WHEREAS, Republic Act 7160, otherwise known as the Local Government Code of 1991, accords every local government unit the power and authority to promote the general welfare within its territorial jurisdiction, including the promotion of health and safety of its people;

WHEREAS, the transport and traffic management in the city of General Santos shall be addressed judiciously through a rationalized mechanism in terms of urban planning, enforcement of ordinances, as well as allocation of resources to carry-out pro-people and environment-friendly plans and strategies;

WHEREAS, the traffic problems and issues must be resolved in a rational manner, such as the passage of a comprehensive ordinance on land transportation and traffic management are guided by facts and formulated through consultations, collaboration, and coordination with the national agencies;

WHEREAS, the city shall take to heart the country’s commitment to the international community with respect to protecting the environment and bearing in mind the adverse effects of climate change, as by promoting e-tricycles and e-jeepneys as well as the use of bicycles and the provision by the city of bicycle lanes in order to minimize, if not eradicate the release of carbon footprints into the atmosphere;

WHEREAS, the Department of Transportation (DOTr) and the Department of Interior and Local Government (DILG) issued the Joint Memorandum Circular No. 001, Series of 2017, as well as the Department Order No. 2017-011, otherwise known as the Omnibus Franchising Guidelines (Omnibus Guidelines on the Planning and Identification of Public Road Transportation Services and Franchise Issuance) for the City of General Santos to prepare a Local Public Transport Route Plan (LPTRP) which shall become the basis of a separate ordinance;

NOW THEREFORE, on motion of City Councilor Dominador S. Lagare Jr., duly seconded by City Councilors Jose Edmar J. Yumang, Elizabeth B. Bagonoc, Vandyke B. Congson, Rosalita T. Nunez, Franklin M. Gacal Jr., be it -

RESOLVED, as it is hereby resolved, to enact the following Ordinance:

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Hon. Dominador S. Lagare Jr. – Author
ORDINANCE NO. ______
Series of 2018

AN ORDINANCE ENACTING THE COMPREHENSIVE LAND TRANSPORT AND TRAFFIC CODE OF THE CITY OF GENERAL SANTOS.

Be it ordained by the Sangguniang Panlungsod of the City of General Santos in session assembled that:

ARTICLE I
GENERAL PROVISION

SECTION 1. TITLE OF THE ORDINANCE. This Ordinance shall be known and cited as the “Land Transport and Traffic Code of the City of General Santos of 2018.”

SECTION 2. SCOPE AND APPLICATION. This Code provides for the institutional mechanisms, traffic rules and regulations on all roads or highways, within the territorial jurisdiction of the City of General Santos, whether national or local classification; pedestrian rules and regulations; the use of sidewalks and alleys; road use by all motor vehicles, whether public or private, including public utility vehicles such as but not limited to jeepneys (PUJs) and multicabs, cars, buses and school buses; motorized tricycles and e-tricycles; motorcycles, bicycles, manual-powered tricycles (trisikad); animal-drawn carriages/rigs, pushcarts, and other forms of conveyances, whether public or private; loading/unloading zones and public transport terminals; day parking zones and night parking zones; and in general, such other rules and regulations hereinafter promulgated in furtherance of an optimum utilization of the road networks in the City of General Santos.

SECTION 3. DECLARATION OF POLICY. It is hereby declared the policy of the City of General Santos that:

a) The flow of people and goods through a rationalized network of roads shall be as efficient, safe, unhampered, and orderly as possible for the economic growth and social vitality of the city;

b) The competing use of urban road space must be allocated for the greatest good and the greatest number through judicious, fair, participatory and informed traffic management system;

c) Traffic problems and issues must be resolved in a rational manner, such as the passage of a comprehensive ordinance on land transportation and traffic management guided by facts and formulated through consultations, collaboration, and coordination with the national agencies like the Department of Public Works and Highways (DPWH), the Department of Transportation (DOTr), the Department of Science and Technology (DOST); and the Department of Environment and Natural Resources (DENR); the Philippine National Police (PNP) as well as the Joint Task Force (JTF) to respond to the growing needs and challenges of the city, inasmuch as it would define the general organization of all valid and legitimate motor vehicles utilizing the roads and major thoroughfares in consonance with the national traffic laws, road rules and regulations, ordinances and such other transportation policies, for easier enforcement by our traffic enforcers;
d) The constituents of the City of General Santos have the right to be informed *a priori* and to participate in the formulation of any measures that may affect their community as well as their travelling habits;

e) The city shall promote and encourage a way of life through transport cooperativism, whereby the riding public would be given the opportunity to become themselves the owners, hence stakeholders of the very conveyance upon which they are using on a regular basis and hopefully this would translate in substantial family savings, not to mention efficient time management as well as the all-important road safety;

f) The city shall take to heart the country’s commitment to the international community with respect to climate change by promoting e-trikes, e-jeenneys, e-buses, e-trains and electronic cars, as well as by encouraging the use of bicycles with the provision of bicycle lanes by the city on every road or street within the city to minimize the adverse effects of dependence on non-renewable sources of energy and fossil fuels; and by promoting other forms of mass transit;

g) Consistent with its vision of becoming a world-class city, the city encourages the optimum use of state of the art technology in guiding its traffic, *i.e.* a procurement of a modern communications center called the “Gensan Eye” as well as CCTVVs to be placed in strategic places, with the end in mind of achieving a “no physical contact apprehension” policy; and the use of other technologies, preferably those which are 100% Filipino-made, *i.e.* DOST-developed Automated Guideway Transit System (AGTS) and Hybrid Electric Road Train (HERT) to support and jumpstart the country’s manufacturing industry related to mass transport;

h) To provide a livelihood for its people as its main source of family income, it is the policy of the city that there shall only be one MTOP per person/spouses, so as to combat traffic congestion brought about by the practice of unscrupulous businessmen holding more than one franchises allowing them to operate a fleet of tricycle. Franchising of tricycles should be highly regulated so as not to overcrowd city streets;

i) The uniqueness in the design of the city’s tricycle has always been the source of pride and an emblem symbolizing the city. In this regard, the city shall promote the city’s tricycle in order to preserve it for posterity, not only as a regular means of transportation, but also as tourist attraction in itself. In this regard, there will be a conscious effort on the part of the administrators of the city to encourage participation of the transportation associations and cooperatives especially during the city’s festivities; Furthermore, for the first time in the history of the city, a carefully-studied system of color-coding/clustering shall be legislated and consequently, implemented.

j) Like a good father of the family, the city shall endeavor to inculcate discipline to its motorists and to treat the “pedestrian as king of the road.” To this end, the driver must always yield and give way to the pedestrian at the precise moment the latter lands his foot on the pedestrian lane, as a matter of road safety procedure and consistent to the tenets of defensive driving which the city promotes;

k) The Guidelines and Standards as contained in the DILG Memorandum Circular No. 2007-01, dated January 2, 2007, with respect to Physical Requirements/Equipage; Tricycle fares; Load/Capacity Limit; Operating
Conditions, shall be strictly observed and enforced as part of its people empowerment;

l) Pursuant to the commitment of country to the international standards, this Code shall, as a matter of principle, follow the principles of ease of doing business. A lesser number of documentary requirements would be preferred so as not to burden the applicant by inundating him with unnecessary additional requirements;

**ARTICLE II**
**DEFINITIONS OF TERMS**

**SECTION 4. DEFINITION OF TERMS.** When used in this Code, the following terms shall mean:

1. **Abandoned vehicle** – any vehicle left unattended for more than twenty-four (24) hours on primary and secondary city streets including highway, and open spaces, except those parked in private and public pay parking areas;

2. **Acceleration lane** - a speed change lane used for increasing speed and merging with fast moving vehicle;

3. **AFP** – Armed Forces of the Philippines;

4. **Alcohol** – refers to alcoholic beverages classified into beer, wine and distilled spirits, the consumption of which produces intoxication;

5. **Authorized maintenance vehicle** – any vehicle of the city government used in street lighting, traffic control signal, highway construction and highway repair and maintenance works;

6. **Authorized tow vehicle** – any vehicle specially constructed for towing vehicles, other than trucks and farm or road tractors, which is designated as an authorized tow vehicle by the city;

7. **Automated Guideway Transit System (AGTS)** – is a project of the Department of Science and Technology (DOST) that aims to provide an alternative solution to the traffic congestion and traffic-related problems being experienced in highly-urbanized cities in the country. The AGTS is designed with the following features: powered by electricity; fully automated; driverless, uses rubber tires; runs on an elevated track; grade-separated transit system in which vehicles are automatically guided along a “guideway”;

8. **Backrider** – a passenger of a two-wheeled motorcycle or bicycle;

9. **Bicycle** – any two-wheeled vehicle designed to be propelled solely by human power;

10. **Bicycle path or lane** – a way established for the exclusive use of bicycle, including tricycles propelled by human power, but excluding push carts and animal drawn vehicles;

11. **Breath analyzer** – refers to the equipment which can determine the blood alcohol concentration level of a person through testing of his breath;
12. **Built-up area** – a type of street normally characterized by relatively low speeds, wide ranges of traffic volumes, narrower lanes, frequent intersections and driveways, significant pedestrian traffic, and prevalence of business and houses;

13. **Cargo Truck** – are motor vehicles, principally intended for carrying cargo to include other vehicles such as lorries, vans, tankers, prime movers or other delivery vehicles, whether loaded or empty, having 6 wheels and above;

14. **CDA** – refers to Cooperative Development Authority under the Office of the President

15. **CEO** – City Engineers Office;

16. **Center** – in relation to a thoroughfare, means a line or series of lines, marks or other indicators placed at the middle of the thoroughfare or, in the absence of any such line, lines, marks, or other indicators, the middle of the main travelled portion of the thoroughfare;

17. **Central Business District (CBD)** – otherwise known as melting pot, shall include Barangay North, Barangay East, Barangay West, Barangay South, and the portion of Barangay Lagao that is south of the national highway (from St. Elizabeth Hospital up to DXCP only but excluding Robinsons), where the dominant land uses are commercial and institutional;

18. **Channelized intersection** – an intersection provided with islands meant to guide and limit vehicle movements;

19. **Chemical tests** – refer to breath, saliva, urine or blood tests to determine the blood alcohol concentration level and/or positive indication of dangerous drugs and similar substances in a person’s body;

20. **City** – refers to the City Government of General Santos unless otherwise stated;


22. **CPDO** – City Planning and Development Office;

23. **City Traffic Citation Ticket** – refers to a complaint or notice upon which a City Traffic Enforcement Officer shall record an occurrence involving one or more vehicle traffic law violations by the driver or person cited;

24. **City Traffic Enforcers** – traffic enforcers duly paid from the fund of the City Government of General Santos;

25. **CTO** – City Treasurers’ Office;

26. **Clearway** – a length of carriageway generally defined by signs, along which vehicles may not stop or be left standing at times of the day as provided on the signs;

27. **Closed-circuit television (CCTV)** – also known as video surveillance, is the use of video cameras to transmit a signal to a specific place, on a limited set of monitors;
28. **Cluster** – is a contiguous land area or a group of adjoining barangays within which a tricycle-for-hire may operate without a fixed origin and destination;

29. **CMO** – City Mayor’s Office;

30. **Crosswalk** – any portion of a roadway, at an intersection or elsewhere, distinctively indicated by lines and other surface markings for pedestrian crossing;

31. **CTTMD** – City Transport and Traffic Management Division under the Public Safety Office;

32. **Dangerous drugs and other similar substances** – refer to drugs listed in the schedules annexed to the 1961 Single Convention on Narcotics Drugs, as amended by the 1972 Protocol, and in the schedules annexed to the 1971 Single Convention of Psychotropic Substances as enumerated in its attachment which is an integral part of Republic Act No. 9165, otherwise known as the “Comprehensive Dangerous Drugs Act of 2002” and those that the Board may reclassify, add to or remove from the list of dangerous drugs;

33. **Deceleration lane** – a speed change lane used for decreasing speed, preparatory to stopping or exiting a fast lane;

34. **DILG** – Department of Interior and Local Government;

35. **Divided road** – a highway or road with separated carriageway for traffic traveling in opposite directions;

36. **DOTr** – Department of Transportation;

37. **DPWH** – Department of Public Works and Highways;

38. **Driver** –

   Refers to any person having control of the directional and motive power of a vehicle; or in the context of a two-wheeled motorcycle, the rider; or

   Any person who guides animals, singly or in herds, or flocks or draught, pack or saddle animals on the road;

39. **Driveway** – a private road giving access from a public road, street, or highway to a building on abutting grounds;

40. **Driving under the influence of alcohol** – refers to the act of operating a motor vehicle while the driver’s blood alcohol concentration level has, after being subjected to a breath analyzer test, reached the level of intoxication, as established jointly by the Department of Health (DOH), the National Police Commission (NAPOLCOM) and Department of Transportation and Communication (DOTC);

41. **Driving under the influence of dangerous drugs and other similar substances** – refers to the act of operating a motor vehicle while the driver, after being subjected to confirmatory test as mandated under Republic Act No. 9165, is found to be positive for use of any dangerous drug;

42. **DTI** – Department of Trade and Industry;
43. **E-Jeepney or e-Jeep or Electric Jeepney** - is a four-wheeled electric vehicle that is used to ferry numerous passengers in long distances along the national highway and side streets;

44. **Electronic entertainment and computing device** – any handheld electronic device capable of digital information processing, recording, capturing or displaying and computing operations such as, but not limited to laptop, computers, tablets, video game consoles and calculators;

45. **EMB** - Environmental Management Bureau;

46. **Emergency Vehicle** – means a motor vehicle:

   Conveying members of the police force on urgent police duty;

   Conveying members of a fire brigade traveling to or on duty at any place in consequence of a fire or an alarm of fire;

   Being an ambulance or any other vehicle, answering an urgent call, or conveying to a hospital any injured or sick person urgently requiring treatment;

   Being used to obtain or convey blood or other supplies, drugs or equipment for a person urgently requiring treatment, which may or may not carry a siren, bell or repeater horn for use as a warning instrument; or

   Duly authorized as an emergency vehicle for purposes of this Code by the appropriate authority;

47. **E-tricycle or e-Trike or Electric Tricycle** - The electric tricycles or e-trikes is a three-wheeled electric vehicle used to ferry a maximum of 9 passengers without a fixed origin or route but is only exclusive in the proximity of an identified cluster;

48. **Field sobriety test** – refers to a standardized test to initially assess and determine intoxication such as horizontal gaze nystagmus, the walk-and-turn, one-leg stand, and other similar test as determined jointly by the DOH, NAPOLCOM and DOTC;

49. **Footway** – that portion of road set aside for pedestrian use only;

50. **Front Seat Passengers** – person/s on board a public utility vehicle seated at the right side beside the driver for Public Utility Jeepneys (PUJs); and those at the first row immediately behind the driver in the case of Public Utility Buses (PUBs); and those passengers seated at the right side beside the driver for private vehicles;

51. **GenSan Eye** – the communications center of the city that would be supervised by the Traffic Monitoring Section of the CTTMD;

52. **Government-owned Vehicle** – any motor vehicle owned by any local government unit, national government or any of its agencies, instrumentalities or other political subdivisions, including government-owned or controlled corporation or their subsidiaries for official use; and any diplomatic vehicle;

53. **Gross Weight** – the combined weight of a vehicle and the weight of any load thereon;
54. **GSCPO** - General Santos City Police Office;

55. **Heavy Delivery Vehicles** – vehicles having more than four (4) wheels and four-wheeled vehicles using jeep trailers or similar contrivances with wheels;

56. **High beam** – means a beam of light projected from vehicle headlights such that the main bright portion of the beam thereof rises above the horizontal plane passing through the lamp centers parallel to the road level upon which the vehicle stands;

57. **Horn** – includes any or every device for signaling by sound;

58. **Intersection** – includes every part of a city road or public highway which joins another at an angle, whether or not it crosses the other;

59. **Kabit System** – an arrangement whereby a person who has been granted a Certificate of Public Convenience (CPC) or a franchise or a Motorized Tricycle Operators Permit (MTOP), allows other persons who own motor vehicles to operate them under his license, sometimes for a fee or percentage of the earnings. In *Lim vs. CA*, G.R. No. 125817, January 16, 2002, the *kabit* system has been declared illegal as being contrary to public policy and therefore, void and inexistente;

60. **Lane-hugging** – occupancy of more than one lane for a length of time not called by traffic conditions shall be considered as an obstruction;

61. **Laned thoroughfare** – means a thoroughfare divided into two or more marked lanes for vehicular traffic;

62. **Last Mile/Last Kilometer** – a term used in the supply chain management or transport planning to describe the movement of people and goods from a transportation hub to a final destination in the home;

63. **LIDAR or Light Detection and Ranging** – is a surveying method that measures distance to a target by illuminating that target with a laser light;

64. **Loading** – the halting of a motor vehicle temporarily for the purpose of and while actually engaged in boarding;

65. **Loading/Unloading Zone** – refers to the marked areas along the curb or pavement, or to the waiting shed itself, where loading and unloading are allowed;

66. **Low beam** – means a beam of light projected from vehicle headlights such that none of the main bright portion of the beams thereof rises above a horizontal plane passing through the lamp centers parallel to the road level upon which the vehicle stands;

67. **LTO** – Land Transportation Office under the Department of Transportation (DOTr);

68. **Main Street** – any wide and continuous street as distinguished from an alley or narrow traversing street;

69. **Marked crosswalk** – any portion of the roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the pavement;
70. **Medial Strip** – a strip or area lying along the middle of a highway which is designed to divide vehicular traffic into two opposite directions;

71. **Merging** – the conveying of separate streams of traffic into a single stream;

72. **Mini-Tricycle** – is a motorized three-wheeled vehicle composed of a motorcycle fitted with a single wheel side car and whose built is smaller than a regular tricycle, and usually servicing within a barangay only, or merely a subdivision, a street or road;

73. **Mobile communications devices** – electronic communications equipment such as, but not limited to, cellular phones, wireless telephones, two-way radio transceivers, pagers and other similar devices capable of transmitting, receiving, or both, of encrypted data and/or signals through wireless electronic or any other similar means;

74. **Motor vehicle** – means any conveyance designed to be self-propelled by engine, and includes any vehicles designed to be propelled by electric power obtained from overhead wires but not operated upon rails;

75. **Motor Vehicle of Running Engine** – a vehicle operating, waiting and standing on any road or thoroughfare with its own engine running;

76. **MTH** – motorized tricycle-for-hire; is a motorized vehicle composed of a motorcycle fitted with a single wheel sidecar operated to render service to the general public for a fee;

77. **MTOP** – motorized tricycle operator’s permit; is the document granting franchise or license to operate issued to a person, natural or juridical, allowing him/it to operate tricycle-for-hire over cluster specified therein.

