Republic of the Philippines
QUEZON CITY COUNCIL
Quezon City
19th City Council

PO19CC-438

71st Regular Session

ORDINANCE NO. SP-2447, S-2015

AN ORDINANCE CREATING THE QUEZON CITY GREEN TRANSPORT OFFICE UNDER THE DEPARTMENT OF PUBLIC ORDER AND SAFETY (DPOS), DEFINING ITS DUTIES, FUNCTIONS, AND RESPONSIBILITIES, PROVIDING FOR ITS COMPOSITION, APPROPRIATING THE NECESSARY FUNDS THEREOF AND FOR OTHER PURPOSES.

Introduced by Councilors DOROTHY A. DELARMENTE, JESUS MANUEL C. SUNTAY and RAQUEL S. MALANGEN.

Co-Introduced by Councilors Anthony Peter D. Crisologo, Victor V. Ferrer, Jr., Alexis R. Herrera, Precious Hipolito Castelo, Roderick M. Paulate, Ranulfo Z. Ludovica, Ramon P. Medalla, Estrella C. Valmocina, Allan Benedict S. Reyes, Franz S. Pumaren, Eufemio C. Lagumbay, Jaime F. Borres, Vincent DG. Belmonte, Bayani V. Hipol, Julienne Alyson Rae V. Medalla, Godofredo T. Liban II, Candy A. Medina, Rogelio "Roger" P. Juan and Ricardo B. Corpuz.

WHEREAS, over the years, a great number of public transport vehicles and utility transport vehicles such as PUBs, Delivery Trucks, PUJs, AUVs/FX, Taxis, Motorized Tricycles, and other private motor vehicles plying the streets and routes within the territorial jurisdiction of Quezon City whose smoke emissions generate toxic pollutants which are detrimental to public health and generate greenhouse gases (GHG) that contribute to global warming and climate change;

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WHEREAS, in 2005 the World Health Organization ranked Metro Manila as the fourth most polluted urban region in the world. Based on its 2006 national emissions inventory, the Department of Environment and Natural Resources (DENR) reported that mobile sources contribute about 70% of air pollution. The largest mobile source of air pollution come from diesel-fueled vehicles and two-stroke gasoline engines, mostly from public utility vehicles such as buses, jeepneys, and tricycles. Diesel jeepneys, in particular, are the most heavily polluting form of public transport, contributing to more than 49% of particulate matter emissions;

WHEREAS, based on the 2012 records of Land Transportation and Franchising Regulatory Board (LTFRB), there are 3,660 city buses, 34,522 public utility jeepneys and 5,691 utility vehicles (AUV/FX) with franchises operating within Metro Manila. Taxis that use LPG that are operating in Metro Manila and other key cities like Cebu, Davao and Baguio are about 14,500 units;

WHEREAS, tricycles with franchises in Quezon City totaling about 24,537 is considered a primary mode of transport in many areas of the city servicing secondary roads and subdivisions and 44% of them or roughly 10,780 units are still using two-stroke engines which affect air quality in the City due to its high emission of toxic pollutants;

WHEREAS, with the substitution of 10,780 E-Trike as replacement for the two-stroke tricycles with franchise, Quezon City stand to benefit with the avoidance of 35,580 tons per year of carbon dioxide emission. Likewise, the use of clean fuel technology by other types of public and utility transport vehicles will significantly reduce greenhouse gas emissions and a reduction on fossil fuel dependence;

WHEREAS, Section 36 of Republic Act No. 8749, otherwise known as the "Philippine Clean Air Act of 1999", mandates LGUs to have a share in the responsibility on air quality management by implementing air quality standards;

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WHEREAS, the Philippine Clean Air Act of 1999 supports and highlights the significance of shifting/converting from the conventional gas-fed/diesel-fed engines to alternative fuels such as Electric/Hybrid, LPG, CNG, retrofit technology and alike, which will significantly reduce toxic engine emissions through the use of viable green alternative technology or low emission transport modes;

WHEREAS, Section 16 of Republic Act No. 7160, otherwise known as the Local Government Code of 1991, specifically grants the LGUs the power to promote the general welfare of the people by ensuring and supporting, among other things, the promotion of health and safety and enhancement of the right of the people to a balanced and healthful ecology;

WHEREAS, in view of the city-wide scope of the functions, responsibilities and tasks mandated by the Local Government Code of 1991 and the Philippine Clean Air Act of 1999 to LGUs, there is an urgent need to broaden the structure of the City Government by creating an office with personnel complement to cope with the growing demands for the delivery of efficient, effective and responsive public transportation service within the territorial jurisdiction of the City;

WHEREAS, the Quezon City Green Transport Regulatory Office needs to be organized and created to be able to cover the wide range of transport services providing public service within the City and to provide provisions for supervision, management, control and regulation to promote safe, efficient, comfortable, economical transportation service to the public and advocate the use of government-approved clean technology options or viable green alternative technology such as Electric, LPG, CNG, Retrofit Technology and alike and be responsive to the degree and magnitude of functions and responsibilities it has to accomplish.

