



4<sup>th</sup> SP

EXCERPT FROM THE MINUTES OF THE 149<sup>TH</sup> REGULAR SESSION OF THE 4<sup>TH</sup> SANGGUNIANG PANLUNGSOD (SP) HELD ON JUNE 27, 2022 AT SP SESSION HALL, LEGISLATIVE BUILDING, CITY OF NAGA, CEBU.

PRESENT:

HON. VIRGILIO M. CHIONG	- Vice Mayor /Presiding Officer
HON. JUSTINO L. DAKAY	- Majority Floor Leader
HON. SCOTT JUVENAL A. CHIONG	- Assistant Majority Floor Leader/Liga ng mga Barangay President
HON. AURELIO B. ALINSONORIN	- Sangguniang Panlungsod Member
HON. AFSHIN MARK K. SEÑOR	- Sangguniang Panlungsod Member
HON. CHARMAINE R. NAVARRO	- Sangguniang Panlungsod Member
HON. PORFERIO V. RESABA, JR.	- Sangguniang Panlungsod Member
HON. DOMINADOR A. LIBOR	- Sangguniang Panlungsod Member
HON. LUZMINDA R. LAPITAN	- Sangguniang Panlungsod Member
HON. LETECIA F. ABANGAN	- Sangguniang Panlungsod Member
HON. RAY A. MANABAT	- Sangguniang Panlungsod Member
HON. CLINT ISIDRO A. CHIONG	- Sangguniang Panlungsod Member
HON. JHUN MARK T. SISMAR	- SK Federation President



**ORDINANCE NO. 2022-91**

**Hon. Aurelio B. Alinsonorin - Sponsor**  
*Chairperson, Committee on Franchises, Utilities and Facilities*

**ADOPTING THE LOCAL PUBLIC TRANSPORT ROUTE PLAN 2021-2024 OF THE CITY OF NAGA, CEBU SUBJECT TO COMPLIANCE WITH ALL APPLICABLE LAWS, RULES AND REGULATIONS**

**EXPLANATORY NOTE**

The City of Naga, dubbed as the Industrial Hub of Cebu South, has earned the distinction as one of the pillars of commercial and industrial growth in Metro Cebu due to its unprecedented economic progress following its conversion into a new component city in 2007.

Coexisting, however, with its socio-economic development is the rapid urbanization, traffic congestion and population growth, which tend to become uncontrollable if these are not attended to properly by the city leadership.

The City of Naga stands at a junction that leads to the northern, southern, and western part of Cebu and caters inter-and intra-movement of people, goods and services. Its most common mode of transport for intra-city movement are tricycles, *trisikads* (three-wheeled pedal-powered contraption) and *habal-habal* (motorcycle-for hire) while the inter-city mode includes jeepneys and buses.

To meet its mobility needs, the City Government strongly supports the formulation of the Local Public Transport Route Plan (LPTRP) pursuant to Department Order No. 2017-011 issued by the Department of Transportation (DOTr) and Joint Memorandum Circular (JMC) No. 001 Series of 2017 of DOTr and Department of Interior and Local Government (DILG).

The LPTRP, which contains details of route network mode and the required number of units per mode for delivering public land transport services, aims to promote reliable, safe, accessible yet environmentally sound and comfortable public utility vehicles for the efficient performance of daily socio-economic activities.

On April 06, 2022, the City Government submitted its LPTRP to the Land Transportation Franchising and Regulatory Board (LTFRB) Regional Franchising and Regulatory Office 7 for review and evaluation;

On May 19, 2022, the LTFRB Regional Office 7 issued a Notice of Compliance (NOC) to Local Government Unit (LGU)-City of Naga, Cebu after finding its consistency and compliance with the above-mentioned Department Order No. 2017-011 of DOTr or the

*[Handwritten signatures]*

Omnibus Guidelines on the Planning and Identification of the Public Road Transportation Services and Franchising Issuance otherwise known as the Omnibus Franchising Guidelines (OFG);

With the NOC issuance, the City Government is mandated to enact an ordinance adopting the LPTRP pursuant to Section 4 (d) (iii) JMC No. 001 and endorse the same to LTFRB "for the conduct of transparent operator selection and issuance of franchise."

After a series of consultative meetings with leaders and members of various local transport groups, the City Council Committee on Franchises, Utilities and Facilities chaired by Hon. Aurelio B. Alinsonorin, recommended the approval and adoption of the LPTRP of the City of Naga, Cebu for 2021-2024.