78. **MVIP** – Motor Vehicle Impounding Permit; the document that authorizes a deputized traffic law enforcer to impound an erring vehicle;

79. **Multicab/Filcab** – is a small light truck that is usually used as public transport like Jeepneys and have fixed routes;

80. **No Left Turn** – sign at an intersection where the driver can only either travel through or turn right;

81. **No Parking Area** – means a portion of a thoroughfare between two consecutive “No Parking” signs and with arrows pointing generally towards each other or other appropriate signs;

82. **One-way thoroughfare** – means a thoroughfare on which vehicles are permitted to travel in one direction only, as indicated by appropriate signs or signals;

83. **Operator** – the grantee of a motorized tricycle operator’s permit (MTOP);

84. **Overtake** – to pass or attempt to pass a slower-moving vehicle travelling in the same direction;

85. **Park/Parking** – the motor vehicle is considered parked when after a full stop on the pavement, on the shoulder of the road or in a parking lot, the driver leaves the vehicle with the engine and ignition stopped and handbrake on;
86. **Parked Vehicle** – a vehicle is said to be parked if it is stationary for the period during which the vehicle is not limited to the time needed to pick up or set down persons or goods;

87. **Parking Area** – means a portion of the thoroughfare where parking is permitted as indicated by appropriate notices or parking signs;

88. **Pavement Markings** – are lines, symbols, messages, or numerals set into the surface of or applied upon, or attached to the pavement which is essential for the guidance and control of vehicle and pedestrian;

89. **Pedestrian** – any person on foot, on toy vehicle, or in a per ambulator;

90. **Pedicab** – a non-motorized vehicle composed of a bicycle fitted with a single-wheel side car or a bicycle with a two-wheel sidecar operated to render transport services to the general public for a fee;

91. **Pedicab for Commercial Use** – is being used to transport commercial goods for delivery to customers;

92. **Private Pedicab** – is being used by its owner for transport of his own goods as well as for personal use;

93. **Private Motor Vehicle** – any motor vehicle owned by an individual or a juridical person for private use;

94. **PRC** - Professional Regulations Commission;

95. **PSO** – Public Safety Office;

96. **Public Place** – any place where the public have access, whether for a fee or otherwise;

97. **Public Utility Bus** – a system of privately owned and operated bus companies whose services are essential to the general public. They aim to conduce to the general public’s comfort and convenience;

98. **Public Utility Jeepney** – are the most popular means of public transportation in the Philippines. They are known for their crowded seating and kitsch decorations, which have become a ubiquitous symbol of Philippine culture and art;

99. **Public Utility Vehicle** – any motorized vehicle with franchise from the Land Transportation Franchising & Regulatory Board (LTFRB) or the City Government, such as, but not limited to, buses, vans, motorized tricycle-for-hire, and used in conducting passengers or goods;

100. **Right of Way** – also means “priority”, establishes who has the right to use the conflicting part of the road and who has to wait until the other does so;

101. **Rider** - the driver of a two-wheeled motorcycle;

102. **Road** – sometimes called street or highway, means that part of the land surface designed or used for the passage of vehicles, whether motorized or not, inclusive of sidewalks and shoulders forming part of the right-of-way;

103. **Road or Pavement Marking** – any traffic control device laid out or painted on the surface of the road or carriageway used to regulate traffic
or to warn or guide road users, and used either alone or in conjunction with other signs or signals to emphasize or clarify their meaning;

104. **Roundabout** – an intersection where all traffic travels in one direction around a central or circular island;

105. **Safety/Crash Helmet** – refers to any headgear made of or strengthened with any hard materials worn as protection against head wounds and/or concussions in accordance with the standard prescribed by the Safety Organization of the Philippines, Inc;

106. **Seat belt device** – refers to any strap, webbing or similar device in the form of pelvic restraint or lap belt, upper torso restraint or shoulder strap or a combination thereof designed to secure a person in a motor vehicle in order to mitigate the results of any accident, including all necessary buckles and other fasteners, and all hardware designed for installing such belt device in a motor vehicle;

107. **Separate line** – a line marked on the pavement of a thoroughfare to separate traffic travelling in opposite directions;

108. **Sidewalk** – that portion of the street between the curb lines or the edge of a roadway and the adjacent property lines intended for the use of pedestrian;

109. **Sign** – is a form of traffic control device that contains information, which the road user must obey, warning of hazards that may not be self-evident, or information about routes, direction, destinations, and points of interest;

110. **Stand/Standing** – the halting of a vehicle, whether occupied or not, otherwise done for the purpose of and while actually engaged in soliciting or waiting more passengers;

111. **Standing vehicle** – a vehicle is said to be standing if it is stationary for the time needed to pick up or set down persons or to load or unload goods;

112. **Stop line** – a line marked across the thoroughfare near a traffic control signal, stop sign, children's crossing or intersection;

113. **Student Carpool Transport Service** – a public utility vehicle for hire used exclusively in transporting students or school children to and from any school and which is owned, operated and provided by a private person, cooperative, or corporation; with business permit, registered with LTO and have been granted a Certificate of Public Conveyance (COPC) by the LTFRB;

114. **Thoroughfare** – means that portion of a road improved, designed or used for vehicular travel exclusive of the shoulder and footway;

115. **Traffic Control Device** – all signs, signals, pavement markings and other devices not inconsistent with this Code, and placed, erected or installed by authority of the Sangguniang Panlungsod or official having jurisdiction, for the purpose of regulating, warning, or guiding traffic;

116. **Traffic Control Signal** – may also be known as stoplights, traffic lamps, or traffic signals, and positioned at road intersections, pedestrian crossings and other locations to control competing flows of traffic. They assign the right of way to road users by the use of lights in standard colors (red-yellow-green), using a universal color code;
117. **Traffic Island** – a defined area within the roadway, usually at an intersection and set off above ground level, from which traffic is intended to be excluded and which is used for control of vehicular movements and as pedestrian refuge;

118. **Traffic Management Authority** – refers to the CTTMD designated and authorized to perform traffic engineering, planning, education, enforcement activities, and/or regulatory functions;

119. **Traffic Signal** – a device manually, electrically, electronically or mechanically operated by which traffic is alternately directed to stop or to proceed or is otherwise controlled;

120. **Trailer** – a vehicle not otherwise self-propelled, usually attached to the rear of a motor vehicle;

121. **Transport terminal/Terminal** – any location where passengers either originate or terminate in the transportation process. Terminals are central and intermediate location of the movement of passengers;

122. **Tricycle** – a motor vehicle composed of a motorcycle fitted with a single-wheel sidecar or a motorcycle with a two-wheel cab operated to render transport services to the general public;

123. **Trip-cutting/cutting-trip** – a violation of LTFRB-approved route in transporting passengers where the driver of the PUJ/multicab cut short the trip which usually occurs when only a few passengers are left to and from its original destination;

124. **Trisikad** – is a vehicle having three (3) wheels and operated by means of a pedal to include a bicycle with sidecar; Pedicab or Motorized pedicab;

125. **Two-way thoroughfare** – means any thoroughfare where traffic is permitted in opposite directions;

126. **Unloading** – the standing of an occupied motor vehicle temporarily for the purpose of and while actually engaged in alighting either freight or passengers;

127. **Unmarked Crosswalk** – any strip of roadway solely intended as passageway for pedestrian that is either bounded by two parallel lines drawn from the one side to the other side of the street or indicated with a short dash-lines from one side to the other side of the street;

128. **U-turn** – a movement which causes a vehicle facing or travelling in one direction to face or travel in the opposite, or substantially in the opposite direction;

129. **Vehicle** – means any conveyance or other device propelled or drawn by any means and includes a bicycle and, where the context permits, includes an animal driven or ridden, but does not include a train;

130. **Waiting Vehicle** – means a vehicle permitted to remain stationary with the motor running;

131. **Zone** – a contiguous land area or block, say a subdivision or a barangay, where a tricycle-for-hire, pedicab or motorized pedicab may operate without a fixed origin and destination; cluster
ARTICLE III
EMERGENCY VEHICLES

SECTION 5. EXEMPTIONS FOR EMERGENCY VEHICLES. The driver of any emergency vehicle, as defined in the succeeding Section 4, paragraph 27 hereof, when it is expedient and safe to do so:

(a) On sounding a siren, bell, or repeater horn, with blinking hazard lights, may proceed past traffic control signal displaying red or yellow circle, or a red or yellow arrow, or proceed contrary to the direction or instruction of any traffic control devices;

(b) On sounding a siren, bell, or repeater horn, with blinking hazard lights, may drive in any direction or any part of the road or overtake to pass on either side of another vehicle;

(c) May stop, leave waiting or park the vehicle at any place at any time with blinking hazard lights; or

(d) May exceed the speed limits as prescribed in this Code.

SECTION 6. RIGHT OF WAY FOR POLICE AND OTHER EMERGENCY VEHICLES. Upon the approach of any police or fire department vehicle, or of an ambulance giving audible signal, the driver of every other vehicle shall immediately drive the same to a position as near as possible and parallel to the right-hand edge or curb of the highway, clear of any intersection of highways, and shall stop and remain in such position, unless otherwise directed by a City Traffic Enforcer and GSCPO Traffic Officer or other proper authority or any responsible citizen until such vehicle shall have passed.

SECTION 7. APPROACH OF EMERGENCY VEHICLES. A driver shall give way and make reasonable effort to give clear and uninterrupted passage to every emergency vehicle sounding siren, bell or repeater horn, or using other signals to indicate an emergency including police cars in hot pursuit.

SECTION 8. FOLLOWING EMERGENCY VEHICLES. A driver of any vehicle shall not follow any emergency vehicle traveling in response to any emergencies closer than 50 meters or approximately 165 feet; Provided however, the driver of any vehicle shall not drive into or park within the block where a fire apparatus has stopped in answer to fire alarm.

ARTICLE IV
ERECTION AND OPERATION
OF TRAFFIC CONTROL DEVICES

SECTION 9. ALL TRAFFIC CONTROL SIGNS OR ITEMS TO BE OPERATIVE.

a) Where any traffic control sign or item of a kind referred to in this Article exists on the road, it shall be effective and operative as traffic control device duly established for the purpose under this Ordinance;

b) Any traffic-control or device that substantially conforms to the requirement of these sections with respect to the dimension, shape, color, position, direction, angle or any other feature of traffic control sign or device of any kind shall be deemed traffic control sign or device of that kind.
SECTION 10. PROHIBITION ON PRODUCTION OF ROAD SIGNS. It is unlawful for any person, natural or juridical, or any government instrumentalities, except for the CTTMD, to manufacture, fabricate, install, and erect traffic sign and/or signal and/or pavement marking on city road, thoroughfare, and highway. The use of logo or emblem of a company on any unauthorized road sign shall be prima facie evidence that said road sign was erected by the owner of the logo or emblem.

SECTION 11. ERECTION AND INTERFERENCE WITH TRAFFIC CONTROL ITEMS.

a) No person shall, except when duly authorized by the authority, erect, establish, place, maintain or display on any road or in the view of any person on any road anything which purports to be as an imitation of or similar to any traffic control sign or device, or which interferes with the effectiveness of or prevents an approaching driver from clearly distinguishing the whole or part of any traffic control device, or distracts his/her attention from any traffic control sign or device;

b) No person shall, except when duly authorized by the authority, alter or take down any traffic control sign or device.

SECTION 12. LIMITS ON OPERATION OF SIGNS. Any sign associated with a “No Parking Area”, “No Waiting Area”, or “Parking Area” or any sign of a kind referred to in Section 13 shall be limited in its operation and effect in respect of days, periods of the day, classes of vehicles or circumstances to the extent (if any) shown on the sign.

ARTICLE V
OBEEDIENCE TO TRAFFIC CONTROL DEVICES

SECTION 13. OBEEDIENCE TO OFFICIAL TRAFFIC CONTROL SIGNAL.

(1) Every person shall at all times observe and comply with the instructions of any traffic control signal applicable to the individual;

(2) The driver or the pedestrian facing the traffic control signal:

(a) The display of a lighted green color alone is an instruction that:

(i) A driver facing the traffic control signal, may, subject to the provisions of this Article, proceed straight ahead, or turn left, or turn right unless a sign at such place prohibits either such turn. Vehicles turning right or left shall give way to any opposing traffic and/or pedestrians;

(ii) A walking man symbol which is a lighted green is an instruction that a pedestrian facing the traffic control signal may proceed across the thoroughfare;

(b) The display of a lighted yellow color alone is an instruction that:

(i) A driver facing the traffic control signal shall not proceed beyond the stop line before the assigned pedestrian lane, or in the absence of a stop line, traffic control signal itself, unless the vehicle is so close to the stop line, or pedestrian lane, or traffic control signal when the color amber first appears that
the driver cannot safely stop the vehicle before passing the stop line, pedestrian lane, or traffic control signal;

(ii) A pedestrian facing the traffic control signal shall not obstruct vehicles entering or approaching the intersection;

(c) The display of a lighted red color alone is an instruction that:

(i) A driver facing the traffic control signal shall not proceed straight ahead, or turn left beyond the stop line, pedestrian lane, or in the absence of stop line or pedestrian lane, shall not proceed ahead or turn left beyond the traffic control signal itself;

(ii) A pedestrian facing the traffic control signal shall not obstruct vehicles entering or approaching the intersection;

(d) The display of a raised hand or standing man signal is an instruction that a pedestrian facing the traffic control signal shall not enter upon the thoroughfare;

(e) A green arrow is an instruction that a driver facing the traffic control signal may proceed in the direction indicated by the arrow;

(f) A yellow arrow is an instruction that a driver facing the control signal shall not, for the purpose of proceeding in the direction indicated by the amber arrow, proceed beyond the stop line and/or pedestrian lane, or in the absence of both, shall not enter the intersection at or near, which the traffic control signal is erected unless the vehicle is so close to the stop line, or pedestrian lane, or the intersection when the amber arrow first appears that the driver cannot safely stop the vehicle before passing the stop line or entering the intersection;

(g) A red arrow is an instruction that a driver facing the traffic control signal shall not, for the purpose of proceeding in the direction indicated by the red arrow, proceed beyond the stop line and/or pedestrian lane, or in the absence of both, shall not enter the intersection at or near, which the traffic control signal is erected.

(3) When the use of signs, signals, pavement markings or other traffic control devices are expressly required by any provision of this Ordinance or be placed at the particular locations involved to give notice of the existence and application or operation of any such provision, there shall be no prosecution for violation of such provision, unless at the time and place of the alleged violation such as signs, signals, pavement markings or other traffic control devices were placed in accordance with the requirement of such provision and were sufficiently legible or understandable to a person or ordinary understanding or observation. Whenever any particular provision of this Ordinance does not state that signs, signals, pavement markings or other traffic control devices are required, such provisions shall be effective even though no signs, signals, pavement markings and other traffic control devices are erected in place.
The installation and use of traffic signal lights is hereby authorized at the city streets and intersections described in Appendix I (Authorized Traffic Signal Lights).

(4) Traffic Control Signal Legend - Whenever traffic controlled by traffic control signals exhibiting different colored lights successively, one at a time, or with arrows, the following colors only shall be used and said words and lights shall indicate and apply to driver or vehicles and pedestrians as follows:

(a) Steady Green Alone (Go Signal)

(i) Vehicular traffic facing the signal may proceed straight through or turn right or left unless a sign at such place prohibits either such turn. But vehicular traffic, including vehicles turning right or left, shall yield the right-of-way to other vehicles and to pedestrians lawfully within the intersection of an adjacent cross walk at the time such signal is exhibited;

(ii) Pedestrians facing the signal may proceed across the roadway within any marked or unmarked crosswalk.

(b) Steady Amber or Yellow Alone (“Caution Signal”) when shown following Green or “Go” Signal.

(i) Vehicular traffic facing the signal is hereby warned that the Red or “STOP” signal will be exhibited immediately thereafter and such vehicular traffic shall not enter or be crossing the intersection when the Red or “STOP” is exhibited;

(ii) Pedestrians facing such signal are hereby warned that there is insufficient time to cross the roadway, and any pedestrian then starting to cross shall yield the right-of-way to all vehicles.

(c) Steady Red Alone (Stop Signal)

(i) Vehicular traffic facing the signal shall stop before entering the crosswalk on the near side of the intersection or, if none, then before entering the intersection, and shall remain standing until the green “GO” signal is exhibited alone: Provided,

(i.i) Where no sign has been erected at such intersection prohibiting right turns against a red signal, vehicular traffic facing such signal, after first coming to a complete stop as specified above, may enter the intersection with caution from the right lane to make a right turn but shall yield the right-of-way to pedestrians and other traffic proceeding as directed by the signal at said intersection; and

(i.ii) At the intersection of two one-way streets, where no sign has been erected at such intersection prohibiting right or left turns as the case may be against a red signal, vehicular traffic facing such signal, after first coming to a complete stop as specified above, may enter the intersection with caution from the right or left lane to make a right or left turn, respectively, in the direction of the one-way flow of traffic but shall yield the right-of-way to pedestrians and
other traffic proceeding as directed by the signal at said intersection.

(ii) No pedestrian facing such signal shall enter the roadway within a crosswalk or otherwise.

(d) Steady Green Arrow

(i) Vehicular traffic facing such signal may enter the intersection with caution only to make the movement in the direction indicated by such green arrow but shall yield the right-of-way to pedestrians lawfully within a crosswalk and to other traffic lawfully using the intersection.

(ii) No pedestrian facing such signal shall enter the roadway whether in a crosswalk or otherwise.

(5) Whenever special pedestrian control signals exhibiting the words “WALK” or “WAIT” or “DON’T WALK”, or exhibiting different colored lights successively one at a time, the following colors only shall be used and said words and lights shall indicate and apply to pedestrians as follows:

(a) Pedestrian Green or “Walk” – Pedestrians facing such signal may proceed across the roadway in the direction of the signal and shall be given the right of way by the drivers of all vehicles.

(b) Steady Pedestrian Red, or “Don’t Walk” – No pedestrian shall start to cross the roadway in the direction of such signal.

(c) Flashing Pedestrian Red- Any pedestrian who has partially completed his/her crossing on the Green or “WALK” signal shall proceed to a sidewalk or safety island while the Flashing Pedestrian Red signal is showing.

(6) Whenever distinction amber colored lamps are placed at mid-block crosswalks, they shall require vehicle drivers to exercise caution when approaching such crosswalk.

(7) Whenever flashing red or yellow signals are used, they shall require obedience by any vehicular traffic as follows:

(a) Flashing Red (“STOP” Signal) - When a red lens is illuminated with rapid intermittent flashes, drivers of vehicles shall stop before entering the nearest crosswalk at an intersection or at a stop line when mark and right to proceed shall be subject to the rules applicable after making a stop at a stop sign.

(b) Flashing Yellow (“Caution” Signal) – When a yellow lens is illuminated with rapid intermittent flashes, drivers of vehicles may proceed through the intersection or pass such signal only with caution.

(8) Authorized Signs, Signals or Markings. –

(a) Authorized signs, signals or markings are those devices that conform to the standard, specifications, size, color, location, classification and design set forth and recommended under the
latest edition of the DPWH Manual on Road Signs and Pavement Markings.

(b) In the event an official traffic control signal is erected and maintained at a place other than an intersection, the provision hereinabove set forth shall be applicable except as to those provisions, which by their nature, can have no application.

(c) Any stop required shall be made at a sign or marking on the pavement indicating where the stop shall be made, but in the absence of any such sign or marking, the stop shall be made at the nearest crosswalk at the intersection, or at the prolongation of the property line.

(9) Display of Unauthorized Signs, Signals or Markings. –

(a) No person shall maintain or display upon or view of any highway any unauthorized sign, signal, marking or device which purports to be or is an imitation of, or resembles an official traffic control device or sign or signal, or which hides from view of interferes with the effectiveness of any official control device, sign or signal, and no person shall place or maintain nor shall any public authority permit, upon any highway any traffic sign or signal to have thereon any commercial advertising. This shall not be deemed to prohibit the direction upon private property adjacent to highways of signs giving the useful directional information of a type that cannot be mistaken of official signs, signals or other traffic control devices.

(b) In additional to the penalties provided for the violation of any of the foregoing provisions, every such prohibited sign, signal or marking is hereby declared to be a public nuisance and the Chief of Police is hereby empowered and directed to remove the same or caused it to be removed without notice.

(10) No person shall, without lawful authority, attempt to or in fact alter, deface, injure, knock down or remove any official traffic control device, sign or signal or any inscription, shield or insignia thereon, or any other part thereof.

(11) No person shall hang, suspend, place or construct of any billboard, awning, frame, balcony, cornice, or any other projection so as to obstruct the visibility of any traffic sign or signal placed or erected as authorized by law.

(12) No person shall erect, or maintain any red or green light or red or green neon signs within 75 feet of any intersection where traffic is controlled by signal lights without first obtaining a written permit from the CEO and the CMO, certifying that such light or the sign at the specified location does not constitute undue distraction to a vehicle driver acting in obedience to the directions of the traffic signal lights.

(13) Traffic Lane Markings –

(a) Whenever traffic is controlled by the pavement markings, such markings shall be in accordance with the standard, specification, size, color, location, classification and design set forth and recommended under the latest edition of the DPWH Manual on Roads Signs and Pavement Markings.
(b) When a broken line is used for a center or lane line, such a line a guideline and may not be crossed by vehicular traffic unless such movement can be made with safety.

(c) When a single solid or a double solid line is used for a center or lane line, the line is of regulatory character and is not to be crossed by vehicular traffic except when turning into or out of private driveways or intersecting highways or when directed by a police officer or any other persons authorized to direct, control, or regulate traffic or when such streets are traffic coned to allow additional traffic, lanes at times of emergency or peak traffic hours.

(d) Whenever a combination of solid and broken lines is used, any solid line appearing in the same lane on which vehicle is traveling shall not be crossed at any time, except when turning into or out of private driveways or roads, or intersecting streets and highways, and any broken line appearing in the same lane which the vehicle is traveling may be crossed at any time.

(e) When traffic cones are used by proper authority to temporarily control the flow of traffic in lanes other than those designated by the permanent pavement marking, the lanes designated by the cones shall have the same regulatory effect as the permanent markings.

(14) It is unlawful to remove, alter, deface, injure or destroy traffic signs, signals, and equipment in any city street or in any place in the City where they are officially installed. It shall be likewise unlawful for any person, except those authorized by the CEO and the CMO, to remove, alter, deface, injure, breakdown or destroy any traffic sign, signal, equipment or any traffic device officially installed in the street of the City.

SECTION 14. OBEDIENCE TO OFFICIAL TRAFFIC SIGNS. The traffic signs installed on or along the road shall be obeyed by motorists at all times.

