LD. issued by the DPOS →TRU 500.00
9. Driving without license or with expired, delinquent or invalid Drivers License/OVR 1,000.00
10. Driving with no city plates, no stickers, no plate number printed, etc. 300.00

- 11. Failure to attach current annual sticker on the sidecar windshield.  
300.00
- 12. Failure to present CPC, MTOP. 500.00
- 13. Illegal Parking/ Terminal 500.00
- 14. Improper Riding of tricycles 500.00
- 15. Inconspicuously displayed sticker 300.00
- 16. Installed with undesirably large decoration fixture tending to obstruct from view the sidecar number  
300.00
- 17. Loading on top of tricycle 300.00
- 18. No fare matrix displayed 500.00
- 19. Not wearing the prescribed uniform 500.00
- 20. Obstruction on road or sidewalk 300.00
- 20. Obstruction on road or sidewalk 300.00
- 21. Operating without body number, name of TODA and seal of (LGU) 500.00
- 22. Out of line/ route 1,000.00
- 23. Overcharging of tricycle fare 500.00
- 24. Overloading - carrying more than four (4) passengers including the driver for public tricycles  
200.00
- 25. Refusal to convey passengers to destination  
500.00

- 26. Riding tricycles without regular or permanent seat  
400.00
- 27. Smoke Belching 500.00
- 28. TODAs allowing colorum vehicles to use their terminal  
5,000.00
- 29. Unregistered substitute or replacement of engine/chassis  
300.00
- 30. Violation of any conditions of the CPC, MTOP  
500.00
- 31. Violation of the prescribed color coding 300.00
- 32. Violation- of the physical requirements of motorized tricycle  
300.00
- 33. Without interior lights or interior lights not lighted during night time operation 300.00
- 34. Without the installed silencer/defective muffler  
500.00
- 35. Tricycle unit not functioning stoplight/taillight, headlight, signal light, license plate light and horn 300.00
- 36. Tricycle without drivers roofing/windshield protection 300.00
- 37. Sidecar without clear/transparent windshield 300.00
- 38. Allowing persons to ride on top and outside of sidecar 300.00



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