**NOW THEREFORE, be it ORDAINED, as it is hereby ORDAINED** by the Sangguniang Panlungsod of the City of Naga, Cebu that:

**SECTION 1. TITLE.** - This Ordinance shall be known as "**ADOPTING THE LOCAL PUBLIC TRANSPORT ROUTE PLAN 2021-2024 OF THE CITY OF NAGA, CEBU SUBJECT TO COMPLIANCE WITH ALL APPLICABLE LAWS, RULES AND REGULATIONS**"

**SECTION 2. PUBLIC TRANSPORT OBJECTIVES AND STRATEGIES.** - The City of Naga, Cebu will ensure that the movement of people, goods, and services, through the transport network, shall be as dynamic and competitive as possible for the economic, social, and environmental vitality and viability of the city. The adoption of the LPTRP is to implement a safe and proactive transportation through the following:

- a. Provision of comfortable, reliable, and rapid transportation modes for people, goods, and services;
- b. Preparation and establishment of transportation plans in anticipation of future travel demand of the public in the city; and
- c. Adoption of innovative technology for a smart transport system in the city.

**SECTION 3. DEFINITION OF TERMS.** - For the purpose of this Ordinance, the following terms shall mean:

**3.1. 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 and be circumferential or radial in form. These roads deliver traffic from collector roads to other arterial roads and expressways.

**3.2. Certificate of Public Convenience (CPC)** - Permit issued by the LTFRB for the operation of road transportation services for public use.

**3.3. 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.

**3.4. 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.

**3.5. 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.

**3.6. Developmental Routes** - Routes designed to serve new residential, commercial, and other land use developments.

**3.7. Expressways** - Highways with limited access, normally with interchanges, may include facilities for levying tolls for passage in an open or closed system.

**3.8. Filcabs** - Public utility vehicles with a seating capacity of seven (7) to eleven (11) passengers and are meant to replace tricycle services on all national roads, highways, expressways, or any arterial road. This kind of service may also serve intra-zonal movements.

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for \_\_\_\_\_

**3.9. Garage** - An off-street area where public utility vehicles are stored/parked while not in operation and where repair/maintenance works are done.

**3.10. Local Government Units (LGUs)** - City, provincial, and municipal governments, or agencies or authorities responsible for special economic zones or administrative regions.

**3.11. Local Public Transport Route Plan (LPTRP)** - A plan detailing the route network, mode, and required number of units per mode for delivering public land transport services. This is prepared by LGUs and approved by the Department/LTFRB. This plan shall serve as the basis of a comprehensive local transport plan.

**3.12. Local Roads** - Roads not defined as arterial or collector. They primarily provide access to land with little or no movement.

**3.13. Loop Service** - A continuous service with a specific route structure within a defined zone that includes, but is not limited to industrial parks, economic zones, school campuses, and emerging business districts. These routes shall start and terminate at an off-street terminal.

**3.14. Operator** - a holder/grantee of a valid and subsisting CPC issued by the LTFRB.

**3.15. Public Utility Buses (PUBs)** - Air-conditioned and/or non-air-conditioned coaches used as public utility vehicles and classified as mass transit system.

**3.16. Public Utility Jeepneys (PUJs)** - Public utility vehicles that are used as feeder services to mass transit systems such as buses, Bus Rapid Transit (BRT) and rail transport.

**3.17. Public Utility Vehicles (PUVs)** - Vehicles that carry passengers and/or cargo for a fee, offering services to the public, which may include, but are not limited to, UV Express service, PUBs, PUJs, Transport Network Vehicle Service, Filcabs and Taxis.

**3.18. Route** - A path with defined starting and ending points that a public transportation unit is authorized to operate, as defined in the unit's CPC.

**3.19. Stops** - Are strategically located points or areas within an authorized route that are officially designated and allocated for pick-up and drop-off of passengers.

**3.20. Terminal** - Off-street areas where passengers board and alight, usually located at the start and at the end of a route.

**3.21. Transfer Area** - An area, hub, or facility where two or more routes meet, enabling passengers to connect or transfer to other routes or modes.



**3.22. Transport Network Corporation (TNC)** - An organization whether a corporation, partnership, or sole proprietor that provides pre-arranged transportation services for compensation using an internet-based technology application or digital platform technology to connect passengers with drivers using their personal vehicles.

**3.23. Transport Network Vehicle Service (TNVS)** - A Public Utility Vehicle accredited with a Transport Network Corporation (TNC), which is granted authority or franchise by the LTFRB to run a public transport service.

**3.24. Transport Planning** - The process of defining future policies, goals, investments, services, facilities, and designs to prepare for the expected mobility requirements of people and/or goods.

**3.25. Zoning Ordinance** - Written regulations and laws passed by the Sanggunian of an LGU concerned that define how property in specific geographic zones can be used. The Zoning Ordinance is a legally binding set of rules and regulations affirming the usage of land in a city/municipality.

**SECTION 4. ADOPTION OF LPTRP.** - The LPTRP as approved under the NOC is hereby **ADOPTED**, subject to compliance with all applicable laws, rules and regulations. A copy of the LPTRP shall form part of this Ordinance.