(1) A driver shall not cause the vehicle to turn in any intersection, contrary to the instruction on any “No Turns”, “No Left Turn”, and “No Right Turn”, “No U-Turn” erected to face an approaching driver at or near the intersection;

(2) Where “One-Way” sign is erected to face a driver entering a thoroughfare to face an approaching driver, the driver shall not proceed on that thoroughfare beyond the sign;

(3) Where a “No Entry” is erected over or adjacent to a thoroughfare to face an approaching driver, the driver shall not proceed on that thoroughfare beyond the sign;

(4) Where “No Overtaking or Passing” sign is erected to face an approaching driver, the driver shall not overtake or pass a vehicle traveling the same direction;

(5) (a) Where “No Overtaking or Passing” sign is erected near a bridge to face an approaching driver, the driver shall not overtake a vehicle on the bridge;
A driver shall not drive a vehicle and its load, including trailer attached to it, when it exceeds the weight indicated on the bridge load limit sign facing the driver;

(6) (a) Where a “Keep Right” sign is erected to face an approaching driver, the driver shall pass to the right of the sign;

(b) Where a “Keep Left” sign is erected to face an approaching driver, the driver shall pass to the left of the sign;

(7) Where a “Stop” sign is erected to face the driver who is approaching or has entered an intersection, the driver shall:

(a) Stop the vehicle before reaching and as near as practicable to the stop line associated with the sign or, in the absence of a stop line, at the point nearest the first intersecting thoroughfare where the driver has a clear view of traffic approaching the intersection;

(b) On reaching and after passing the “Stop” sign, give way to any vehicle which is entering or within or leaving the intersection, except where that vehicle:

(i) Is facing on, has passed a “Stop” sign or “Give Way” sign erected at the intersection, and

(ii) Is about to turn, or is turning at the intersection;

(8) (a) Where a “Give Way” (or Yield”) sign is erected to face a driver who is approaching or has entered an intersection, the driver shall, on reaching or passing the “Give Way” sign, give way to any vehicle which is entering or within or leaving the intersection road, except where the vehicle:

(i) Is facing on, has passed a “Stop” sign or “Give Way” sign erected at the intersection, and

(ii) Is about to turn, or is turning at the intersection;

(b) Where a “Give Way” sign is erected to face a driver approaching a bridge, the driver shall not pass the sign while any vehicle traveling in the opposite direction is between the sign and far end of the bridge;

(9) Where a “No U-Turn” sign is erected adjacent to a thoroughfare to face an approaching driver, the driver shall not make a U-turn while the driver is in between the sign and the far side of the first intersection beyond the sign, nor shall the driver who enters the thoroughfare between the sign and the intersection and travels towards the intersection makes a U-turn before the driver passed the intersection.

SECTION 15. OBEDIENCE TO OFFICIAL TRAFFIC ROAD OR PAVEMENT MARKING. Road and/or pavement markings have important functions in providing guidance and information for the road user. A driver shall obey major road and/or pavement marking types which include pavement and curb markings, object makers, delineators, colored pavement, barricades, channelizing devices and islands. Most markings are used to supplement other traffic control devices such as signals, signs and other markings.
SECTION 16. OBEEDIENCE TO OFFICIAL TRAFFIC SIGNALS AND INSTRUCTIONS.

(1) All persons driving motorcycles, bicycles and/or operating animal-drawn carriages shall obey the instructions of official traffic-control signals, signs, road and/or pavement markings and other control devices applicable to vehicles, unless otherwise directed by a police officer and/or traffic officers and/or any other persons authorized to direct, control, or regulate traffic;

(2) The driver of any vehicle shall obey the instructions of any official control device applicable thereto, placed or erected in accordance with the provisions of this Ordinance: Provided, That at any intersection where a stop sign or traffic signal lights have been erected or installed, the driver of any vehicle shall operate such vehicle in conformity with the traffic signal lights whenever said traffic signal lights are in operation, unless, otherwise directed by the police officer or any other person authorized to direct, control, or regulate traffic: Provided further, That in any boxed intersection which is identified by the crisscross lines of yellow paint covering the area from the center of the intersection up to the pedestrian lanes, no vehicle shall be allowed to enter therein if its way ahead or exit out of the said boxed intersection is not clear even if the “GO” signal light is on: Provided finally, That no provision of this section shall effect the exemption granted to the driver of an authorized emergency vehicle;

For the purpose of giving effect to the foregoing provision, the traffic authorities of the City and the Philippine National Police shall be authorized to select busy intersections in the City that shall be declared as “boxed intersections” and provide them with the following sign: “KEEP INTERSECTION OPEN” which shall be installed in a conspicuous place.

ARTICLE VI
LIGHTING, WARNING SIGNS, EQUIPMENT, ETC.

SECTION 17. LIGHTS ON MOVING MOTOR VEHICLES. No person shall drive a motor vehicle or a combination of a motor vehicle and trailer between sunset and sunrise, unless the motor vehicle or combination is equipped with appropriate lamps and reflectors prescribed as mandatory by the LTO to be carried by that vehicle or combination, and lamps are lighted.

SECTION 18. DISPLAY OF DAZZLING LIGHTS. No private person shall use or cause to be used sirens, bells, horns or lights or emergency flashing lights or emergency light blinkers or other similar signaling or flashing devices installed in either front or rear of the vehicle, or on the helmet, that actually impede and confuse traffic and which are inconsistent with sound traffic discipline and control on the roads.

SECTION 19. DIMMING OF HEADLIGHTS.

(a) The driver of a motor vehicle shall dim the headlights or tilt the beam downward whenever the vehicle is approached by any other vehicle travelling in the opposite direction;

(i) When the other vehicle reaches a point Two Hundred (200) meters from his/her motor vehicle; or
(ii) Immediately when the light projected by every headlight of the other vehicle is switched to low beam and shall cause every headlight of his vehicle to remain on low beam until the other vehicle has passed;

(b) No person shall drive a motor vehicle without the required headlights that are capable or being operated on low beam.

**SECTION 20. LIGHTS ON STATIONARY MOTOR VEHICLES.**

(a) Subject to the provision of Section 127, no person shall leave a motor vehicle waiting on a road with a lamp of a power exceeding seven (7) watts lighted and showing to the front, except while the vehicle is loading or unloading passengers or is compelled to remain stationary by the exigencies of traffic;

(b) No person shall leave a motor vehicle or a trailer waiting on or partly on any thoroughfare between sunset and sunrise unless that motor vehicle or trailer is equipped with:

(i) Two lamps (one on each side) showing a clear white light to the front and clearly visible under normal atmospheric conditions at a distance of 180 meter, or where the motor vehicle or trailer is waiting on or adjacent to the boundary of the thoroughfare, one such lamp, which shall be on the side of the motor vehicle or trailer near to the center of the thoroughfare; and

(ii) Appropriate rear lamps, number-plate lamps, front and rear clearance lamps and reflectors prescribed as mandatory by the LTO and the lamps so affixed are lighted;

(c) Paragraph (b) of this Section shall not apply:

(i) Where the street lighting in the vicinity renders the motor vehicle or the trailer clearly visible at a distance of 180 meters; or

(ii) To any motorcycle nor connected to a side car, trailer waiting parallel to and as near as practicable to the boundary of the thoroughfare.

(iii) To any motorcycle nor connected to a side car, trailer left waiting parallel to and as near as practicable to the boundary of the thoroughfare.

**SECTION 21. PORTABLE WARNING SIGNS FOR DISABLED VEHICLES.**

No person shall drive a vehicle on a road, or permit a vehicle to be driven, unless that vehicle carries a portable early warning device complying with the specifications prescribed by the LTO;

(a) Whenever a disabled vehicle is stationary on a thoroughfare, the portable early warning devices shall be placed one to the rear of the vehicle and one to the front side nearer to the center of the thoroughfare at a distance prescribed by the LTO to give reasonable warning to approaching drivers;

(b) Nothing in this Section shall affect any duty imposed by this Code to display lighted lamps on stationary vehicles.
SECTION 22. LIGHTS AND OTHER EQUIPMENT ON BICYCLES.

(a) No person shall ride or propel a bicycle between sunset and sunrise, unless it is equipped with:

(i) A lighted lamp showing a clear white light to the front;

(ii) A lighted lamp showing a clear red light to the rear;

(iii) A red reflector on its rear; and,

(iv) A rear mudguard, the rear half of which is colored white;

(b) Such lamps and reflectors shall be of the types and affixed in the positions prescribed by the proper authority and shall be kept clean at all times;

(c) No person shall ride a bicycle unless it is equipped with:

(i) An efficient brake; and

(ii) An efficient bell or some other suitable warning device.

SECTION 23. LIGHTS ON ANIMAL DRAWN VEHICLES.

(a) No person shall drive or permit any animal-drawn vehicle or any trailer attached to it to be upon any thoroughfare between sunset and sunrise, unless the vehicle or the trailer is equipped with appropriate front and rear lamps, clearance lamps and reflectors, as prescribed by proper authority and the lamps are lighted;

(b) All reflectors and lights prescribed under this Section shall be kept clean and shall not be obscured by any part of the vehicle or its load.

SECTION 24. LIGHTS ON TOWED VEHICLE. No person between sunset and sunrise shall drive a motor vehicle which is towing another vehicle unless a lighted lamp is attached to the portion of the towed vehicle facing any following vehicle, with a power not exceeding seven (7) watts showing a clear red light visible under normal atmosphere conditions at a distance of 100 meters which lamp is so placed that:

(a) It is clear not more than one (1) meter above the ground; and

(b) It is the center or to the left side of the center of that portion of the towed vehicle which faces any following vehicle.

SECTION 25. FLASHING WARNING LIGHTS.

(a) No person shall drive or leave waiting vehicle on which is mounted a lamp displaying intermittent flashes, except:

(i) A lamp displaying intermittent red and/or blue flashes on the top of an emergency vehicle;

(ii) A lamp displaying intermittent amber flashes on top of:

• A tow truck or motor breakdown service vehicle at the scene of an accident or breakdown; or
• A vehicle being used by a government, public or local authority in connection with its functions and occupying a hazardous position on the thoroughfare;

(b) A motor vehicle moving or stationary in a hazardous position on a thoroughfare because of an emergency situation, shall display such flashes from both sides of the front and rear of the vehicle by means of a flashing lamp signaling devices or Early Warning Device (EWD); Provided, that the display of such flashes and the operation of EWD are in accordance with the specification of the LTO.

SECTION 26. SPOT LAMPS

(a) No person shall cause or permit any spot lamp, or fog light/lamp or search lamp connected to any vehicle to be lighted unless:

(i) The vehicle is stationary and the lamp is used only for the purpose of reading a road sign;

(ii) The vehicle is outside the territorial jurisdiction of the city.

(b) The provision of paragraph (a) of this Section shall not apply if the vehicle is an emergency vehicle or if the vehicle is being used by law enforcement agencies in the performance of their official function.

SECTION 27. MUFFLERS AND NOISE CONTROLLING DEVICES. No person shall operate a motor vehicle on a street unless such motor vehicle is equipped, at all times, with a muffler or mufflers in constant operation and of sufficient capacity for the motor and equipped with an exhaust system to prevent the escape of excessive fumes or smoke and unusual noise.

Owners or operators of motor vehicles within the territorial jurisdiction of the City shall at all times ensure that their vehicles comply with the exhaust emission standards set forth in “Philippine Clean Air Act of 1999” [RA 8749] and its implementing rules and regulations.

SECTION 28. WINDSHIELDS TO BE UNOBSSTRUCTED AND EQUIPPED WITH WIPERS.

(a) No person shall drive any motor vehicle with any sign, poster, or other non-transparent material upon the front windshield of such vehicle which obstructs the driver's clear view of the road or highway;

(b) Posters or stickers approved by the proper authority shall be placed at the lower right hand corner of the front windshield;

(c) No person shall drive any motor vehicle with any non-transparent material or object suspended within the windshield area as viewed from the driver's seat nor shall any person drive any motor vehicle upon the hood of which is attached any fixture ornament of any material which vibrates, or swings within view of the driver of said vehicle;

The windshield on every motor vehicle shall be equipped with a wiper for cleaning rain or other moisture from the windshield and shall be maintained in good working order.
ARTICLE VII
GENERAL DRIVING RULES

SECTION 32. KEEPING AS FAR RIGHT AS PRACTICABLE. Unless otherwise provided for in this Code, a driver shall keep his/her the vehicle as close as practicable to the right boundary of the thoroughfare except when there are two or more lanes marked on the thoroughfare available exclusively for traffic direction in which the driver is travelling.

SECTION 29. DRIVING ON RIGHT SIDE OF HIGHWAY. Unless a different course of action is required in the interest of the safety and the security of life, person or property, or because of unreasonable difficulty of operation in compliance herewith, every person operating a motor vehicle or an animal-drawn vehicle on a highway shall pass to the right when meeting persons or vehicles coming toward him, and to the left when overtaking persons or vehicles going the same direction. When turning to the left in going from one highway to another, every vehicle shall be conducted to the right of the center of the intersection of the highway.

SECTION 33. OVERTAKING.

(a) When overtaking a moving vehicle, a driver shall pass to the left of that vehicle and shall not drive in front of it until his/her vehicle is safely clear; provided that, where a thoroughfare has two or more marked lanes, vehicles traveling in one of those lanes may overtake and pass to the right of a vehicle traveling in another of those lanes, if traffic conditions permit the driver to so safely;

(b) A driver overtaking a vehicle apparently about to make a left turn shall pass to the right of it;

(c) When overtaking a vehicle on a two-way thoroughfare;

(d) If the thoroughfare is not divided into three lanes, a driver shall not drive to the left of the center of the thoroughfare, unless the left side of the thoroughfare is free of oncoming traffic far enough ahead to permit overtaking movement to be completed in safety;

(e) If the thoroughfare is divided into three lanes, a driver shall not drive in the center lane unless that lane is free of oncoming traffic far enough ahead to permit the overtaking movement to be completed in safety.

SECTION 30. OVERTAKING A VEHICLE. The driver of any motor vehicle overtaking another vehicle proceeding in the same direction shall pass at a safe distance to the left thereof, and shall not again drive to the right side of the highway until safely clear of such overtaken vehicle; except that on a highway, within a business or residential district, having two or more lanes for the movement of traffic in one direction, the driver of a vehicle may overtake and pass another vehicle on the right. Nothing in this section shall be construed to prohibit a driver overtaking and passing, upon the right, another vehicle which is making or about to make a left turn.

SECTION 31. RESTRICTIONS ON OVERTAKING AND PASSING.

(a) The driver of a vehicle shall not drive to the left side of the center lane of a highway in overtaking or passing another vehicle proceeding in the same direction, unless such left side is clearly visible, and is free of oncoming traffic for a sufficient distance ahead to permit such overtaking or passing to be made in safety;

(b) The driver of a vehicle shall not overtake or pass another vehicle proceeding in the same direction, when approaching the crest of a grade, not upon a curve in the highway, where the driver’s view along the highway is obstructed within a distance of five hundred feet ahead, except
on a highway having two or more lanes for movement of traffic in one direction where the driver of a vehicle may overtake or pass another vehicle: *Provided*, that on a highway within a business or residential district, having two or more lanes for movement of traffic in one direction, the driver of a vehicle may overtake or pass another vehicle on the right;

(c) The driver of a vehicle shall not overtake or pass any other vehicle proceeding in the same direction, at any railway grade crossing, nor at any intersection of highways unless such intersection or crossing is controlled by traffic signal, or unless permitted to do so by a watchman or a peace officer, except on a highway having two or more lanes for movement of traffic in one direction where the driver of a vehicle may overtake or pass another vehicle on the right. Nothing in this section shall be construed to prohibit a driver overtaking or passing upon the right another vehicle which is making or about to make a left turn;

(d) The driver of a vehicle shall not overtake or pass, or attempt to pass, any other vehicle, proceeding in the same direction, between any points indicated by the placing of official temporary warning or caution signs indicating that men are working on the highway;

(e) The driver of a vehicle shall not overtake or pass, or attempt to overtake or pass, any other vehicle proceeding in the same direction in any “no-passing or overtaking zone.”

**SECTION 34. USE OF CENTER AND LEFT LANES OF THREE LANE THOROUGHFARE.**

On a two-way lane thoroughfare divided into three lanes, a driver shall not drive his/her vehicle in the center lane, except:

(a) To overtake another vehicle in accordance with the rules on overtaking;

(b) In preparation for a left turn; or

(c) Where the center lane is at the time allocated exclusively to vehicles traveling in the same direction to which the driver is traveling.

**SECTION 35. PASSING VEHICLE.** A driver passing a vehicle traveling in the opposite direction shall keep to his right relative to his/her vehicle.

**SECTION 36. GIVING WAY TO OVERTAKING VEHICLES.** Except where overtaking on the right is permitted, the driver of a vehicle being overtaken shall not increase the speed of his vehicle until it has been completely passed by the overtaking vehicle, and shall yield in favor of the overtaking vehicle upon the driver of the overtaking vehicle sounding and/or signaling a warning instrument.

**SECTION 32. DRIVER TO GIVE WAY TO OVERTAKING VEHICLE.** The driver of a vehicle about to be overtaken and passed by another vehicle approaching from the rear shall give way to the overtaking vehicle on suitable and audible signal being given by the driver of the overtaking vehicle, and shall not increase the speed of his vehicle until completely passed by the overtaking vehicle.

**SECTION 33. DRIVERS NOT TO OBSTRUCT TRAFFIC.** A person shall not, without proper cause, drive a vehicle abnormally slow or in such other manner as to obstruct, hinder, or prevent the free passage of any person or vehicle. In a thoroughfare with two or more lanes in the same direction, lane hugging or occupancy of more than one lane for a length of time not called by traffic conditions shall be considered as obstruction. Funeral cars or vehicles as well as school buses, driving school vehicles should use the outer lane part of the road.
SECTION 34. DRIVING IN LANES ON THOROUGHFARE.

(a) A driver shall drive his/her vehicle as nearly as practicable entirely within single marked lane or a single lane of traffic and shall not move laterally from such lane or line of traffic until the driver can safely do so;

(b) A driver traveling along a marked lane any boundary of which is a single unbroken line shall not permit any part of his/her vehicle to cross that line, except when safety demands otherwise.

SECTION 35. DRIVING THROUGH ROUNDABOUTS OR ROTUNDAS. A driver passing a traffic roundabout shall drive to the right of the central traffic island.

SECTION 36. KEEPING RIGHT OF DOUBLE YELLOW LINES. Where a thoroughfare is marked with a double yellow longitudinal line comprising of two continuous lines; or yellow continuous line on the right of a white broken line; a driver shall not permit any portion of his/her vehicle to travel on it over the left of the double yellow longitudinal line.

SECTION 37. DRIVING IN BICYCLE LANES. Motor vehicles are prohibited from being driven or parked on any lane of a public street or path reserved exclusively for bicycles and provided with a sign bearing a symbol of a bicycle.

SECTION 38. DRIVING IN RESERVED LANES. In order to encourage efficiency in the use of road space, specific lanes of a major thoroughfare may be reserved for certain types of vehicles such as Public Utility Buses, Jeepneys, and other high occupancy vehicles. Vehicles not otherwise mentioned in the signs posted therein are prohibited, at the times and days indicated, from being driven in those reserved lanes, except when it is turning right at the next intersection.

SECTION 39. DRIVING OVER A YELLOW BOX. A portion of an intersection marked with yellow box must always remain unobstructed and open for passage. A driver must not enter a yellow box if the exit road or lane is not clear, or if the vehicle cannot cross and go beyond the boundaries of the box in time before the traffic signals turns to red.

ARTICLE VIII
GIVING WAY

SECTION 40. GIVING WAY AT INTERSECTION.

(a) A driver approaching or passing through an intersection shall exercise special care and where appropriate shall drive at a reduced speed;

(b) Except as provided in paragraph c (i) and (ii) this Section, the driver of a vehicle which is approaching an intersection from one thoroughfare shall give way to any vehicle which has entered the intersection except that where the two vehicles have entered at the same time, the driver which has the other vehicle on the right shall give way;

(i) where traffic-control signals are erected at or near an intersection, paragraph (b) above shall not apply to a driver proceeding in accordance with the instruction of any such signal;
(ii) paragraph (b) above shall not apply to the driver of a vehicle having another vehicle on the driver’s right at an intersecting thoroughfare where that other vehicle is facing or passed a “Give Way” or “Stop” sign.

SECTION 41. GIVING WAY DURING TURNS.

(a) Subject to the provision of Section 14, paragraph 8, and Section 44, a driver who intends to turn, is turning or has turned to the left of the intersection, shall give way to any vehicle which has entered or is approaching the intersection from the opposite direction;

(b) A driver turning to the right or left at an intersection shall give way to all pedestrians;

(c) A driver making U-turn shall give way to all other vehicles and to all pedestrians;

(d) Except as otherwise provided in this Section, the provision of Section 40 of this Article shall apply to turning vehicles.

SECTION 42. MOVEMENT TO OR FROM PARKED VEHICLES.

(a) A driver who is about to drive or driving a vehicle into or out from parking area or the boundary of a thoroughfare shall give way to all other vehicles;

(b) A driver shall not move in reverse out of parking area and cross the center of the thoroughfare, unless traffic conditions permit the driver to do so.

SECTION 43. ENTERING OR LEAVING A ROAD.

(a) A driver entering a road from adjoining land shall:

   (i) Except when proceeding pursuant to an instruction of a traffic-control signal, a traffic policeman, a traffic aide or other duly authorized traffic enforcers, give way to all vehicles traveling in either direction along the road;

   (ii) Give way to all pedestrians on the road.

(b) A driver leaving a road to enter an adjoining land shall give way to all vehicles traveling in the opposite direction and to all pedestrians on the road.

SECTION 44. ROUNDABOUTS OR ROTUNDAS.

(a) In a roundabouts or rotunda, the first vehicle to enter takes precedence over a vehicle approaching or about to enter. Hence, the driver of vehicle entering a roundabout shall give way to any vehicle on the driver’s immediate left unless otherwise indicated;

(b) Within the rotunda, the driver must give way to vehicle intending to leave by the nearest exit point.
ARTICLE IX
SPEED RESTRICTIONS

SECTION 45. SPEED LIMITS.