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY COUNCIL OF QUEZON CITY IN REGULAR SESSION ASSEMBLED:

SECTION 1. Establishment of the QCGO. – There is hereby created the Quezon City Green Transport Office (QCGTO) under the Department of Public Order and Safety.

SECTION 2. Scope. – This Ordinance shall govern all public and utility transport vehicles run by Electric/Hybrid, LPG, CNG, retrofit technology and alike such as Tricycle, Taxi, PUJ, PUB, UV Express, School Service, Shuttle Service, Tourist Transport Service, and Delivery Truck plying within the territorial jurisdiction of Quezon City.

SECTION 3. Duties and Functions. – The Quezon City Green Transport Office (QCGTO) shall have the following duties and functions:

1. *Conduct studies for policy, regulatory and program recommendations such as baseline information or statistics on all public and utility transport vehicles such as Tricycle, Taxi, PUJ, PUB, UV Express, School Service, Shuttle Service, Tourist Transport Service, and Delivery Truck that operate within the territorial jurisdiction of Quezon City;*

2. *Assess current set of green technology options with the government database and research institutions available for all types of transport vehicles such as Tricycle, Taxi, PUJ, PUB, UV Express, School Service, Shuttle Service, Tourist Transport Service, and Delivery Trucks which may be considered for conversion;*

3. *Develop informative and educational knowledge and awareness on global warming, climate change and how motor vehicle emissions contribute to the ecological imbalance, and encourage all owners of all types of gasoline-fed and diesel-fed vehicles whether public or private to convert to clean air technology options;*

4. *Plan and conduct regular monitoring on the utilization of clean fuel technology and advocate the use of government-approved technology options or viable green alternative technology such as Electric, LPG, CNG, Retrofit Technology and alike;*

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5. *May tap and tie-up with the private business sector or government instrumentalities for advertising support for all public and utility transport vehicles converting to clean fuel technology such as Electric/Hybrid, LPG, CNG, Retrofit technology and alike;*

6. *Adopt City Ordinance No. SP 2337, S-2014 entitled, "An Ordinance Adopting the Quezon City Tricycle Management Code of 2014" with respect to regulation and franchising of tricycles;*

7. *Coordinate with the Environmental Protection and Waste Management Department (EPWMD) to undertake the following:*

   a. *Identify other sustainable/renewable energy sources that could possibly be utilized by public and utility transport vehicles using alternative clean fuel technology;*

   b. *Identify and select location for the establishment of charging/clean refueling stations to be strategically positioned for convenience and ready access of green transport users.*

   c. *Conduct studies and submit appropriate recommendation to upgrade vehicle and operating standards for public and utility transport vehicles from the conventional gas-fed/diesel-fed engines to alternative/clean fuel technology such as Electric/Hybrid, LPG, CNG, Retrofit technology and alike with safety and comfort of passengers and environmental impact as primordial concerns;*

   d. *Conduct studies on the use of cleaner fuel and other engine technology options and recommend appropriate measures;*

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8. *Formulate policies, procedures and recommend incentives governing the conversion/shifting to clean fuel technologies for private and utility vehicles to ensure the effective implementation of the mandated objective of the Office;*

9. *Perform lateral consultation and coordination with the Quezon City Tricycle Franchising Board (TFB) to promote and encourage conversion of two-stroke tricycles with franchise to electric tricycle through the formulation of incentive program/plan;*

10. *Conduct regular technology forum to be participated in by government agencies, academe, technology providers and transport sector groups;*

11. *Coordinate with concerned city departments/offices for the successful implementation of its plans;*

12. *Establish external linkages with national government agencies, private/public institutions and advocacy groups performing similar functions and objectives;*

13. *Submit a periodic report to the City Mayor in the conduct of its operations;*

14. *Perform other duties as may be required by the DPOS Head for the effective and efficient discharge of the QCGTRO.*

SECTION 4. Composition and Structure. – The Quezon City Green Transport Office staffing pattern shall be organized as follows:

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Designation	**Position**	**No. of Employees**	**Salary Grade**
Head, QCGTO	*Chief Transportation Development Officer*	*1*	*24*
Asst. Head, QCGTO	*Supervising Transportation Development Officer*	*1*	*22*
Chief, Research, Planning and Development Section	*Senior Transportation Development Officer*	*1*	*18*
Chief, Administration, Education and Data Management Section	*Administrative Officer V (Admin. Officer III)*	*1*	*18*
Support Staff	*Computer Programmer II*	*1*	*15*
Support Staff	*Transportation Regulation Officer II*	*1*	*15*
Support Staff	*Transportation Regulation Officer I*	*1*	*11*
Support Staff	*Administrative Assistant I (Computer Operator I)*	*2*	*7*
Support Staff	*Administrative Aide IV (Clerk III)*	*1*	*6*
Support Staff	*Administrative Aide IV (Driver II)*	*1*	*4*
Support Staff	*Administrative Aide III (Utility Worker II (A))*	*1*	*3*
TOTAL		**12**	

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The budgetary requirement/source, compensation, and hiring procedure for the Quezon City Green Transport Office (QCGTO) shall conform to the rules of the Civil Service Commission (CSC) and the Department of Budget and Management (DBM) and shall be charged to the General Fund of the City;

The City Mayor may designate additional staff to the Office as maybe deemed necessary through the recommendation of the DPOS Head.

SECTION 5. Qualifications of the Officers and Support Staff. – The QCGTO Officers and Staff shall have the following qualifications:

Position Title	***Education***	***Experience***	***Training***	***Eligibility***
Chief Transportation Development Officer	*Masteral Degree*	*4 years in position/s involving transport planning, management and experience*	*24 hours of training in transport planning and management*	*Career Service (Professional) Second Level Eligibility*
Supervising Transportation Development Officer	*Bachelor's Degree relative to the job*	*3 years relevant experience*	*16 hours relevant training*	*Career Service (Professional) Second Level Eligibility*
Senior Transportation Development Officer	*Bachelor's Degree relative to the job*	*2 years relevant experience*	*8 hours relevant training*	*Career Service (Professional) Second Level Eligibility*

Administrative Officer V (Admin. Officer III)	Bachelor's Degree	2 years relevant experience	8 hours relevant training	Career Service (Professional) Second Level Eligibility
Computer Programmer II	Bachelor's Degree relevant to the job	1 year of relevant experience	4 hours of relevant training	Career Service (Professional) Second Level Eligibility
Transportation Regulation Officer II	Bachelor's Degree relevant to the job	1 year of relevant experience	4 hours of relevant training	Career Service (Professional) Second Level Eligibility
Transportation Regulation Officer I	Bachelor's Degree relevant to the job	None required	None required	Career Service (Professional) Second Level Eligibility
Administrative Assistant I (Computer Operator I)	Completion of 2 years in college	None required	None required	Career Service (Subprofessional) Data Encoder (MS 11, S – 96-Cat. I) First Level Eligibility
Administrative Aide IV (Clerk III)	Completion of 2 years in college	None required	None required	Career Service (Subprofessional) First Level Eligibility
Administrative Aide IV (Driver II)	High School Graduate	None required	None required	Professional Driver's License (MC 11, S.96-CAT III)
Administrative Aide III (Utility Worker II (A))	Elementary School Graduate	None required	None required	None required MC 11, S.96-CAT III

SECTION 6. Appropriations. – The annual fund necessary for the operation and implementation of this Ordinance shall be included in the yearly appropriations from the General Fund of the Quezon City Government.

SECTION 7. Separability Clause. – If, for any reason, any part or provision of this Ordinance shall be held unconstitutional or invalid, other parts or provisions hereof which are not affected thereby shall be in full force and effect.

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SECTION 8. Repealing Clause. – All ordinances, orders, rules and regulations, circulars or parts thereof which are inconsistent with any provisions of this Ordinance are hereby repealed, amended or modified accordingly.

SECTION 9. Effectivity. – This Ordinance shall take effect immediately upon its approval and after fifteen (15) days from publication in a newspaper of general circulation.

ENACTED: September 7, 2015.

MA. JOSEFINA G. BELMONTE
Vice Mayor
Presiding Officer

ATTESTED:

Atty. JOHN THOMAS S. ALFEROS III
City Gov't. Asst. Dept. Head III

APPROVED: 30 OCT 2015

HERBERT M. BAUTISTA
City Mayor

CERTIFICATION

This is to certify that this Ordinance was APPROVED by the City Council on Second Reading on September 7, 2015 and was PASSED on Third/Final Reading on September 14, 2015.

Atty. JOHN THOMAS S. ALFEROS III
City Gov't. Asst. Dept. Head III

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