  ORDINANCE NO. 2022-91 LPTRP ADOPTION

**SECTION 5. COVERAGE.** - The LPTRP shall apply to all rationalized routes approved under the NOC with the specified authorized mode and number of authorized units as prescribed in the NOC issued on May 19, 2022, to wit:

	<b>ROUTE</b> (Detailed Route Structure)	<b>Route Length</b> (km)	<b>Authorized Mode</b>	<b>No. of Authorized Units</b>
<b>RATIONALIZED ROUTES</b>				
1	<b>Inayagan-Uling vice versa</b> Inayagan, N. Bacalso National Highway, Naga-Uling Road and vice versa	20.73	Class 2 PUJ	12
1				
<b>NEW/DEVELOPMENTAL ROUTES</b>				
1	<b>Inayagan-Langtad vice versa</b> Inayagan, N. Bacalso National Highway, Langtad and vice versa	8.4	Class 2 PUJ	10
2	<b>Langtad-Uling vice versa</b> Langtad, N. Bacalso National Highway, Naga-Uling Road and vice versa	20.26	Class 2 PUJ	10
3	<b>Poblacion-Metro Cebu Expressway (MCE) vice versa</b> Poblacion, N. Bacalso National Highway (Inayagan), Cantao-an Road, Metro Cebu Expressway (MCE), Naga-Uling Road and vice versa	18.28	Class 2 PUJ	9
3				
4	<b>TOTAL NUMBER OF ROUTES/TOTAL NUMBER OF UNITS</b>			41

**SECTION 6. MONITORING AND EVALUATION.** - The City Government must closely coordinate with the LTFRB for regular monitoring and evaluation to ensure the smooth operation and implementation of the aforementioned LPTRP.

**SECTION 7. MODIFICATION, AMENDMENT AND UPDATING.** - As mandated by the LTFRB, the approved LPTRP can be modified, amended, expanded or updated at least once every three (3) years such as by shortening, extending or changing the routes to suit the transportation demands and development requirements of the City of Naga, Cebu.

**SECTION 8. QUALIFIED OPERATORS AND TRANSPARENT COMPETITIVE SELECTION.** - All franchises issued under LPTRP shall be issued only to qualified operators in accordance with existing rules and regulations, under a fully transparent competitive and equitable selection process, where the primary consideration shall be the interest of the commuting public.

The LTFRB shall promote and maintain market competition in the routes under the LPTRP and prevent route monopolies by any operator or group of operators therein. In cases where the number of applicants exceed the number of authorized units in a particular route, the LTFRB shall ensure the franchise are evenly or equally distributed to different and independent qualified operators.

**SECTION 9. COMPLIANCE WITH LOCAL REGULATIONS.** - All operators granted a franchise under the LPTRP shall comply with all transportation and traffic regulations, such as stops, terminals and transfer areas, and applicable city ordinances.

**SECTION 10. SANCTIONS FOR INIMICAL CONDUCT.** - The LTFRB shall impose appropriate sanctions or penalties, including the suspension or cancellation of the franchise, against any operator who will violate the LPTRP or commit any acts inimical to the interest of the traveling public in the City of Naga, Cebu.

**SECTION 11. REPEALING CLAUSE.** - All local ordinances, executives, rules and regulations inconsistent with DILG-DOTr JMC No. 001, Series of 2007 and this Ordinance are hereby deemed modified or amended accordingly.

**SECTION 12. SEPARABILITY CLAUSE.** - If any provision of this Ordinance is declared invalid, the remainder or any provision hereof not affected thereby shall remain in force and effect.

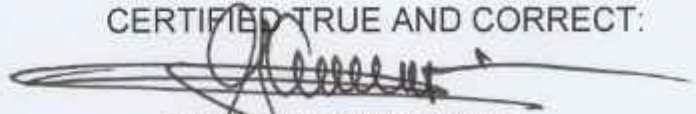
**SECTION 13. COPIES FURNISHED CLAUSE.** - Let copies of this Ordinance be furnished the Office of the City Mayor, the DOTr, LTFRB and all City Government offices and parties concerned for their information, reference and documentation.

**SECTION 14. EFFECTIVITY, POSTING AND PUBLICATION.** - This Ordinance shall take effect upon approval, subject to full compliance with the posting and public requirements under R.A. 7160, or the Local Government Code of 1991 and its Implementing Rules and Regulations.

**ENACTED BY THE SANGGUNIANG PANLUNGSOD OF THE CITY OF NAGA, CEBU,** in its Regular Session held on the 27th day of June 2022.


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CERTIFIED TRUE AND CORRECT:



**GARRY A. CABOTAJE**  
Secretary to the Sanggunian

ATTESTED BY:



**VIRGILIO M. CHIONG**  
Vice-Mayor/Presiding Officer

APPROVED BY:



**KRISTINE VANESSA T. CHIONG**  
City Mayor