(a) No motor vehicle shall exceed the following rate of speed:

<table>
<thead>
<tr>
<th>MAXIMUM ALLOWABLE SPEEDS</th>
<th>Passengers Cars and Motorcycle</th>
<th>Motor trucks and Buses</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. On open country roads, with no &quot;blinds corners&quot; not closely bordered by habitations.</td>
<td>80 km. per hour</td>
<td>50 km. per hour</td>
</tr>
<tr>
<td>2. On &quot;through streets&quot; or boulevards, clear of traffic, with no &quot;blind corners,&quot; when so designated.</td>
<td>40 km. per hour</td>
<td>30 km. per hour</td>
</tr>
<tr>
<td>3. On city streets, with light traffic, when not designated &quot;through streets&quot;.</td>
<td>30 km. per hour</td>
<td>30 km. per hour</td>
</tr>
<tr>
<td>4. Through crowded streets, approaching intersections at &quot;blind corners,&quot; passing school zones, passing other vehicles which are stationary, or for similar dangerous circumstances.</td>
<td>20 km. per hour</td>
<td>20 km. per hour</td>
</tr>
</tbody>
</table>

(b) No person shall drive vehicle at a speed exceeding the design limits for the street by numerals on signs set up along the road;

(c) The foregoing provisions of this Section shall not apply to the driver of an emergency vehicle;

(d) Nothing in this Section shall be construed to justify the driver of the vehicle driving at a speed which

(i) May constitute driving carelessly, recklessly, or at a speed or in a manner which is dangerous to the public having regard to all circumstances; or

(ii) Exceeds any maximum speed applicable to the vehicle and fixed by the law, ordinance or regulation.

(e) All owners of public utility vehicle transporting goods, including closed van, hauler or cargo trailer, and tanker truck, must install a standard speed limiter in their vehicle as a mandatory requirement under “Road Speed Limiter Act of 2016” [R.A. 10196] to maintain at all times the safety and protection of the public.

SECTION 46. SPEED LIMIT ON SUBDIVISION ROAD CONVERTED TO CITY STREET. No driver shall drive a vehicle at a speed exceeding twenty (20) kilometers per hour in any subdivision roads at any time of the day.

SECTION 47. SPEED CONTEST. It shall be unlawful for any person to engage in, or to aid any motor vehicle, in a speed contest or exhibition of speed, on any public or private street, except when permitted by the Sangguniang Panlungsod and the Barangay concerned.
ARTICLE X
ONE-WAY STREETS

SECTION 48. DESIGNATION OF ONE-WAY STREETS.

(a) Vehicular traffic on any city street or highway or portion thereof may be designated by the head of the CTTMD as one-way on an experimental basis, and shall be referred immediately to the PSO for its final decision or action;

(b) The department head of the CTTMD is hereby authorized to expand, reduce, amend, or modify Appendix I (One-Way Streets) with the concurrence of the PSO, approved by the City Mayor, subject to the final approval of the Sangguniang Panlungsod;

(c) Violation hereof shall subject the offender to a fine of One Thousand Five Hundred Pesos (P1,500.00) and/or imprisonment of not more than five (5) days, or both such fine and imprisonment at the discretion of the Court;

(i) Where the violator does not contest his/her apprehension and elect to pay the fine imposed under this Section, the enforcement officer shall forthwith issue citation ticket to the person apprehended without resort to the Court. The citation ticket shall state or contain (1.) the name, signature, age and address of the person apprehended, (2.) the material facts obtaining in the commission or omission of the crime defined and penalized under this Section, (3.) the amount of fine which is payable in favor of the City Government of General Santos, and (4.) notice requiring the person apprehended for extra-judicial settlement of his/her violation by paying the prescribed amount of fine at the CTO within seventy-two (72) hours from issuance thereof, otherwise, appropriate complaint shall be filed against him/her before the Court of law;

SECTION 49. OPERATING RULE. The driver shall drive along a one-way thoroughfare only in the direction indicated by the arrow on the sign.

ARTICLE XI
TURNING, REVERSING AND STOPPING

SECTION 50. RIGHT TURNS. The driver of a vehicle intending to run to the right at an intersection shall approach such intersection in the lane for traffic nearest to the right-hand side of the highway and, in turning, shall keep as close as possible to the right-hand curb or edge of the highway.

SECTION 51. LEFT TURNS.

(a) A driver who is about to make a left turn at an intersection shall observe the following:

(i) Where a driver is travelling on a two-way thoroughfare approach and enters the intersection so that the vehicle is to the right of, parallel to and as near as practicable to the center of the thoroughfare; or

(ii) Where the driver is travelling on a one-way thoroughfare; approach and enters intersection so that the vehicle is parallel to and as
near as practicable to the left boundary or leftmost lane of the thoroughfare;

However, this sub-section shall not apply if the driver’s vehicle is in a marked lane which has a sign alongside or over it or markings on its surface indicating that a left turn must or may be made;

(b) Notwithstanding the foregoing provisions of this Section, a person driving a bicycle who is about to make or is making a left turn at an intersection may make the left turn so that:

(i) The driver approaches the intersection parallel to and as near as practicable to the right boundary of the thoroughfare;

(ii) The driver enters the intersection and proceeds in a straight line until the bicycle is as near as practicable to the prolongation of the right boundary of the thoroughfare it is about to enter; and

(iii) The driver turns the bicycle to the left and after giving way to vehicles on his left, the driver leaves the intersection in accordance with the provisions of this section. However, when any traffic control signal is operating at the intersection, a person driving a bicycle shall wait before turning and shall not proceed to leave the intersection until the traffic control signal is displaying a green light indicating the appropriate direction of his intended movement.

(c) There shall be roads within the city that are designated as no left-turns enumerated in Appendix III (Prohibited Left Turns).

Any person violating this section shall be imposed a fine of Five Hundred Pesos (Php500.00).

SECTION 52. TURNS AND STOP SIGNALS.

(a) A driver shall not turn right or left, or diverge right or left, or stop, or suddenly decrease speed, or make a U-turn without giving a signal as prescribed in this Section;

(b) A driver who is about to turn right or left, diverge right or left, stop, suddenly decrease speed or make a U-turn shall signal the intent of doing so for such time as is necessary to give reasonable warning to drivers approaching from behind;

(c) For purposes of and without limiting the generality of paragraph above, a signal shall be deemed to give reasonable warning if given continuously:

(i) While a vehicle is traveling 30 meters immediately before it commences to turn and during any period when it is stationary before it comes to turn;

(ii) While a vehicle is traveling 30 meters immediately before it commences to diverge right or left; or

(iii) While the brakes of a vehicle are applied before it stops or while it is slowing down;

(d) Any signal required by this Section shall be given:
In the case of a signal of intention to stop or reduce speed suddenly, by means of stop lamp or red lamps; or

(ii) In the case of a signal of intention to turn right or left, diverge right or left to make U-turn, by means of a flashing orange lamp signaling device;

Such signaling device or stop lamp shall comply with the specifications for that device or stop lamp prescribed by the LTO.

SECTION 53. USE OF SIGNALING DEVICES. A driver shall not permit a signaling device on the vehicle to remain in operation after the completion of the turn or divergence which prompted the device to be put into operation.

SECTION 54. U-TURNS. A driver shall not cause the vehicle to make a U-turn:

(1) Where there is a probability of colliding with another vehicle or interfering with the free movement of traffic as those identified under Appendix IV (Location with no U-Turns); or

(2) On any intersection at which an official traffic control sign or signal prohibits a U-turn.

Any person found in violation of this section shall be imposed a fine of Five Hundred Pesos (₱ 500.00).

SECTION 55. PROCEDURE AT CHANNELIZED INTERSECTION. When accelerating or decelerating lanes are provided for right or left turns at unsignalized intersection, vehicles shall proceed as follows:

(a) Vehicles intending to turn right from a roadway entrance, by means of a right turn accelerating lane, shall enter such roadway by means of the accelerating lane so provided and shall merge with caution into the right hand traffic, unless otherwise instructed;

(b) Vehicles intending to turn right from a roadway exit, from which is made by means of a right-turn decelerating lane, shall enter the decelerating lane and merge with caution into the right hand traffic lane, unless otherwise instructed;

(c) Vehicles intending to turn left into far roadway of a divided highway shall come to a complete stop before crossing the near roadway of such highway and shall merge with caution into the left hand lane of the far roadway, unless otherwise instructed;

(d) Vehicles intending to turn left from a divided highway exit, by means of a left turn decelerating lane constructed in the medial strip area, shall enter decelerating lane and shall yield the right of way to approaching vehicles before proceeding with caution across the intersection and into the intersecting roadway, unless otherwise instructed.

ARTICLE XII
PARING AREA, TRAFFIC SCHEME, AND LOADING AND UNLOADING ZONES

SECTION 56. VEHICLES NOT TO BE IN CERTAIN AREAS. No driver shall:
(a) Leave a vehicle waiting in a “No Waiting Area”;

(b) Park a vehicle in a “No Parking Area”, except when loading or unloading goods or passengers;

(c) Leave a vehicle in a “No Stopping” area;

(d) Leave a vehicle waiting in Parking Area contrary to any limitation in respect of days, periods of the day, and classes of vehicles indicated by the inscription on the sign or signs associated with the area;

(e) It is unlawful for any vehicle to park overnight on road right-of-way not so designated by the PSO;

However, a driver may park a vehicle in a “No Parking” area or leave a vehicle waiting in a “No Waiting” area or “No Stopping” area under any of the following conditions:

(i) At any time that the restriction is suspended by reason of the inscription on the sign associated with the area; or

(ii) If the inscription on the sign or signs associated with the area exempts the driver’s vehicle from restriction imposed within the area.

(f) The owner of the vehicle and its driver are jointly and solidarily liable if found guilty of the above provision and shall be meted a fine of Two Thousand Pesos (₱2,000.00).

SECTION 57. PROHIBITED PARKING OR WAITING PLACES. No person shall park or leave a vehicle waiting or standing, whether attended or unattended, so that any portion of the vehicle is:

(a) On a crosswalk;

(b) On the roadway side of any vehicle which stopped or parked at the curb or edge of the highway;

(c) Within six (6) meters of intersection of curb lines;

(d) Between pedestrian zone and nearest curb;

(e) Immediately in front of right-of-way, passage or private driveway;

(f) Alongside or opposite any excavation, if the vehicle would obstruct traffic;

(g) On any footway, marked pedestrian crosswalk or pedestrian crossing;

(h) Upon a bridge or other elevated structure;

(i) Under any elevated pedestrian;

(j) Within an intersection;

(k) On any portion of the road on which the sign “Keep Clear”;

(l) Within four (4) meters of the driveway entrance to fire station;
Within four (4) meters of any fire hydrant or fire plug or any sign or mark indicating the existence of a fire hydrant or fire plug;

(n) Within ten (10) meters upon the approach to any reflectorize flashing beacon or stop sign located at the side of the roadway;

(o) Immediately in front of right-of-way and all passages to public parks, fire and police stations;

(p) At any place where official sign at any place where official signs have been erected prohibiting parking;

(q) On a traffic island;

(r) Within the turnaround area of any dead-end street;

(s) Blocking main entrance of theaters, cinematographs, stadiums, banks, schools, churches, and offices and public buildings, during the period of performance in theaters, cinematographs and stadiums, during banking hours, during class hours in both public and private schools, during services in churches and during office hours;

(t) Blocking main entrance of Court building during session hours; and all entrances of hospitals; and main entrances of building where the City Council is in session properly marked or signposted;

(u) The parking of all kinds of vehicles in non-designated parking spaces enumerated in Appendix V (Prohibited Parking Areas) including Plaza Heneral Santos is hereby prohibited.

(v) Violation hereof shall subject the offender to a fine of One Thousand Five Hundred Pesos (₱1,500.00) and/or imprisonment of not more than five (5) days, or both such fine and imprisonment at the discretion of the Court;

(i) Where the violator who does not contest his/her apprehension and elect to pay the fine imposed under Section, the enforcement officer shall forthwith issue citation ticket to the person apprehended without resort to the Court. The citation ticket shall state or contain (1.) the name, signature, age and address of the person apprehended, (2.) the material facts obtaining in the commission or omission of the crime defined and penalized under this Section, (3.) the amount of fine which is payable in favor of the City, and (4.) notice requiring the person apprehended for extra-judicial settlement of his/her violation by paying the prescribed amount of fine at the CTO within seventy-two (72) hours from issuance thereof, otherwise, appropriate complaint shall be filed against him/her before the Court of law.

(u) Signs and billboards to this effect shall be placed in designated and non-designated parking spaces for purposes of public notice.

SECTION 58. PARKING DURING CERTAIN HOURS PROHIBITED.

(a) A driver shall not stop, wait, stand, and park a vehicle any longer than is absolutely necessary to load or unload passengers or goods, upon any city street, or portions thereof between the specified hours indicated on the erected official sign;
(b) A driver of a car, motorized tricycle, all other vehicles which are animal
drawn and other kinds of vehicles shall not park between 12:00
midnight to 5:00 A.M. the following day on any city street, except those
that are declared as night parking zones as provided by this Code;

(c) A driver of a truck, including six-wheeler truck and above shall not
park along any city street and/or subdivision road including national
highway within the territorial jurisdiction of the city at any time of the
day unless otherwise provided for in this Code.

SECTION 59. PARKING FOR CERTAIN PURPOSE PROHIBITED. No
person shall park a vehicle upon any roadway, pedestrian sidewalk, road
shoulder, including the national highway for the principal purpose of:

(a) Displaying such vehicle for sale;

(b) Washing, greasing, painting, repainting or introducing any car
accessories and repairing such vehicle except repairs necessitated by
an emergency;

(c) Vending any goods.

SECTION 60. SPECIAL STOPS.

(a) A driver shall stop at, or immediately before the “stop line” at the
entrance of any intersection;

(b) The “stop line” shall mean a clearly visible solid white line or lines
extending across a roadway or any portion thereof to indicate the point
at which all vehicles of whatever classes are required to stop; and

(c) A driver of a vehicle emerging from an alley, driveway or building shall
stop prior to driving onto a sidewalk or onto the sidewalk area
extending across such alley, driveway or building, and shall yield the
right-of-way to any pedestrian as may be necessary to avoid collision,
and upon entering the roadway shall yield the right-of-way to all
vehicles approaching on the said roadway.

SECTION 61. METHOD OF PARKING VEHICLES. Any driver who parks
or leaves a vehicle waiting or standing on a road:

(a) In case of a road in which the vehicles are permitted to travel in one
direction only, shall so park the vehicle as near as practicable so as to
be parallel to the right boundary of the road thoroughfare in the same
direction which the vehicle was originally moving;

(b) In case of a road in which the vehicles are permitted to travel in both
directions, shall so park the vehicle or highway as far as practicable to
the right shoulder of the road or highway, parallel to the boundary of
the thoroughfare in the same direction which the vehicle was originally
moving;

(c) So that not less than 3 meters of the width of the road between the
vehicle and the far boundary of the road is available for the movement
of other vehicles;

(d) In a manner that it does not cause undue obstruction on the
thoroughfare; and
(e) Where parking bays are marked on the thoroughfare, entirely within
the confines of a single bay;

Provided that paragraphs (a) and (b) of this Section shall not apply to a
person leaving a vehicle waiting in a Parking Area.

SECTION 62. PARKING NEAR GRADE OF CREST OR CURVE. No person
shall park or leave a vehicle waiting on or near a crest or curve so that any
portion of it is upon a thoroughfare unless a driver from the rear would have a
clear view of the vehicles for a distance of at least 200 meters as identified by the
PSO.

SECTION 63. PARKING ON PARADE ROUTES AND ON ANY SPECIAL
OCCASION. The CTTMD is authorized, whenever in its judgment it deems
necessary, to prohibit or restrict the parking of any vehicle on either side or both
sides of any street adjacent thereto by the erection or placement of temporary
signs setting forth such restrictions. When such signs are erected or placed prior
to the parade, procession, or special occasion, it shall be unlawful to park, or
leave unattended any vehicle in violation of such signs;

The City Traffic Enforcer or Police assigned in the area is authorized to
remove, or cause to be removed, any vehicle left unattended or parked in
violation of such signs at the owner’s expense.

SECTION 64. LOADING AND UNLOADING ZONES.

(a) There shall be loading and unloading zones marked on the pavement
or curb along the major thoroughfares of the city. The same space shall
be used solely for loading and unloading;

(b) No person shall stop, stand or park a vehicle for any purpose or period
of time other than the expeditious loading or unloading of passengers
and freight in any place marked as loading/unloading zones during
hours when the regulations applicable to such passengers curb loading
zones are effective, and then only for a period not to exceed three (3)
minutes;

(c) Loading and unloading, stopping or standing are prohibited, except
when necessary to avoid conflict with other traffic or in compliance
with the law or the directions of a police officer or traffic control devices,
in any of the following places within the City:

(i) On a crosswalk or sidewalk;

(ii) Within 6 meters from either approach to an intersection or street
corner;

(iii) Within 30 meters on any approach to a signalized intersection;

(iv) Within 6 meters of the driveway entrance to any fire station and
on the side of a street opposite the entrance;

(v) Within 2 meters of either side of a public or private driveway;

(vi) Within 3 meters of either side of a school gate or entrance;

(vii) On traffic island or medial strip;
(viii) On the roadway side of any vehicle stopped or parked at the edge of the curb or a roadway;

(ix) Alongside or opposite any street excavation or obstruction when loading and unloading would obstruct traffic;

(x) Areas between two succeeding designated loading and unloading zones;

(xi) Within 20 meters from either approach of a bridge or box culvert.

(d) Loading and unloading of products, freight and goods from delivery trucks, vans and other vehicles should not be done on the designated loading and unloading zones. Instead, the said delivery trucks, vans and other vehicles must be properly parked in appropriate parking zone or within their compound as this activity would take more than three minutes;

For establishments with no provisions for parking within their property, they shall facilitate loading and unloading of stocks, products, goods and freight within the central between 7:00 P.M. to 7:00 A.M. of the following day to minimize obstruction to traffic;

(e) No person shall board or alight from any vehicle while such vehicle is in motion. And no person shall open the door of a motor vehicle on the side toward moving traffic unless and until it is reasonably safe to do so, nor shall any person leave a door of a vehicle open on the side toward moving traffic for a period of time longer than necessary to load or unload passengers;

The driver of a PUJ or any other public utility vehicle shall not stand or park such vehicle on any street within the central business district for the purpose of loading and unloading passengers at any place other than the officially designated stopping, loading and unloading area;

(f) No person shall embark on or disembark from a bus or jeepney at any place along street not officially designated as loading and unloading area;

(g) Whenever any curb markings are to be used to designate loading and unloading zones, such markings shall be yellow in color. Appendix VII (Designated Loading and Unloading Zones);

(h) Any person found violating any provision of this Ordinance shall have a fine of Five Hundred Pesos (P500.00).

SECTION 65. OFFICERS AUTHORIZED TO REMOVE ILLEGALLY STOPPED VEHICLES.

(a) Whenever any City Traffic Enforcer and/or Police Traffic Officer finds a vehicle standing upon a highway in violation of any of the foregoing provisions, such officer is authorized to move such vehicle, or require the driver or other person in-charge of the vehicle to move the same, to a position off the paved road;

(b) Whenever any City Traffic Enforcer and/or Police Traffic Officer finds a vehicle unattended upon any bridge or causeway where such vehicle constitutes an obstruction to traffic, he is hereby authorized to provide
for the removal of such vehicle to the nearest impoundment area, garage or other place of safety;

(c) The expense incurred in the removal of such vehicle shall be charged to the owner of the vehicle.

**SECTION 66. REMOVAL OF VEHICLES.** Removal of a vehicle as provided for in the preceding section is only authorized under the following circumstances whenever a vehicle:

(a) Upon any road, street, or highway is so disabled as to constitute an obstruction to traffic, and the person/s in charge of the vehicle are by reason of physical injury incapacitated to such an extent as to be unable to provide for its custody or removal;

(b) Is left unattended upon any road, street, bridge, viaduct, or causeway where such vehicle constitutes an obstruction to traffic;

(c) Is left unattended upon any road or street and is so parked illegally as to constitute a definite hazard or obstruction to the normal movement of traffic;

(d) Is left unattended or parked in tow-away zones during the time of restricted parking during the morning peak traffic hours designated by official signs specifying the hours of restricted parking every day, except Sundays and public holidays on the streets or portions thereof designated by the CTTMD;

(e) Is left unattended or parked in tow-away zones at all hours of any day on the streets or portions thereof designated by the CTTMD;

(f) Is left unattended or parked in tow-away zones during the time of restricted parking designated by official signs specifying those times of restricted parking on the streets or portions designated by the CTTMD;

(g) Is left unattended upon a street and is parked in front of a public or private driveway so as to constitute an obstruction to vehicular traffic using driveway for purpose of egress and ingress;

(h) Is left unattended and parked on a street or portion thereof so as to interfere with or impede construction or repairs being made thereon; provided, adequate signs giving notice of construction and prohibiting such parking and designating the time of the prohibition are properly posted by the CTTMD;

(i) Is left unattended upon any street within three (3) meters of a fire hydrant.

(j) Vehicles left unattended upon any roads or streets not designated parking areas within the city beyond 24 hours will be subject for towing.

**SECTION 67. TOWING SERVICES.**

(a) In the interest of the city, the City Mayor may outsource towing services by entering into a memorandum of agreement with a private entity, pursuant to the procurement laws;

(b) The traffic law enforcer may call on duly authorized towing services to tow illegally stopped vehicles, to be taken to the designated storage area.
ARTICLE XIII
PARKING ZONES AND FACILITIES

SECTION 68. DESIGNATION OF ON-STREET PUBLIC PAY PARKING ZONES. The streets listed under Appendix VII (Public Pay Parking Zones) are hereby designated as either one-sided or two-sided on-street public pay parking zones. Pursuant to the general welfare clause of the “Local Government Code of the Philippines” [R.A. 7160] and in the interest of public safety, the CTTMD is hereby authorized to establish, mark, designate, expand, reduce, amend or modify from time to time the list, subject to the approval of the PSO for any changes or revision; Provided however, that the PSO shall recommend it to the Sangguniang Panlungsod for approval. The revised list shall be deemed final if not acted upon by the Sangguniang Panlungsod within six (6) months upon receipt thereof;

i) Pay parking shall commence from Monday to Sunday, whole day;

ii) Except otherwise provided in this Code, the left side of any street designated as one-way-street listed in Appendix II, shall be assigned as parking zone while the right side shall be designated for loading and unloading area.

SECTION 69. OFF-STREET TRANSPORT TERMINAL, PARKING, AND OTHER FACILITIES.

(a) Parking facilities, public transport terminals, and garages may be constructed, operated and maintained by the City, or by private transport entities, subject to the approval of Sangguniang Panlungsod upon the recommendation of the CTTMD and PSO;

(b) The minimum terminal size must be at least 130% of the total space requirement of 50% of the franchised units;

(c) Application for establishment and construction of public utility van transport terminal owned, operated and maintained by private entities shall have an attachment of required traffic impact assessment submitted to the CPDO and CTTMD, including those located in major commercial and industrial establishments, as a requirement before a development permit shall be issued by the CPDO; Provided however, that the public utility van transport terminal located within a commercial or industrial establishment shall apply for separate business permit application and pay corresponding regulatory fees and charges;

(d) Construction of public utility van transport terminal owned and operated by private sector shall be located at least 100 meters from nearest curve, junction, or intersection of city road and/or highway; Provided however, that the distance of entry and exit gates of public transport vehicles to the terminal shall be thirty (30) meters from the nearest road, street or highway;

(e) For fixed routes with end points, no franchise application, petition for modification of franchise, petition for dropping and/or substation, petition for change of ownership and/or petition for extension of franchise validity shall be entertained by the LTFRB without presentation of a proof of operation of an offset terminal. However, for
circular routes that loop, an off-street terminal may not be required based on the determination of the LTFRB;

(f) Off-street terminals shall be located at both ends of the route being proposed, and shall be provided with loading / unloading bays and vehicle layover areas;

(g) If rented and/or leased, the off-street terminal shall have a contract validity of at least the duration of franchise validity;

(h) The requirement for public transport terminals shall remain enforced and adhered to in all franchise applications. All public transportation terminals shall comply with the LGU’s land use and zoning plan. As such, the concerned LGU, in coordination with the Department and the LTFRB, shall have the authority to designate terminal locations and issue prior clearance to operate said terminals, consistent with the DILG-DOTr Joint Memorandum Circular No. 01, Series of 2008;

(i) An off-street public utility van transport owned and operated by private entities shall have security guards and shall be equipped with CCTV camera connected to CMO, parking bays, shaded passenger lounge with seats, toilet for male and female, water, garbage bins, appropriate facility/ queuing lanes for Persons with Disability (PWD), senior citizen and pregnant women and other amenities for the comfort and welfare of the riding passengers;

(j) Pedestrian overpass, underpass, footbridge, footway, waiting shed for public use constructed using government monies shall be operated and maintained by the City, thru the CTTMD; Provided however, that pedestrian overpass and underpass crossing any city road, street or highway, and waiting shed along any road, street, or highway for public use constructed by private entities shall be turned over to the City for operation and maintenance;

(k) Pedestrian overpass, underpass, footbridge, footway, waiting shed shall not be used as trading center, for display of merchandise for sale, and other activities that would totally or partially obstruct pedestrian walkway.

**SECTION 70. PRIVATE GARAGE FOR VEHICLES – FOR – HIRE.**

(a) The CTTMD is hereby authorized to regulate the construction, operation, and maintenance of garage for the use of private vehicles – for – hire for vehicles not in use;

(b) It is prohibited for operator and/or owner of vehicles – for – hire to construct, operate, and maintain garage without first securing a permit from the CTTMD;

(c) It is prohibited for the owner and/or operator of privately owned garage for vehicles – for – hire to solicit passengers or to unload passengers in their private garage.

**SECTION 71. PROVISION OF PRIVATE PARKING AREA.** For the new construction of a building of private establishments such as, but not limited to, commercial, industrial, institutional building, the owner of the building shall be required to incorporate in the development plan to provide a minimum of three (3) meter-setback beginning from the private property line abutting city street,
road, or highway for purposes of vehicle angel parking; Provided however, if the location of the building is along a corner abutting two roads or streets, the same minimum three (3) meters according to the existing provisions of the National Building Code shall be provided in both sides of the building; Provided finally, that no part of parked vehicle shall obstruct the free passage of pedestrian sidewalk.

SECTION 72. PAY PARKING CHARGES AND SIGNS. Appropriate signs indicating the parking charges and the time that such facility is open for business, shall be installed at each public pay parking zones;

Parking fees shall be collected during the regulated period at rates shown in Appendix VII. The rates shall be updated from time to time by the CTTMD subject to the concurrence of the PSO for approval of the Sangguniang Panlungsod.

SECTION 73. ALLOCATION OF PARKING FEES COLLECTED. All fees collected for overnight parking in a designated public pay parking zone within a specific barangay shall be allocated as follows: Fifty percent (50%) shall be apportioned to the barangay concerned and the other Fifty percent (50%) to the Traffic Management Trust Fund.

SECTION 74. OVERNIGHT PARKING.

(a) Overnight parking on city roads not determined as pay – parking zones may be recommended by the Barangay Council through an appropriate resolution, subject to evaluation of the PSO and duly approved by the Sangguniang Panlungsod, through an appropriate ordinance. Those local roads that may be designated, shall as much as practicable, be on a one – side parking basis and in no case shall prevent egress or through passage. No alley or road less than three (3) meters in width shall be designated as overnight – parking zones;

(b) The operations of overnight parking zones established by the Barangay Council shall be supervised by the CTTMD.

SECTION 75. ENFORCEMENT OF OVERNIGHT PARKING. The enforcement and collection of overnight parking fees may be undertaken by the Barangay in the City upon compliance with the following:

(a) The Barangay Council itself with the technical assistance of the CTTMD, will determine which of the local roads may be utilized for overnight parking, before enacting a resolution to that effect;

(b) Overnight parking shall be limited to the hours of 9:00 o’clock P.M. to 6:00 o’clock A.M. the following day:

(i) No cargo trucks or tractor trailers of eight (8) wheels and up shall be allowed to avail of overnight parking in any streets of the City except by reason of emergency repair which shall be accomplished as expeditiously as possible. Cargo trucks found parking during these hours on any City streets shall be towed to the vehicle impounding area, and the driver/operator is required to pay the corresponding fines;

(ii) The cost of the tickets or receipts issued by the Barangay for collection of overnight parking fees shall be chargeable to the City;
(iii) Overnight parking fees shall be collected at the rate of Two Hundred Pesos P200.00 per vehicle per night;

(iv) The Barangay government shall provide barangay security force assigned to maintain order in the parking area and to ensure that vehicles parked for overnight parking are not used for any immoral and illegal purpose;

(v) It shall be the duty of the Barangay Treasurer to remit collections pertaining to the share of the City to the CTO.

SECTION 76. VIOLATIONS IN PUBLIC PAY – PARKING AREAS. Within any public pay-for-parking facility, it shall be unlawful for any person:

(a) Refusal to pay the parking charges;

(b) Parking any vehicle across any line or marking of a parking space or in such position that the vehicle shall not be entirely within the area designated by such lines or markings;

(c) Tampering any vehicle, other than his own, parked in the same parking facility;

(d) Parking any vehicle for the purpose of washing, cleaning, greasing, painting, selling merchandise or repairing or installing any car accessories and/or tinting, except repairs necessitated by an emergency on a designated area in the parking facility;

(e) Displaying for sale or to sell goods and merchandise;

(f) Disregarding any official direction, instruction or restriction posted therein, in accordance or in conformity with the provisions of this Code; and

(g) Any person committing any of the foregoing violations is liable to pay a fine of Five Hundred Pesos (P500.00).

ARTICLE XIV
CARELESS AND DANGEROUS DRIVING UNDER THE INFLUENCE OF LIQUOR

SECTION 77. CARELESS DRIVING. A person shall not drive a vehicle without due care or attention or without consideration for other persons or vehicles. The following acts are prohibited:

(a) Driving a moving vehicle along road shoulders to overtake other vehicles;

(b) Driving a motor vehicle in continuous zigzag motion along any city road or highway;

SECTION 78. RECKLESS AND DANGEROUS DRIVING. No person shall operate a motor vehicle on any highway recklessly or without reasonable caution considering the width, traffic, grades, crossing, curvatures, visibility and other conditions of the highway and the conditions of the atmosphere and weather, or
so as to endanger the property or the safety or rights of any person, or so as to cause excessive or unreasonable damage to highway.

SECTION 79. DISTRACTED DRIVING. Subject to the qualifications in Section 80 and 81 of this Code, distracted driving refers to the performance by a motorist of any of the following acts in a motor vehicle in motion or temporarily stopped at a red light, whether diplomatic, public or private, which are hereby declared unlawful:

(a) Using a mobile communications device to write, send, or read a text-based communication or to make or receive calls, and other similar acts; and

(b) Using an electronic entertainment or computing device to play games, watch movies, surf the internet, compose messages, read e-books, perform calculations, and other similar acts.

SECTION 80. EXTENT OF COVERAGE OF DISTRACTED DRIVING.

(a) The operation of a mobile communications device is not considered to be distracted driving if done using the aid of a hands-free function or similar device such as, but not limited to, a speaker phone, earphones and microphones or other similar devices which allow a person to make and receive calls without having to hold the mobile communications device: Provided, That the placement of the mobile communications device or the hands-free device does not interfere with the line of sight of the driver.

(b) Wheeled agricultural machineries such as tractors and construction equipment such as graders, rollers, backhoes, payloaders, cranes, bulldozers, mobile concrete mixers and the like, and other forms of conveyances such as bicycles, pedicabs, “habal-habal”, trolleys, “kuligligs”, wagons, carriages, carts, sledges, chariots or the like, whether animal or human-powered, are covered by the provisions of this Article as long as the same are operated or driven in public thoroughfares, highways or streets or under circumstances where public safety is under consideration.

(c) The provisions of this Article shall not apply to motorists of motor vehicles which are not in motion, except those which are stopped momentarily at a red light, or are pulled over to the side of the road in compliance with a traffic regulation.

SECTION 81. EXEMPTIONS TO DISTRACTED DRIVING. The provisions of this Article shall not apply to the following:

(a) A motorist using a mobile phone for emergency purposes, including, but not limited to, an emergency call to a law enforcement agency, health care provider, fire department, or other emergency services, agency or entity; and

(b) A motorist using a mobile phone while operating an emergency vehicle such as an ambulance, a fire truck, and other vehicles providing emergency assistance, in the course and scope of his or her duties.

SECTION 82. LIABILITY OF OWNER AND/OR OPERATOR OF THE VEHICLE DRIVEN BY THE OFFENDER. The owner and/or operator of the vehicle driven by the offender referred to in Section 79 shall be directly and principally held liable together with the offender for the fine unless he or she is
able to convincingly prove that he or she has exercised extraordinary diligence in the selection and supervision of his or her drivers in general and the offending driver in particular.

This section shall principally apply to the owners and/or operators of public utility vehicles and commercial vehicles such as delivery vans, cargo trucks, school and company buses, hotel transports, cars or vans for rent, taxi cabs, and the like.

SECTION 83. PUNISHABLE ACT. It shall be unlawful for any person to drive a motor vehicle while under the influence of alcohol, dangerous drugs and/or other similar substances.

SECTION 84. CONDUCT OF FIELD SOBRIETY, CHEMICAL AND CONFIRMATORY TESTS. A law enforcement officer who has probable cause to believe that a person is driving under the influence of alcohol, dangerous drugs and/or other similar substances by apparent indications and manifestations, including overspeeding, weaving, lane straddling, sudden stops, swerving, poor coordination or the evident smell of alcohol in person’s breath or signs of use of dangerous drugs and other similar substances, shall conduct field sobriety tests.

If the driver fails in the sobriety tests, it shall be the duty of the law enforcement officer to implement the mandatory determination of the driver’s blood alcohol concentration level through the use of a breath analyzer or similar measuring instrument.

If the law enforcement officer has probable cause to believe that a person is driving under the influence of dangerous drugs and/or other similar substances, it shall be the duty of the law enforcement officer to bring the driver to the nearest police station to be subjected to a drug screening and, if necessary, a drug confirmatory test as mandated under the Republic Act No. 9156.

Law enforcement officers and deputized local traffic enforcement officers shall be responsible in implementing this section.

SECTION 85. DIRECT LIABILITY OF OPERATOR AND/OR OWNER OF THE OFFENDING VEHICLE. The owner and/or operator of the vehicle driven by the offender shall be directly and principally held liable together with the offender for the fine and the award against the offender for civil damages unless he or she is able to convincingly prove that he or she has exercised extraordinary diligence in the selection and supervision of his or her drivers in general and the offending driver in particular.

This section shall principally apply to the owners and/or operators of public utility vehicles and commercial vehicles such as delivery vans, cargo trucks, container trucks, school and company buses, hotel transports, car or vans for rent, taxi cabs, and the like.

SECTION 86. DRIVING A MOTOR VEHICLE WHILE UNDER THE INFLUENCE OF ALCOHOL OR INCAPACITATING DRUGS AND OTHER SIMILAR SUBSTANCES. No person shall drive a motor vehicle while under the influence of alcohol or dangerous drugs and other similar substances in violation of “Anti-Drunk and Drugged Driving Act of 2013.” [R.A. 10586]. For purposes of this section, a driver is considered under the influence of alcohol or dangerous drugs and other similar substances, if at the time of competent examination performed or with the use of DOH-approved breath analyzer to determine the blood alcohol concentration, within an hour of apprehension of a person, the person is found to have at least 0.06% of alcohol in his/her blood, or in the case of drugs, if it reasonably manifests from the person’s action or
behavior that the exercise of his/her five senses is physically impaired as to expose the driver himself/herself, or the vehicle or other persons to a possible road crash. The operation of any vehicle, although non-motorized, in the same manner stated herein, is likewise prohibited.

ARTICLE XV
ROAD CRASHES

SECTION 87. ROAD CRASHES INVOLVING DEATH OR PERSONAL INJURIES OR DAMAGE TO A VEHICLE. The driver of any vehicle involved in a road crash resulting in injury or death of any person or damage to a vehicle which is driven or attended by any person, shall immediately stop such vehicle at the scene of such road crash, and shall remain at the scene of such road crash until he has fulfilled the requirements of Section 88 and 89 of this Code. Every step must be taken to ensure that such stop is made without obstructing traffic.

SECTION 88. DUTY TO GIVE INFORMATION AND RENDER AID. The driver of any vehicle involved in a road crash resulting in injury to or death of any person or damage to any vehicle or other property damage, shall give his name, and the vehicle license number he/she is driving and upon request, exhibit his/her driver's license to the person struck, or to the driver or occupant of, or person attending the vehicle collided with, and shall render reasonable assistance to any injured in such road crash.

SECTION 89. DUTY UPON STRIKING UNATTENDED VEHICLE. The driver of any vehicle that collides with any vehicle which is unattended shall immediately stop and shall then locate and notify the operator or owner of the unattended vehicle, or if the operator or owner cannot be located, the driver shall inform the nearest police station through any means of communication.

SECTION 90. DUTY UPON STRIKING FIXTURES ON A HIGHWAY. The driver of any vehicle involved in a road crash resulting only in damage to fixture legally upon or adjacent to a street or highway, shall take reasonable steps to locate and notify the owner or person in-charge of such property and shall give his name and address, and the vehicle license number he is driving, and upon request, exhibit his driver's license and shall make a report of such road crash as required by this Code.

SECTION 91. REPORT OF ROAD CRASHES.

(a) The driver of any vehicle involved in a road crash resulting in injury or death of any person shall, immediately by the quickest means of communication, give notice of such to the GSCPO or CTTMD;

(b) The driver of any vehicle involved in property damage, shall make an agreement to the persons whose property is involved as to the amount of property damage sustained; Provided however, that with or without agreement between the two parties, the road crash shall be reported immediately to the GSCPO and CTTMD;

(c) Every GSCPO Traffic Officer, with the assistance of City Traffic Enforcer, in the regular course of duty, investigate a road crash of which report must be made as provided herein, either at the time of and at the scene of the road crash or immediately thereafter by interviewing participants or witnesses, shall within 24 hours after completing such investigation, forward a written report of such road crash to the CTTMD.
SECTION 92. ROAD CRASHES REPORTS.

(a) The GSCPO, with the assistance of City Traffic Enforcer, shall prepare and upon request, provide to the motor vehicle repair shop and agencies concerned, forms for road crash reports required. The written reports to be made by persons involved in road crash and by investigating officers shall call for sufficient detailed information, such as, causes of road crash, existing conditions and the person and vehicle involved. Written reports from the GSCPO shall be made within a maximum period of three (3) working days;

(b) Road crashes must be recorded using the prescribed Vehicular Incident Report Form agreed upon by the CTTMD, GSCPO and other national agencies for uniformity;

(c) The City Traffic Enforcer, for purposes of data bank of the CTTMD, shall document, report, and monitor the road crashes in prescribed form called “Daily Road Crashes Monitoring Report.” The City Traffic Enforcer shall inhibit himself/herself from investigating road crashes; however, he/she is allowed to make a rough sketch of the road crash before the police arrive.

SECTION 93. MOTOR VEHICLE REPAIR SHOP TO REPORT. Owners of Motor Repair Shops are required to report to the GSCPO and CTTMD all vehicles involved in road crashes of suspicious circumstances (carnapping, kidnapping or any other crimes, etc.) using the prescribed form prepared by the CTTMD called “Motor Vehicle Repair Shop Report.” The report must be confidential between the repair shop and the GSCPO and the CTTMD. (All prescribed forms and procedures will be duly provided under the IRR).

SECTION 94. ROAD CRASH REPORTS CONFIDENTIAL. All road crash reports in writing made by a person involved in road crashes or by motor vehicle repair shop, shall be for the confidential use of the CTTMD, GSCPO and the City Mayor’s Office to be utilized for road crash prevention purposes only, except that the GSCPO may disclose the identity of a person involved in a road crash when such identity is not otherwise known or when such person denies his presence at such road crash.

No such report shall be used as evidence in any trial, civil or criminal, arising out of a road crash, except upon order of any court which the GSCPO shall comply.

SECTION 95. WHEN DRIVER UNABLE TO REPORT.

(a) A road crash report is not required under this Article from any person who is physically incapable of making report during the period of such incapacity;

(b) Whenever the driver of a vehicle is physically incapable of giving an immediate notice of a road crash as required in Section 92 and there was another occupant in the vehicle at the time of the road crash capable of doing so, such occupant shall make a report not made by the driver, or if the driver is not the owner of the vehicle, then the owner of the vehicle involved in such road crash report not made by the driver.

SECTION 96. RESPONSIBILITY TO TABULATE AND ANALYZE ROAD CRASH REPORTS. Without impinging on the authority of the GSCPO, the
CTTMD shall tabulate and analyze all road crash reports and shall publish annually the statistical information based on the number and circumstances of traffic road crashes.

SECTION 97. COPIES OF REPORTS TO BE FURNISHED TO THE CITY MAYOR’S OFFICE. The GSCPO shall furnish true copies of all road crash reports within 48 hours from the filing thereof, to CTTMD and the CMO.

ARTICLE XVI
OPERATION OF BICYCLES AND ANIMAL-DRAWN CARRIAGES

SECTION 98. EFFECT OF REGULATIONS. The regulations applicable to bicycles and animal-drawn carriages, shall apply whenever bicycles and animal-drawn carriages are operated upon any road or upon any path set aside for the exclusive use of such carriages and bicycles.

SECTION 99. LICENSE REQUIRED. No person, whether resident or not of the City, shall operate, ride or propel an animal-drawn carriage or bicycle, on any street, highway, alley, roadway, sidewalk or upon any public path set aside for the exclusive use of such carriages or bicycles unless such has been licensed and license plate 5.0 cm x 7.5 cm (2 inches x 3 inches) in size is attached thereto as provided herein. The license is renewable every January the following year.

SECTION 100. REGISTRATION. All animal-drawn carriages and bicycles owned by residents of the City shall be registered with the CTTMD, through the Permitting Unit, with corresponding issuance of license plates and upon payment of authorized amount to the CTO:

For Animal-Drawn Carriage PhP 150.00 annually
For Bicycle Php 150.00 annually

Renewal of registration shall be every one year from the date a bicycle or animal-drawn carriage has been registered.

SECTION 101. ATTACHMENT OF LICENSE PLATE. The license plate shall be firmly attached to the rear of the animal-drawn carriage or rear mudguard of frame of the bicycle for which it is issued in such position as to be plainly visible from the rear.

SECTION 102. LIGHTING, WARNING SIGNS. An animal-drawn carriage and bicycle operated at night shall be equipped with the headlight visible at least 60 meters to the front and a rear red reflex mirror or reflectorized tape visible for a distance of 60 meters to the rear.

It shall be unlawful for any cyclist and bicycle owners to ply along public streets/roads and avenues within the City without providing their bicycles with front headlight and rear red reflectorized lights as well as reflectorized materials.

Any person or persons violating this section shall be subject to a fine of Five Hundred Pesos (₱500.00).

SECTION 103. OPERATING A BICYCLE.

(a) No person is allowed to drive a bicycle on public roads who is not at least 18 years of age. If such person is caught driving a bicycle on any
public road, he/she shall be referred to his/her parents who shall be advised accordingly.

(b) A driver of a bicycle shall not ride other than upon or astride a permanent and regular seat attached thereto;

(c) A driver of a bicycle shall not carry more persons at one time than the number for which it is designed and equipped;

(d) A driver of a bicycle shall not place any cargo or passenger in between the driver’s arms or between the steering bar and the driver;

(e) A driver of a bicycle shall not hitch the same or himself to any moving vehicle upon any roadway;

(f) A driver of a bicycle shall keep at least one hand upon the handle bars;

(g) No person shall operate a bicycle unless it is equipped with a bell, a horn or other devices capable of giving a signal for a distance of at least 100 feet, except siren or whistle;

(h) Every bicycle shall be equipped with a brake which will enable the operator/driver to make the braked wheel skid on dry, level, clean pavement;

(i) A driver of bicycle shall not park his/her bicycle along pedestrian sidewalks unless so designated by the CTTMD as bicycle parking terminals;

(j) A driver of bicycle shall wear a protective helmet to be worn all the time when traveling a distance of more than ten (10) kilometers;

(k) A driver/operator of a bicycle or animal-drawn carriage shall not operate at a speed greater than what is reasonable and prudent under the existing conditions;

SECTION 104. PENALTIES. Penalties shall be imposed upon the driver of bicycle for the violations indicated hereunder:

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<th>Violation</th>
<th>Penalty</th>
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<tr>
<td>(i)</td>
<td>No registration</td>
<td>Php 100.00</td>
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<td>(ii)</td>
<td>No plate number</td>
<td>Php 100.00</td>
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<tr>
<td>(iii)</td>
<td>Not equipped with bell, horn</td>
<td>Php 100.00</td>
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<tr>
<td>(iv)</td>
<td>No headlight</td>
<td>Php 100.00</td>
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<td>(v)</td>
<td>No red light to the rear</td>
<td>Php 100.00</td>
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<td>(vi)</td>
<td>No red reflector on its rear</td>
<td>Php 100.00</td>
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<tr>
<td>(vii)</td>
<td>Carrying more persons than it is designed and equipped</td>
<td>Php 100.00</td>
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<td>(viii)</td>
<td>With electronic devices such as car stereo, radio, and other device and</td>
<td>Confiscation of</td>
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<td>devices that create public nuisance</td>
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<td>devices that create public nuisance</td>
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The apprehending City Traffic Enforcer shall have the authority to confiscate the device to be deposited at the CTTMD;

The device shall be claimed by the owner/driver/operator within seven (7) working days upon payment of corresponding fee of One Hundred Fifty Pesos (Php150.00), otherwise the device shall be up for auction. The proceeds of the sale shall go to the Traffic Management Trust Fund.
SECTION 105. BICYCLE LANE. The PSO, with the safety of the bicyclists as its utmost concern and upon meaningful consultation with a bicycle association/federation, shall prepare a bicycle route development plan that would include designation of bicycle lanes all over the city apart or exclusive from motor vehicle lanes, where permissible; or shared roadways, if the construction of bicycle lanes are not permissible due to physical constraints; as well as bicycle parking terminals.

SECTION 106. TRAFFIC LAWS APPLICABLE TO OPERATING AN ANIMAL-DRAWN CARRIAGE OR PERSONS RIDING BICYCLES. The provisions of this Code granting right to and imposing duties upon a driver of a vehicle shall apply to every person riding a bicycle or operating an animal-drawn carriage upon a road, except those provisions that by their very nature are not applicable.

ARTICLE XVII
OPERATION OF TWO-WHEELED MOTORCYCLE

SECTION 107. OPERATION OF MOTORCYCLE. Every driver of two-wheeled motorcycle shall:

(a) Always turn on the headlight of the motorcycle while driving along any city road or highway;

(b) Use the outer lane of the city road or highway;

(c) Together with the backrider wear, at all times, DTI-approved standard protective motorcycle helmet to which is attached an eye protector while driving, whether long or short drives, in any type of road or highway. [R.A. 10054];

(d) It shall be prohibited for a driver of a two-wheeled motorcycle to operate in any type of city road or highway where there are more than one backrider, aside from the driver.

In case of violation, the driver and all the backriders shall be held liable to have violated the traffic rules and regulations in conspiracy with one another.

SECTION 108. Every driver of two-wheeled motorcycle shall not:

(a) Have passenger(s) in front of the driver;

(b) Have cargo in front of the driver;

(c) Be without shirt, wearing slippers; or,

(d) Smoke.

SECTION 109. MOTORCYCLE RIDER CARRYING A CHILD. While on public roads, a motorcycle rider is prohibited to take a child passenger on board especially where there is heavy volume of vehicles or there is a high density of fast moving vehicles or where a speed limit of more than 60/kph is imposed, unless:

(a) The child passenger can comfortably reach his/her feet on the standard foot peg of the motorcycle;
(b) The child’s arms can reach around and grasp the waist of the motorcycle rider; and

(c) The child is wearing a standard protective helmet referred to under, otherwise known as the “Motorcycle Helmet Act of 2009.” [R.A. No. 10054].

SECTION 110. MOTORCYCLE DEALER, DISTRIBUTOR, ETC.

(a) It is prohibited for motorcycle dealer/distributor to sell motorcycle to buyer without requiring the buyer to show his/her driver’s license in reference with the restriction code issued by the LTO;

(b) It is prohibited for motorcycle dealer/distributor to release motorcycle to buyer without approved registration documents under the name of the dealer/distributor from the LTO;

(c) It is prohibited for motorcycle dealer/distributor to sell motorcycle spare parts, including crash/safety helmet without genuine Philippine Standard (PS) or Import Commodity Clearance (ICC) seal;

(d) It is required of motorcycle dealers to furnish CTTMD on a monthly basis inventory report of their stock using Inventory Report Form issued by the CTTMD for data-banking purposes.

ARTICLE XVIII
PEDESTRIAN RIGHTS AND DUTIES

SECTION 111. PEDESTRIAN CROSSING.

(a) A driver of a vehicle approaching a pedestrian crossing shall travel at a speed that, if necessary to comply with this Section, the driver will be able to stop the vehicle before reaching the pedestrian crossing;

(b) A driver shall give way to any pedestrian who is on a pedestrian crossing;

(c) A driver shall not permit any portion of the vehicle to enter upon a pedestrian crossing even if any vehicle headed in the same direction is stopped on the approach side of, or upon pedestrian crossing apparently for the purpose of complying with this section;

(d) A driver of a vehicle turning or intending to turn right or left shall yield to any pedestrian who is on a pedestrian crossing;

(e) When a vehicle is stopped to give way to a pedestrian, the driver of a vehicle approaching from the rear shall not overtake or attempt to pass such stopped vehicle.

SECTION 112. DUTIES OF PEDESTRIANS. A pedestrian:

(a) Shall cross a thoroughfare at marked crosswalk, pedestrian crossing, pedestrian overpass, or pedestrian footway;

(b) When on a footway, marked crosswalk, or pedestrian crossing, shall keep as close as practicable to the right side of the footway;
(c) When crossing a thoroughfare at an intersection, shall keep right of pedestrian crossing in the opposite direction;

(d) When crossing a thoroughfare or portion of a thoroughfare, shall do so promptly by the shortest and most direct route, as may be practicable, to the thoroughfare boundary; and

(e) A pedestrian or passenger shall board or alight from PUV in designated PUV Loading and Unloading Zone.

(f) Pedestrians shall be subject to traffic control signals at intersections and other signalized crossings, but at all other places, pedestrians shall be accorded the privileges and shall be subject to the restrictions hereinafter stated.

(g) Vehicles to yield right-of-way to pedestrians in crosswalk. -

(i) When traffic control signals are in operation, the driver of a vehicle turning or intending to turn right or left shall likewise yield the right of way to pedestrians lawfully within the crosswalk;

(ii) When traffic control signals are not in place or not in operation and traffic is not being directed by a traffic enforcer or police officer, the driver of the vehicle shall yield the right-of-way, slowing down or stopping if necessary, in order to yield to a pedestrian crossing the roadway within the marked or unmarked crosswalk;

(iii) Whenever any vehicle is stopped in order to yield the right-of-way to a pedestrian, the driver of any other vehicle approaching from the rear shall not overtake or attempt to pass such stopped vehicle;

SECTION 113. RESTRICTIONS ON PEDESTRIANS. A pedestrian shall not:

(a) While waiting to board a vehicle, stand on any portion of the thoroughfare not designated as PUV loading and unloading zone;

(b) Proceed from footway toward a vehicle that has not fully stopped for the purpose of boarding it;

(c) Alight from or board a moving vehicle, or do so at an area where loading and unloading is prohibited;

(d) Remain on a pedestrian crossing, or marked crosswalk longer than necessary for the purpose of passing over the thoroughfare with reasonable dispatch;

(e) Stand up a footway or thoroughfare so as to inconvenience, obstruct, hinder or prevent the free passage of any pedestrian or any vehicle;

(f) No pedestrian shall enter any marked or unmarked crosswalk or part thereof when the pedestrian signal display prohibits crossing or when it is forbidden to do so by traffic signs;

(g) No pedestrian shall cross any roadway within any business district except within a marked or unmarked crosswalk, nor any roadway in
any residence district within 200 feet of any intersection except within a marked or unmarked crosswalk at such intersection;

(h) Pedestrian shall move, whenever practicable, upon the right half of crosswalk; and

(i) No person shall enter upon or cross any roadway or portion of any roadway designated by the Sangguniang Panlungsod as closed to pedestrian traffic, except within an authorized marked crosswalk. The CMO shall from time to time determine the roadways or portions roadways that are to be closed to pedestrian traffic.

SECTION 114. PEDESTRIANS ON THOROUGHFARES. Except when there is a sidewalk or footway, a pedestrian:

(a) Proceeding along a thoroughfare shall, when practicable, travel on the thoroughfare or side of the thoroughfare used by vehicles travelling in the opposite direction, and shall keep as close as the pedestrian can to the boundary of the thoroughfare on the left of the pedestrian;

(b) Pedestrian Walking Along Roadways. –

(i) Where sidewalks are provided, it shall be unlawful for any pedestrian to walk along and upon an adjacent roadway.

(ii) Where sidewalks are not provided, any pedestrian walking along and upon a roadway, when practicable walk only on the left side of the roadway or its shoulder facing traffic which may approach from the opposite direction.

(iii) No person shall stand on, walk along, or otherwise occupy any portion of a public street or highway, including the shoulder or sidewalk area, for the purpose of soliciting a free ride (hitch-hiking) from the driver of any vehicle.

(c) Loading and Unloading on a Signalized Intersection. -

(i) No person shall board or alight on a vehicle, whether private or public, near the signalized intersection except on the designated loading and unloading area;

(ii) No person driving a vehicle whether private or public shall solicit, load or unload passenger while they are queuing at the approach to signalized intersection.

(d) It shall be unlawful for any person to cross any main street intersection provided with a pedestrian lane without following the same and without strictly observing traffic rules and regulations for the same in the City.

The prohibition mentioned in the preceding paragraph shall also apply to any person crossing any main street provided with a pedestrian lane without following the same regardless of his/her distance between him/her and designated pedestrian lane.

It shall be prohibited for any vehicle, whether motor or animal-driven, to stop right on the pathway of the pedestrian lane, thereby obstructing the free traffic to pedestrians along the same.
SECTION 115. PENALTIES. Erring pedestrians under this Article shall be cited and issued Pedestrian Citation Receipt (PCR) and be penalized with a fine as indicated in Appendix VIII (Schedule of Fines and Penalties) or four (4) hours community service to be determined by the CTTMD in coordination with the CSWD.

ARTICLE XIX
OPERATION OF MOTORIZED TRICYCLE-FOR-HIRE

SECTION 116. EFFECT OF REGULATIONS. The regulations applicable to motorized tricycle-for-hire shall apply whenever MTH or an e-tricycle is operated upon any road.

SECTION 117. CLASSIFICATION OF MOTORIZED TRICYCLE-FOR-HIRE. The following classification is established for purposes of registration and regulations:

(a) Type of Use:
   (i) MTH used for transporting passengers; and
   (ii) MTH used for commerce, trading of merchandise, other uses;

(b) Type of Fuel:
   (i) Conventional (gasoline-fed);
   (ii) Unconventional (solar-powered, LPG, electric, battery-operated);

(c) Type of Make:
   (i) Sidecar;
   (ii) Center car.

SECTION 118. MOTORIZED TRICYCLE-FOR-HIRE REGISTRATION AND LICENSING/FRANCHISING.

1) Qualification – if applicant is a natural person, must be Filipino citizen; 18 years old and above; and a resident of the city of General Santos for at least one (1) year; Provided that, no MTOP shall be granted unless the applicant is himself the owner of the unit with a valid certificate of registration (CR) issued by the LTO-General Santos City; Provided further, that the applicant has not been previously issued an MTOP; if applicant is a juridical person, it must have a certificate of registration issued by the CDA; Furthermore, all grantees of MTOP must carry a common carrier insurance taken out from an LTO-accredited insurer, which insurance policy is sufficient to answer for any liability it may incur to passengers and third parties in case of any incident involving the subject MTH.

2) Registration and Licensing Fees - MTOP may be issued to an applicant upon payment of the following annual regulatory fees in the CTO:

<table>
<thead>
<tr>
<th>Regulatory Fees</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Application Fee/Renewal</td>
<td>Php 300.00</td>
</tr>
<tr>
<td>Filing Fee for Amendment of MTOP</td>
<td></td>
</tr>
<tr>
<td>- Change Address</td>
<td>Php 200.00</td>
</tr>
</tbody>
</table>
- Change Unit Php 200.00
Environmental Fee Php 200.00
Inspection Fee Php 300.00
MTFRB-issued driver’s ID Php 100.00
Penalty for late renewal of MTOP Php 200.00

Provided, that an additional of P 50 for every month of late renewal shall be imposed, Provided further that, in case of late renewal for more than one year, the MTOP shall be automatically cancelled

A. REQUIREMENTS FOR NEW MOTORIZED TRICYCLE OPERATORS PERMIT

a.) 2 copies – verified application;
b.) 2 copies – if applicant is a natural person, must have a voter’s certification from COMELEC; or in the absence thereof, a barangay certification to the effect that the applicant is a resident of the barangay for a specified length of time; otherwise, if applicant is a juridical person, certification of registration from Cooperative Development Authority (CDA)
c.) 2 copies – Certificate of Registration which must be issued by the LTO-Gen. Santos City; official receipt.
d.) 2 copies – Sketched location of garage or residence.
e.) 1 copy – Picture of the unit (front view only)

B. REQUIREMENT FOR EXTENSION, RENEWAL OF MOTORIZED TRICYCLE OPERATORS PERMIT (MTOP) - same as in “A”

C. PETITION FOR DROPPING AND SUBSTITUTION ANYTIME FROM DATE OF APPROVAL

a.) 2 copies – verified petition;
b.) 3 copies – Certificate of Registration and Official Receipt for payment of Registration.
c.) 3 copies – Receipt of returned Plate
d.) 3 copies – Official Receipt for payment of Annual Franchise Fee or Supervision Fee.
e.) 3 copies – Certificate of Registration and Official Receipt for payment of Registration or Pro forma Invoice of unit/s in substitution (LTO).

D. PETITION FOR AMENDMENT OF LINE/UNIT

a.) 5 copies – verified petition;
b.) 3 copies – CPC, MCH, PA, Decision or Computerized Certificate or MTOP, whichever is applicable.
c.) 3 copies – O.R. / C.R.
d.) 3 copies – Proof of payment of Quarterly percentage taxes for the preceding year; Certificate of exemption if the Franchise Holder is tax-exempt.
e.) 3 copies – Proof of payment of Annual Franchise Fee or Supervision Fees.

SECTION 119. OPERATING CONDITIONS OF MOTORIZED TRICYCLE FOR-HIRE. For safety reasons, no tricycle should operate on national highways utilized by four (4)-wheeled vehicles greater than four (4) tons and where normal speed exceeds forty (40) KPH. However, the Sangguniang Panlungsod shall
provide exceptions under Section 189 (Article XXVIII on Transitory Provisions) where there is no other alternative route.

(1.) Pursuant to DILG MC No. 07-01, s. 2007, the city shall be divided into four clusters, of which three clusters shall have its own unique color for all its MTHs:

(a) **RED CLUSTER** shall include the following barangays: Calumpang; Fatima/Uhaw; Apopong; Tambler; Bawing; San Jose; Sinawal; and, portion of Labangal (west of Makar traffic signal light).

Tricycles plying this cluster shall be colored red ("red MTH"). The president of the Red Cluster Drivers and Operators Transport Cooperative shall be entitled to one seat in the MTFRB, subject to the condition that such cooperative is duly-registered with the CDA.

(b) **WHITE CLUSTER** shall include the following barangays: City Heights; San Isidro; Mabuhay; Conel; Olympos; Upper Labay; and portion of Lagao (northwest of national highway only); and portion of Katangawan (northwest of national highway only); and portion of Tinagacan (northwest of national highway only) and portion of Batomelang (northwest of national highway only).

Tricycles plying this cluster shall be colored white ("white MTH"). The president of the White Cluster Tricycle Drivers and Operators Transport Cooperative shall be entitled to one seat in the MTFRB, subject to the condition that such cooperative is duly-registered with the CDA.

(c) **PINK CLUSTER** **APPLE GREEN CLUSTER** shall include the following barangays: Bula; Buayan; Baluan; Ligaya; and portion of Katangawan (southeast of national highway only); and portion of Tinagacan (southeast of national highway only); and portion of Batomelang (southeast of national highway only).

Tricycles plying this cluster shall be colored pink ("pink MTH") and Apple Green ("Apple Green MTH"). The president of the Pink ClusterDrivers and Operators Transport Cooperative and Apple Green Cluster Drivers and Operators Transport Cooperative shall be entitled to one seat in the MTFRB, subject to the condition that such cooperative is duly-registered with the CDA.

(d) **CBD OR “NEWS” CLUSTER OR MELTING POT” CLUSTER** to include the following barangays: Dadiangas East; Dadiangas West; Dadiangas South; Dadiangas North; portion of Lagao (south-east of the National Highway); portion of Labangal (east of the Makar traffic signal light). A red MTH, or a white MTH or a pink Apple Green MTH may enter the melting pot cluster, but are not authorized to enter other clusters not their own.

(2.) A common color scheme for all MTHs in the same cluster should be imposed; each unit shall be assigned and must bear an identification number, aside from its LTO licensed plate number. On the other hand, private tricycles, including those “for family use only”, must be colored purple and in no way shall be allowed to use the same color scheme as that of the cluster’s, for easier identification.
(3.) An operator wishing to stop service completely, or to suspend service for more than one month, should report in writing such termination or suspension to the MTFRB.

(4.) The MTOP shall be valid for three (3) years, renewable for the same period. Transfer to another cluster shall be construed as an amendment to an MTOP and shall require appropriate approval of the MTFRB.

(5.) Change of ownership of MTH shall ipso facto cancel the MTOP. No MTOP shall be a subject of sale, disposition, assignment, transfer or any kind of encumbrance; otherwise, it will automatically cancel the MTOP by operation of law.

Selling of franchise or MTOP shall be declared illegal; Any sale of franchise or MTOP, or even mere attempt to sell, shall ipso facto cancel the MTOP or franchise.

(6.) The driver of MTH shall carry at all times the photocopy of MTOP, LTO-issued Official Receipt and Certificate of Registration;

(7.)

(a.) The name of the operator-driver-franchisee should be reflected on both sides of MTH, on outside portion with a three (3)-inch lettering of the operator’s name and two (2)-inch lettering of the MTOP number and his residence.

(b.) For the driver, the identification card should be posted or hanged inside the front portion of the tricycle with a 2x2 ID picture; driver’s full name and his address is reflected.

(c.) The LTO Plate Number should be maintained on the designated place; first, on both sides of the outside portion of the tricycle; second, on the outside rear portion of the tricycle; third, on the inside portion of the backseat; and fourth, one (1) on the front portion of the tricycle as designated by the LTO.

(d.) Each MTH shall be assigned and bear an identification number, aside from the LTO License Plate Number. Each unit of MTH shall bear the name of the cluster where the operator-driver-franchisee belongs; year the unit was acquired; origin; number of the route; and the unit sequence number as follows:

\[ \text{AB18-ABC-01-001} \]

where:

- **AB**-indicates for the cluster’s acronym (e.g., RC-RED CLUSTER; WC-WHITE CLUSTER; PC-PINK APPLE GREEN CLUSTER)
- **18**- indicates the year that the unit was acquired
- **ABC** – indicates the origin of the route (See Appendix XI for the list of Barangay Abbreviations each cluster)
- **01**- indicates the designated number of route as assigned by the transport cooperative
- **001**- indicates the unit sequence number

(8.) No MTH shall be granted an MTOP, unless its built complies with the design and built and other specifications outlined in this Code. An MTH moving on any road used for transporting passengers, or waiting, parking or standing conspicuously soliciting passengers with sidecar
not in conformity with design and specifications under this Code shall
be apprehended and shall be impounded in the city impoundment area;

(9.) Only MTH with motorcycles **125cc and above** shall be qualified for the
granting of franchise or MTOP, except for electric tricycles;

(10.) The MTFRB shall regulate the number of holders of MTOP allowed to
ply in every cluster;

(11.) The registered owners/operators of MTH shall show proof of garage
for their MTH which must not be in a public property;

(12.) For safety reasons, no MTH should be allowed to carry or conduct
more passengers and/or goods than it is designed for.

(13.) An MTH shall be allowed to operate like a taxi service, i.e. service is
rendered upon demand and without a fixed route within a cluster,
provided prior authority shall be secured from the MTFRB.

(14.) All of the above requirements will be a pre-requisite for the approval
of the MTOP. However, in order to promote the use of e-tricycle and
other vehicles using renewable sources of energy, the City Mayor may
provide incentives such as, but not limited to financial subsidy; no
MTOP requirements for at least three years; and, waiver of fees of
whatever kind or nature.

**SECTION 120. FARES AND FARE MATRIX.** The minimum fare of MTH
in the city is at Ten Pesos (Php 10.00) per passenger for the first four (4)
kilometers; however, there is an additional fare of Php 1.50 per kilometer, if the
distance traverse exceeds 4 kilometers. Provided, that the prevailing
transportation fare privileges granted by law to students, senior citizens and
persons with disability (PWD) shall continue to apply. Shortchanging the
passenger, as defined under **“No Short Changing Act of 2016” [R.A. 10909]**
shall constitute a violation of this section.

When the origin-destination is only CBD-CBD, the minimum fare is still
Ten Pesos (P 10.00), as the shortest distance from any point to any point never
exceeds four (4) kilometers.

There is hereby required the posting of copies of the notice of the respective
tricycle fare rate/tariff in every tricycle plying within the City. The dimension of
the notice bearing the tricycle fare rates/tariff shall be one half (1/2) sheet of
long sized bond paper.

Any violation of this Ordinance shall subject the offender driver/operator
of MTH to a fine of One Thousand Pesos (P1,000.00) and a cancellation of his
franchise.

**SECTION 121. RESPONSIBILITIES OF THE OWNER/OPERATOR/DRIVER.** It shall be the sole responsibility of the
owner/operator of MTH over the franchising, registration, qualifications, and
conduct of the driver hired to transport passengers/goods, as provided for in this
code.

**Kabit** system is hereby declared illegal, and shall subject the MTOP to
outright revocation by operation of law.

It shall be the responsibility of the driver to act, perform, and follow traffic
laws, rules and regulations of the City, as provided for in this Code, and maintain
the MTH for the safety and comfort of passengers.
SECTION 122. ADMINISTRATIVE SANCTIONS.

(a) Suspension of Franchise – The department head of the CTTMD or his duly authorized representative may demand from any driver to surrender his/her license plate in violation of the above regulation and the Temporary Operator’s Permit (TOP) shall be issued to said driver during the pendency of the case against him; Provided further, that any holder or possessor of a driver’s license duly issued who shall allow or permit the use of license by any other person shall be suspended for a minimum period of one(1) month and a maximum period of six (6) months after which, the former holder of driver’s license may apply again for license;

(b) Revocation of Franchise – Any MTOP issued may be revoked by the MTFRB whenever the holder of said license shall have been convicted by final judgment of any of the following offenses:

(i) gross immoral conduct such as soliciting or acting as agent of houses of ill-repute, regardless of whether or not committed during the discharge of his calling as MTH driver;

(ii) when convicted of murder or homicide, robbery or theft, abuse of chastity or any acts of lasciviousness, coercion or threats, regardless of whether or not committed during the discharge of his calling as an MTH driver.

SECTION 123. ADMINISTRATIVE FINES. The following administrative fines shall be imposed against owners, operators and drivers, of MTH for violation of any provisions of this Article, provided however, that owners, operators and drivers who are found liable for violating any other provisions of this Code but not contained in this Article, shall also be subjected to the corresponding prescribed penalty or fine thereof:

(a) On first offense: a fine of One Thousand Pesos (Php 1,000.00) and/or suspension or cancellation of the franchise/provisional authority;

(b) For second offense: a fine of Two Thousand Pesos (Php 2,000.00);

(c) Upon subsequent violations: a fine of Four Thousand Pesos (Php 4,000.00) for each succeeding offense;

(d) Duly authorized enforcement officers are hereby empowered to take custody of, and impound the MTH for operating without a franchise or special permit or with expired franchise/special permit;

(e) Compromise penalties for the following violations in the event a violator opts to pay the same without resorting to judicial proceedings:

<table>
<thead>
<tr>
<th>Violation</th>
<th>Penalty</th>
</tr>
</thead>
<tbody>
<tr>
<td>No LTO – driver’s license</td>
<td>Php 500.00</td>
</tr>
<tr>
<td>Non-display of prescribed ID card issued by the CTTMD</td>
<td>Php 100.00</td>
</tr>
<tr>
<td>Failure to secure the prescribed ID</td>
<td>Php 500.00</td>
</tr>
<tr>
<td>Wearing of slippers or bare foot driving</td>
<td>Php 100.00</td>
</tr>
<tr>
<td>Wearing of sleeveless shirt</td>
<td>Php 100.00</td>
</tr>
<tr>
<td>Wearing of shorts</td>
<td>Php 100.00</td>
</tr>
<tr>
<td>Smoking while driving (Three thousand pesos)</td>
<td>Php3,000.00</td>
</tr>
</tbody>
</table>
MTH apprehended under this Article shall be removed by authorized city traffic enforcer from the road and shall be impounded at the city impoundment area; Provided however, that the release of apprehended MTH shall be subject to payment or penalty/ies stated in this Section, other fees and charges as determined by the CTTMD subject to the approval of the PSO.

ARTICLE XX
FABRICATION/MANUFACTURING OF LOCALLY-DESIGNED/BUILT PUBLIC UTILITY VEHICLE AND THOSE “FOR FAMILY USE”

Section 124. FABRICATION/MANUFACTURING OF LOCALLY DESIGNED/BUILT PUBLIC UTILITY VEHICLE AND THOSE “FOR FAMILY USE”

(a) A shop owner/fabricator/manufacturer of locally-designed/built body or cab or sidecar of public utility vehicle where such public utility jeepney and motorized tricycle-for-hire are operating in the territorial jurisdiction of the City which must be accredited by the TESDA and a holder of a business permit, shall further register the shop for accreditation with CTTMD. An annual registration fee of Five Thousand Pesos (Php 5,000.00), renewable thereafter, shall be paid to the CTO to be recorded under the Traffic Management Trust Fund;

(b) All registered shop fabricating and manufacturing body of PUJ, MTH, Non-motorized tricycle or pedicab, shall secure a permanent body serial number from the CTTMD during registration. The procedure on the issuance and assigning permanent body serial member shall be included in the implementing rules and regulations;
(c) It shall be the responsibility of the owner/operator of a registered shop to embed a Passenger Can Chassis Number (PCCN) to a fabricated or manufactured body; Provided however, that any completed passenger body being used for conducting passenger without bearing a PCCN shall be impounded where both the owner/driver of the vehicle and the fabricator/manufacturer of the body shall be penalized aside from paying impoundment fees and charges;

(d) Each fabricated sidecar shall have a body serial number to be duly assigned by the CTTMD based on the official form incorporating the chassis number and the plate number of the motorcycle and the same shall be attached to the sidecar dash board portion;

(e) A shop owner/fabricator/manufacturer of locally-designed/built body or cab or sidecar of public utility vehicle shall report the number of units fabricated or manufactured every one (1) month to the CTTMD; Provided however, that CTTMD shall provide the forms to be used in reporting;

(f) It shall be the responsibility of shop owner/fabricator/manufacturer of locally-designed/built body or cab of public utility vehicle to install, mount or fit an engine according to locally-approved standards as provided in the implementing rules and regulations of this Code; Provided however, that violation of this paragraph shall subject the owner of the shop to penalty and the CTTMD shall immediately recommend to the City Mayor for the closure of the shop;

(g) Before release of completed/finished product to the owner of vehicle, it shall be subject to final inspection by the CTTMD as to its road worthiness based on the approved standards. An inspection fee of Two Hundred Pesos (Php 200.00) shall be paid by the owner of the vehicle to the CTO which shall be deposited under the Traffic Management Trust Fund;

(h) Existing public utility vehicle which do not conform to the approved standards shall be recommended for cancellation of franchise of the public utility jeepneys to the LTFRB and the franchise of the MTH issued by the MTFRB to the Sangguniang Panlungsod;

(i) CTTMD shall coordinate with the LTFRB for the inspection of locally designated/built public utility vehicle not fabricated/manufactured in the city prior to the application of franchise with LTFRB. An inspection fee of Five Hundred Pesos (Php 500.00) shall be paid by the owner of the vehicle to the CTO which shall be deposited under the Traffic Management Trust Fund;

(j) This Section excludes motor vehicles such as taxis, buses and passenger vans used as public utility vehicles;

(k) The manufacture/fabrication of sidecar including general body repair and general repainting of motorcycle sidecar whether for family use, hauling and/or MTH, including improvised type of sidecar, is prohibited without prior permit from the CTTMD;

(l) The owner of the motorcycle sidecar including other types of sidecar doing business in the City shall apply for registration with the CTTMD and pay a filing fee of P200.00;

(m) No fabricated sidecar shall be released to the owner without prior inspection by the MTFRB based on the standard requirements;
(n) **Standard Requirement.** - The fabricator/manufacturer of tricycle sidecar shall comply with the required standards. The ideal MTH for hire should incorporate all the six (6) design components such as cost, safety, comfort, aesthetics, durability and environment-friendly.
(i) **Standard Specifications for the sidecar of Motorcycle-for-hire.**

<table>
<thead>
<tr>
<th>Item</th>
<th>Average Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall Height</td>
<td>50 inches</td>
</tr>
<tr>
<td>Overall Width (with 3rd wheel)</td>
<td>50 inches</td>
</tr>
<tr>
<td>Overall Length</td>
<td>66 inches</td>
</tr>
<tr>
<td>Total Weight</td>
<td>500 kilos (with passengers)</td>
</tr>
<tr>
<td>Height of floor from Ground</td>
<td>12 inches (0.34 meters)</td>
</tr>
<tr>
<td>Seating Capacity</td>
<td>accommodate not more than six (6) passengers, two (2) passengers at the front seat and four (4) passengers at the back seat;</td>
</tr>
<tr>
<td>Side car tire</td>
<td>rims should be made of an all iron fabricated wheel with 17&quot; oversized “rios”</td>
</tr>
<tr>
<td>Engine</td>
<td>Four (4) stroke</td>
</tr>
<tr>
<td>Piston displacement or cylinder of the motorcycle</td>
<td>Average measurement of 125cc</td>
</tr>
</tbody>
</table>

The most critical factor to follow is the “basic shell”. The “basic shell” is the minimum space that could accommodate two normal adult passengers while seated inside the tricycle of each seat. Enough room should be provided for the head, body width and legs.

. Full weld shall be applied on all metal joints.

. No burrs or sharp protrusions shall be present on the frame and body parts.

. Effective comfortable suspension system (scrap must never be used).

. 18" gauge plain sheet should be used.

. Center wheel bolt should directly connect to side wheel.

. Side wheel shall be covered by “tapaludo”.

. With complete side mirrors, electrical lights such as the signal lights on both sides, brake lights and functional high and low light on the front.

. Ceiling light be placed inside the tricycle for proper illumination.
(ii) Anthropometric-based tricycle for General Santos City-

a. Perspective-
b. Right Side View

Right Cross-Side Section
c. Left Side View
d. Front View-
e. Rear View
(q) Other Types of Sidecar. - The following types of sidecar are allowed to operate in the city provided they fall under these specifications:

(i) **Family Use or Private** – Same body requirement of the motorcycle sidecar but it has a door in the front and back seat and not intended for hire nor for transportation of the general public and strictly for family use only.

(ii) **Hauling tricycle or top down** – a motorcycle fitted with sidecar or with a two-wheel center cab purely with drop-siding operated to render cargo-transport service to the general public for a fee.

(iii) **Improvised type of tricycle** – a motorcycle centered with two wheels on both sides or known as “Tamsi” bodied with van type, (close or open) used as delivery and hauling for business services.

(r) The MTFRB shall have the authority to monitor, inspect all accredited manufacturer/fabricator’s shop to ensure the implementation of this ordinance, and to recommend, approve and disapprove the fabricators/manufacturers.

(s) The MTFRB shall formulate the implementing rules and procedures in the implementation of this ordinance.

(t) **Penalties.** – In violation of this Ordinance the offender shall be punished by the following penalties:

- **1st Offense** - a fine of Two Thousand Five Hundred Pesos (₱2,500.00);
- **2nd Offense** - a fine of Five Thousand Pesos (₱5,000.00);
- **3rd Offense** - cancellation of business permit and closure of the business establishment.

If the violator is a corporation, partnership, or cooperative, the president or manager shall be liable therefore.

If the establishment is a single proprietorship, the owner or proprietor shall be held liable.

**ARTICLE XXI PUBLIC TRANSPORT ROUTES**

**SECTION 125. LOCAL PUBLIC TRANSPORT ROUTE PLAN.** The operations of Public Utility Vehicle (PUV), including Public Utility Bus (PUB); Public Utility Jeepney (PUJ); Public Utility Multicab, taxis and shuttle vans shall be governed by the **Local Public Transport Route Plan** as mandated by the **Joint Memorandum Circular No. 001, Series of 2017** issued by the DOTr and DILG as well as the **Department Order No. 2017-011**, otherwise known as the **Omnibus Franchising Guidelines (Omnibus Guidelines on the Planning and identification of Public Road Transportation Services and Franchise Issuance)** issued by the DOTr on June 19, 2017.
SECTION 126. OPERATION OF PUBLIC UTILITY VEHICLES.

(a) It shall be prohibited for driver or owner or operator of PUV to install or equip car stereo, radio, or any audio gadget in PUV so as not to attract the driver to switch it on thereby impeding the hearing capability of the driver;

(b) It shall be prohibited for drivers or owner or operator of PUV to use a mobile communications device to write, send or read a text-based communication or to make or receive calls, and other similar acts; and

(c) It shall be prohibited for the driver or owner or operator of PUV to use electronic entertainment and computing device to play games, watch movies, surf the internet, compose messages, read e-books, perform calculations and other similar acts while the PUV is in motion or temporarily stopped at a red light pursuant to the “Anti-Distracted Driving Act” [R.A. 10913];

(d) It shall be prohibited for the driver and conductor of PUV to conduct passengers while wearing short pants, sleeveless shirt, slippers, open-toed shoes, sandals, flip-flops, etc.;

(e) It shall be prohibited for the driver and conductor of PUV to smoke any tobacco products, shisha, and the like while driving and conducting passengers pursuant to Ordinance no. 06, Series of 2015 or the “Comprehensive Anti-Smoking Ordinance of General Santos City”.

(f) It shall be required from owner or operator of PUV for their hired driver and conductor to be registered with the CTTMD;

(g) It shall be prohibited for driver to conduct passengers outside the routes approved by LTFRB, or to be out-of-line;

(h) It shall be prohibited for driver of PUV to do “trip-cutting” to the disadvantage of the riding public;

(i) It is prohibited for a driver of PUV to divert or use other city roads aside from its approved route, except if such road diversion is caused by untoward weather conditions or natural disasters; road accidents that impede smooth traffic flow; or other activities where temporary rerouting is allowed by the City Traffic Enforcer on duty.

ARTICLE XXII

SEATBELT

SECTION 127. EFFECT OF REGULATIONS. The regulations contained in this Article shall be applicable to all private, government-owned, and diplomatic vehicles with four (4) to multi-wheeler motor vehicles, in compliance with the “Seat Belt Use Act of 1999.” [R.A. 8750]

SECTION 128. MANDATORY USE OF SEATBELTS.

(a) For their own safety, the driver and front seat passengers of a public or private motor vehicle are required to wear or use their seat belt devices while inside a vehicle of running engine on any city road or thoroughfare; Provided, that for private vehicles, except for jeeps, jeepneys and other private vehicles as may be
determined by the **CTTMD**, front and back seat passengers are likewise required to use their seatbelt devices at all times;

(b) In the case of public motor vehicles, the driver shall be required to immediately inform and require the front seat passengers upon boarding a vehicle of running engine to wear the prescribed seat belts. Any passenger who refuses to wear seatbelts shall not be allowed to continue his/her trip;

(c) For special public service vehicles such as school services and other similar vehicles as may be determined by the **CTTMD**, seat belt devices should be provided and used by both drivers and front seat passengers as defined herein as well as first row passengers immediately behind the driver at all times while inside a vehicle of running engine;

(d) Operational motor vehicles, both public and private, which are not equipped with the required seat belt devices, are given one (1) year to retrofit appropriate seatbelt devices in their vehicles.

**SECTION 129. TYPE OF SEAT BELT DEVICES REQUIRED.** The seat belt devices required to be installed in all motor vehicles shall comply with the standards and specifications established by the Bureau of Product Standards of the **DTI** in consultation with the **LTO** of the **DOTr**; *Provided however* that the seat belt devices installed in imported second-hand motor vehicles shall conform with the standards and specifications of the Bureau of Product Standards for purposes of importation and registration.

**SECTION 130. CHILDREN TO SIT IN THE FRONT SEAT.** Infants and/or children ages six (6) years and below shall be prohibited to sit in the front seat of any motor vehicle. *Drivers are prohibited to let children sit in the front seat of any motor vehicles. Provided further, that drivers must provide a safety device for the safety of children.***

**SECTION 131. PROVISION FOR SEAT BELT.** As amended under **R.A 8750**, car manufacturers, assemblers and distributors are required to ensure that seat belt devices are properly installed before the distribution and sale of the said vehicles as determined by the IRR thereon: *Provided, that manufacturers, assemblers and distributors of jeepneys may install a pelvis restraint or lap belt only in the driver’s and front seat passengers’ seat and this shall be considered as substantial compliance of the requirement of the said Article.***

**SECTION 132. RESERVATION OF FRONT SEATS FOR PERSONS WITH DISABILITY.** Drivers and/or owners of public utility vehicles are required to designate seats to pregnant women and disabled persons on the most comfortable and safe seats.

**SECTION 133. PENALTIES AND FINES.** The City shall impose a fine of **P300.00** against a driver or operator of public utility vehicle operating in the City roads and thoroughfares for violation of this Article;

(a) On the Driver –

(i) For failure to wear the prescribed seat belt devices; or

(ii) failure to require the passengers to wear the prescribe seat belt device;
(b) On the Driver and Operator - Public utility vehicles shall post appropriate signages instructing front seat passengers to wear seat belts when inside the vehicle.

ARTICLE XXIII
WEIGHT, SIZE, LOAD

SECTION 134. GROSS WEIGHT, AXLE AND WHEEL LOADS. No motor vehicle or other power vehicle or combination of such vehicles equipped wholly with pneumatic tires, which has a total gross weight, including vehicle and load, in excess of the requirements as prescribed by the LTO, shall be operated or moved upon any public places, city roads and street or highway.

SECTION 135. PROJECTING LOADS ON PASSENGER VEHICLES. No passenger-type vehicle shall be operated on any road, street or highway with any load thereon projecting beyond the extreme width of the vehicle, regardless of the nature of the property being transported.

SECTION 136. LOADS TO BE PROPERLY SECURED. No vehicle shall be driven or moved on any road, street or highway:

(a) Unless such vehicle is so constructed or loaded as to prevent any of its load from dropping, shifting, leaking, or otherwise escaping therefrom, except that soil, sand, or gravel, may be dropped for the purpose of traction, or water or other substance may be sprinkled on a roadway in cleaning or maintaining the roadway;

(b) With any load not entirely within the body of the vehicle; Provided, however, that the ropes, straps, cargo nets, locks or other suitable mechanical device may be used to prevent such load from dropping onto the highway or from shifting in any manner; Provided further, that this provision shall not be deemed to supersede the provision of Section 140 herein above;

(c) With any load consisting partially or entirely of loose paper, empty cartons, crates, or any other material susceptible of being blown or carried by the wind, unless such load is entirely covered by tarpaulin, net, canopy or other suitable material, effectively preventing any part of such load from being blown or carried by the wind; Provided however, that this paragraph shall likewise apply to any vehicle carrying a load consisting entirely of soil, sand, coral or gravel, to prevent particles thereof from being blown or carried by the wind.

SECTION 137. PUTTING GLASS, ETC. ON CITY ROAD OR HIGHWAY. No person shall throw or deposit upon any city road or highway, any bottle, glass, nails, tacks, wires, cans, wood, used tires, or any substance such as, but not limited to, automotive oil or fluid that are likely to injure any person, animal or vehicle.

SECTION 138. TRACKING MUD UNTO CITY ROAD OR HIGHWAY. No vehicle using the city street or highway shall track mud or dirt unto the traveled portion of such city road or highway in such quantities that will constitute a hazard when the roadway is wet, or obscure the painted pavement markings thereon. In the event that the mud or dirt is unavoidably tracked unto the city road or highway, it shall
be the duty of the owner of the offending vehicle to have such mud or dirt removed as quickly as possible.
SECTION 139. TRAFFIC OFFICERS MAY WEIGH VEHICLES AND REQUIRE REMOVAL OF EXCESS LOADS.

(a) The City Traffic Enforcer having reason to believe that the weight of a vehicle and load is unlawful, is authorized to require the driver to stop and submit to weighing of such vehicle by means of a portable or stationary weighing scale or may require that the vehicle be driven to the nearest public weighing scale available in the area;

(b) Any driver of a vehicle who fails or refuses to stop and submit the vehicle and load to weighing when directed by a Traffic Enforcer/Officer shall be guilty of a misdemeanor.

SECTION 140. EXCESSIVE WIDTH, HEIGHT OF VEHICLES RESTRICTED. No motor vehicle or other power vehicle of a greater width than nine (9) feet, including load, and a height of fifteen (15) feet, shall be operated on any city street or highway except under the provisions herein specified.

SECTION 141. RESTRICTING THE USE OVER BRIDGES.

(a) No person shall drive or operate any motor vehicle having an aggregate weight of vehicle and load in excess of the specified allowable weight indicated over any bridge in the City;

(b) No person shall drive any motor vehicle over any wooden bridge at a speed greater than 10 kilometers per hour;

(c) A driver of any motor vehicle when travelling over said wooden bridge shall not approach within ten (10) feet of another motor vehicle proceeding in the same direction.

SECTION 142. PERMIT TO MOVE EQUIPMENT AND/OR LOAD OF EXCESSIVE WEIGHT, WIDTH OR HEIGHT.

(a) No vehicle shall be moved, transported or caused to be moved through the city streets having an equipment and/or load of excessive weight, width or height unless a permit or clearance has been issued by the CTTMD;

(b) All applications for permit required under this section shall be made in writing to the CTTMD and shall contain the following:

(i) Description of the vehicle, equipment and/or load to be moved;

(ii) Street location or other identifying description of the place to which the same is to be moved;

(iii) Complete designation of the route to be followed;

(iv) Height, width and length of the same;

(v) Time at which the movement of the same will commence and terminate;

(vi) Certified statement that the moving contractor has examined the route and determined that there will be a
clearance of at least one (1) foot on each side of the vehicle, equipment and/or any possible obstruction existing along such route;

(c) No permit shall be issued unless:

(i) The applicant shall have secured and presented to the issuing officer all clearances required by any law, ordinance or regulation;

(ii) There is more than one (1) foot clearance on each side of the vehicle and/or equipment along the route to be followed;

(iii) The issuing officer shall be satisfied that there are available sufficient pull out areas for the use in case of delay or breakdown; and

(iv) The applicant shall have filed with the CTTMD, a certificate of any insurance carrier that there is a comprehensive automobile liability insurance policy covering said applicant and his authorized agents, executors, administrators, heirs and assignees for a minimum amount of Thirty Thousand Pesos (Php 30,000.00) in case of bodily injury to or death of one or more persons in any accident or damage to or destruction of property;

(d) The CTTMD may, upon the department head’s discretion or any authorized representative, change and designate another route to be followed or the time during which the movement shall be made prior to the issuance of a permit.

SECTION 143. REGULATION AS TO MOVEMENT OF LOADS OF EXCESSIVE WIDTH ON CITY STREETS.

(a) Such loads of excessive width shall be moved or transported at any time upon the discretion of the issuing officer that may be diverted over an alternate route and where the flow of city traffic will not be unduly impeded by such movement;

(b) The maximum speed of movement of such loads shall be 25 kilometers per hour;

(c) When movements are permitted during daytime, such loads shall be marked at each corner by a red flag;

(d) When movements are made at night, such loads shall be lighted by at least one (1) string of incandescent lamp spaced at a maximum of five (5) feet on center around the entire load. At least one lamp in string shall be located at each corner of the load. All such lamps shall be located not less than five (5) feet from the roadway surface.

In addition thereto, at least one (1) lamp shall be placed or located at each corner and at the lowest point of the load. All lamps located at the corners of the load shall be red in color and not less than one hundred (100) watts each, all others may be red, white or amber in color and shall not be less than fifty (50) watts each. Sufficient lanterns shall be provided of the colors
specified for incandescent lamps to be used in the event of power failure or other similar emergency to insure that the minimum lighting required by this Code is maintained at all times;

(e) The vehicle or tractor carrying, transporting or drawing such load at night shall be equipped with at least two (2) flashing yellow lights of not less than six (6) inches in diameter which shall be mounted on each side at the front of the vehicle or tractor, near the headlight but not in the same horizontal line therewith;

(f) All military tactical movements shall be exempted from the provisions of this Section.

SECTION 144. PASSING OF VEHICLES OVER FIVE (5) TONS ON SUBDIVISION ROAD ALREADY CONVERTED TO CITY ROAD.

(a) That except in cases of compelling necessity such as delivery of things and goods at places within the subdivision or in times of emergencies such as fires or in any form of conflagration or when authorized by the Sangguniang Panlungsod, it shall be unlawful for vehicles over five (5) tons in weight to enter, pass or make use of subdivision roads within the City;

(b) That in cases of deliveries of things or goods at places within the subdivision, the prohibited vehicles shall in no case stay therein longer than one (1) hour and/or after the delivery has been made or completed.

SECTION 145. MOVEMENTS OF TRAILERS, TRUCKS, OR ANY APPROVED TRANSPORTATION MEDIUM LINKED TO A CONTAINER VAN. No driver shall be allowed to operate a trailer or truck carrying 10, 20, 40, 45, 48, and 52 footer container vans in any city streets without safety locking device, to prevent such container van to be thrown off or separated from the trailer or truck while maneuvering on a bending, uneven or rough roads thereby principally causing a road traffic accident.

ARTICLE XXIV
LIMITED TRUCK BAN

SECTION 146. TRUCK ROUTES AND LIMITED TRUCK BAN. All cargo trucks with six (6) wheels and above are hereby restricted or prohibited from driving, passing or parking from 6:30 A.M. to 8:30 A.M., and 4:00 P.M. to 7:00 P.M., Monday thru Saturday along the following roads enumerated in Appendix IX (Roads Covered by Limited Truck Ban);

SECTION 147. MOVEMENTS OF TRAILERS, TRUCKS, OR ANY APPROVED TRANSPORTATION MEDIUM LINKED TO A CONTAINER VAN. No driver shall be allowed to operate a trailer or truck carrying 10, 20, 40, 45, 48, and 52 footer container vans in any city streets without safety locking device, to prevent such container van to be thrown off or separated from the trailer or truck while maneuvering on a bending, uneven or rough roads thereby principally causing a road traffic accident.

Signs and billboards to this effect shall be placed in conspicuous places within the respective places.
SECTION 148. VEHICLES EXEMPTED FROM LIMITED TRUCK BAN. The following vehicles shall be exempt from coverage of the limited truck ban:

1. Without corresponding permit:
   
   (a) Government-owned garbage trucks or government-contracted garbage trucks;
   (b) Fire trucks;
   (c) Military trucks;
   (d) Government trucks transporting materials or goods for a government project;
   (e) Government-owned or private towing trucks responding to emergency situation;
   (f) Private utility trucks responding to emergency circumstances;
   (g) Ambulances;
   (h) Trucks and vans carrying hospital or health-related cargo;
   (i) Armored trucks and vans of banks and financial institutions;
   (j) Trucks carrying merchandise for purposes of donation and free distribution to various social welfare institutions;

2. With corresponding permit:

   (a) Private cargo and hauling trucks carrying rice; unprocessed fruits and vegetables; dairy and poultry products; fish; fresh water and marine products; unprocessed/unpreserved dressed chicken and/or meat and the like; frozen meat products; and export goods, which are perishable in nature; and

   (b) Private transit concrete mixers and dump trucks for use or intended to be used for government projects;

3. Application for exemption shall be filed at the PSB and shall pay corresponding annual permit fee of Five Thousand Pesos (Php 5,000.00) per vehicle at the CTO and shall form part of the Traffic Management Trust Fund;

SECTION 149. PAYMENT OF FINE.

(a) The driver of the cargo trucks who violates the provision/s of this ordinance shall be penalized with a fine of Five Thousand Pesos (Php 5,000.00) to be paid at the CTO and/or the subject motor vehicle shall be impounded by the deputized law enforcers, upon issuance of a traffic citation ticket and a MVIP. In case of the insolvency of the driver, the owner of the cargo trucks shall be subsidiarily liable;

(b) Failure of driver/owner of the cargo truck, with business permit issued by the City, to pay the penalty within ten (10) days from the date of apprehension for violation of Section 151, shall cause immediate suspension of business permit; or

(c) If the truck is covered by business permit issued by other local government units, the said vehicle shall be impounded at the city impounding area and shall be released only after the fine and impounding charges are fully paid; and

(d) On succeeding violations, this Section shall apply including payment of applicable administrative fine under the city’s local tax ordinance.
ARTICLE XXV
USE OF SOME TECHNOLOGIES FOR THE
OPERATION OF NO-PHYSICAL CONTACT APPREHENSION

SECTION 150. INSTALLATION AND USE OF VIDEO CAMERA. The CTTMD shall install authorized video camera or CCTV in strategic places in the different roads, streets, and highways of the City to monitor traffic congestion, and where necessary, to monitor traffic violations, and act accordingly.

SECTION 151. USE OF SPEED CAMERA/GUNS TO APPREHEND OVER SPEEDING MOTOR VEHICLES. Motor vehicles violating speed limits in highways shall be recorded by duly authorized City Traffic Enforcement Officer using authorized LIDAR speed guns, or other vehicle speed recording technology, and take photos and videos as evidence of violation.

SECTION 152. USE OF VIDEO/DIGITAL CAMERA TO APPREHEND VIOLATORS. Whenever a motor vehicle without a driver is found illegally parked as provided in Article XII and Article XIII Section 79 (b) (i), Section 80 (b), (d) and (e), Article XII and Article XIII Section 75 (b) (i), Section 76 (b), (d) and (e), it shall be recorded by CTTMD or by a duly authorized City Traffic Enforcement Officer using authorized digital camera and shall take as many photos as are necessary as evidence of violation and may take information displayed on the vehicle which may identify its user and shall conspicuously affix to such vehicle a duplicate copy of the summon for the owner/driver of the motor vehicle. And consequently, the CTTMD shall forthwith send the original copy of the summon to the owner specifying the place and time where the violation was committed and attached thereto are the photo/s of the vehicle and the traffic citation ticket, for the owner to answer the charge against him/her within seven (7) days.

SECTION 153. AUTHORIZED PERSONNEL TO USE DIGITAL CAMERA. The “no-physical contact apprehension” policy shall be strictly observed by City Traffic Enforcement Officers who shall be issued digital cameras in apprehending traffic violators.

ARTICLE XXVI
MISCELLANEOUS PROVISIONS

SECTION 154. INFORMATION, EDUCATION CAMPAIGN. In order to ensure comprehensive implementation of this Code, the CTTMD shall institutionalize a continuing information and education activities to city traffic enforcers, drivers of vehicles, and the general public through various kinds of media such as, but not limited to, seminars, barangay pulong-pulong, posters, leaflets, driver’s handbook, or radio program that would maximize the City’s reach to educate its constituents; Provided however, that the City may enter into private-public partnership in the promotion of this Code to the public.

SECTION 155. PRODUCTION OF DRIVER’S LICENSE TO TRAFFIC ENFORCEMENT OFFICER. No person shall drive a motor vehicle on city road or highway unless he/she has a valid driver’s license issued by the LTO for that type of vehicle.

(a) Any person who drives a motor vehicle on city road or highway shall carry his/her driver's license with him/her at all times;

(b) Any person driving a motor vehicle on the road shall, when requested to do so by a City Traffic Enforcement Officer, produce his/her license for inspection and state his/her true name and address;
In this Section “authorized person” means a person in uniform authorized by this Code or under any Act to require a driver of a motor vehicle on a city road or highway to produce his/her driver’s license;

A *bona fide* tourist or transient who is holding an international driver’s license may be permitted to operate a motor vehicle in the Philippines for a period not exceeding the expiry date of said license or in accordance with international agreements to which the Philippines is a signatory;

A person who knowingly drives a motor vehicle without having secured a *priori* any appropriate license is guilty of major offense, and shall be punishable in accordance with the penalty under Appendix IX.

**SECTION 156. PRODUCTION OF VEHICLE REGISTRATION DOCUMENTS TO TRAFFIC ENFORCEMENT OFFICER.** No person shall drive a motor vehicle on city road or highway unless he/she has the original vehicle registration documents issued by LTO. Provided however, that in lieu of the original vehicle registration documents, a certified true copy or photocopy thereof may be carried in the motor vehicle he/she is driving or operating.

(a) Any person who drives a vehicle on a road shall carry his/her OR and CR with him/her at all times;

(b) Any person driving a motor vehicle on the road shall, when requested to do so by a City Traffic Enforcement Officer or any officer authorized by the CTTMD, or any authorized person, produce his/her OR/CR for inspection and state his/her true name and address;

(c) In this section “authorized person” means a person in uniform authorized by this Code or under any Act to require a driver of a motor vehicle on a road to produce his/her OR and CR;

(d) A person who knowingly drives a motor vehicle without having secured a *priori* any appropriate registration documents is guilty of major offenses, and shall be punishable with the highest fine under Appendix VIII.

**SECTION 157. OFFICIAL PUV DRIVER IDENTIFICATION CARD.**

(a) No person shall drive a PUV such as public utility jeepneys, taxi cabs, MTH, a passenger vans, school transport service vehicles, with approved franchise plying within the territorial jurisdiction of the City, without bearing an official identification card, issued by the CTTMD, and shall be displayed conspicuously inside the vehicle: *Provided however,* that public utility buses and trucks-for-hire are not covered by this paragraph;

(b) Prior to the issuance of new or renewal of driver’s license from the LTO, an official identification card from the CTTMD shall be secured by a PUV driver through mandatory attendance to seminar on safety driving, road safety, road courtesy, discipline, traffic rules and regulations, and city traffic code conducted by the CTTMD in cooperation with national agencies concerned regarding transport and traffic laws, rules and regulations.
official identification card shall bear information on the driver which includes: name of the driver; picture; city residential address; control number; date of issuance and expiration date; and other important information as determined by the CTTMD.

SECTION 158. OBSTRUCTION TO DRIVER’S VIEW OR DRIVING MECHANISM.

(a) No person shall drive a vehicle when it is so loaded, or when there are in the front seat such number of persons exceeding two (a driver and 1 passenger for taxi, passenger van and private vehicle) while three (3) for trucks, so as to obstruct the view of the driver to the front or sides of the vehicle as to interfere with the driver’s control over the driving mechanism of the vehicle;

(b) No passenger in a vehicle shall ride in such a position as to interfere with the driver’s view ahead or to the sides, or to interfere with his control over the driving mechanism of the vehicle.

SECTION 159. DRIVING THROUGH FUNERAL OR OTHER PROCESSIONS.

(a) A funeral procession composed of any number of vehicles shall be identified as such by the conspicuous display on the top center of each vehicle a banner not less than twenty (20) centimeters or eight (8) inches long, and ten (10) centimeters or 4 inches wide predominantly black or violet in color, with a word FUNERAL printed on both sides thereof, in letters no less than four (4) centimeters or 1.5 centimeters in height and displayed on the top center of both lead vehicle and the end vehicle with a flashing amber light. While in the procession each driver shall turn on the head lumps of his/her vehicle as further identification;

(b) No funeral, procession, assembly, or parade containing 100 or more persons, or 25 or more vehicles, excepting the AFP and the forces of the Police and Fire Departments, shall occupy, march or proceed along any city street except in accordance with a permit issued by the CTTMD and such other regulations as set forth herein which may apply;

(c) No person shall drive a vehicle between the vehicles comprising a funeral or other authorized procession while they are in

(d) motion. When the lead car of any funeral or other processions shall have entered any intersection, notwithstanding the light conditions at those intersections controlled by traffic signal devices, then all other traffic shall yield the right of the way to all vehicles comprising such funeral or other procession until it has passed through the intersection. The foregoing provisions of this Section shall apply only to such funeral or other processions moving under police escort.

SECTION 160. RESTRICTING ANIMALS ON CITY ROAD AND HIGHWAY.

(a) No person owning, controlling or having the possession of any livestock or animals such as cattle, horses, swine, goats, canine, etc., shall negligently permit any such livestock or animals to stray upon or remain unaccompanied by person in charge or control thereof, upon any city road or highway;
(b) No person shall drive or lead any such livestock upon, or across any city road or highway, without keeping a number of herders on continual duty to open the road so as to permit the passage of vehicles.

SECTION 161. IMPROVISED MUD-GUARD. It is prohibited for driver/operator of any moving motorized vehicle to attach an improvised mud-guard at the back of the vehicle with height clearance less than twenty (20) centimeters or eight (8) inches from road surface when the vehicle is loaded.

SECTION 162. CONDUCT OF STUDENT PRACTICE DRIVING BY DRIVING SCHOOLS.

(a) It shall be prohibited for the owner/operator of a driving school to conduct student practice driving along city roads and highways without being accompanied by driving instructor from the concerned driving school with driver’s license duly issued by LTO;

(b) Student practice driving shall only be conducted along city roads and highways from 9:00 A.M. to 11 A.M., and 2:00 P.M. to 4:00 P.M. daily except Mondays and Fridays;

(c) Any violation committed on paragraph (a) or paragraph (b) of this Section shall be cited and penalized with administrative fines as follows:

(i.) First offense P1,000.00 plus warning
(ii.) Second Offense P2,000.00 plus warning
(iii) Third and subsequent offenses P 5,000.00 and recommend for non-renewal of business permit

(d) A duly licensed driving school operating within the territorial jurisdiction of this City shall be registered with the CTTMD for purposes of monitoring driving schools with a registration fee of One Thousand Pesos (Php 1,000.00) annually. The registration fee shall be payable at the CTO to be deposited to the Traffic Management Trust Fund; Provided however, that in case of the non-payment of regulatory fee, the driving school shall be made to pay the registration fee plus a fine in the amount of not more than fifty percent (50%) of the regulatory fee; Provided further, that an additional fine of twenty-five percent (25%) of the registration shall be collected from the driving school every day until the payment has been made;

(e) That in the conduct of student practice driving, the driving instructor should only use the outermost lane of the city roads and highways.

SECTION 163. OPERATION OF STUDENT CARPOOL TRANSPORT SERVICE.

(a) Owner/operator/provider of student carpool transport service shall have a uniform “yellow” color body paint accented with “black” color chevron as prescribed by the CTTMD;

(b) The driver of student carpool transport service shall wear a white polo shirt with the name of the driver printed on the left breast
while the name of the owner/operator/company name on the right breast of the white polo shirts;

(c) Owner/operator/provider of student carpool transport service shall comply with applicable guidelines issued by issued **LTFRB** on school transport service;

(d) A person, cooperative, or corporation intending to own/operate/provide or currently operating a student carpool transport service shall register with the **CTTMD** for purposes of monitoring the welfare and safety of the passenger, with an annual carpool transport fee of Two Thousand Pesos (P2,000.00);

(e) The owner/operator/provider of student carpool transport service shall cause the registration fee of Five Hundred Pesos (P500.00) per driver.

**SECTION 164. REGULATING THE CONSTRUCTION OF DRIVEWAY, CARWASH SERVICES, AND MOTOR VEHICLE REPAIR SHOP.**

(a) The owner of a building or commercial establishment with existing driveway abutting a city road, street, or highway within a public parking pay zone shall pay an annual driveway permit fee of One Thousand Pesos (P1,000.00);

(b) The owner/operator of existing carwash business operation with location abutting a city road, street or highway within a public parking pay zone, with no fixed vehicle entrance/exit facility, shall pay an annual driveway permit fee of One Thousand Pesos (P1,000.00);

(c) The owner/operator of existing motor vehicle repair shop with location abutting a city road, street or highway, with no fixed vehicle entrance/exit facility shall pay an annual driveway permit fee of One Thousand Pesos (P1,000.00);

(d) The owner of a building or commercial establishment with existing driveway, and the owner/operator of existing carwash business, including motor vehicle repair shop, shall pay a driveway permit fee within three (3) months upon approval of this Code; **Provided however,** that driveways located within public and private residential subdivisions, not used for commercial or business operations, are exempted from paying driveway permit fee; and

(e) Violation of this Section shall have a fine as follows:

   (i) First offense P1,000.00 plus warning
   (ii) Second offense P3,000.00 plus warning
   (iii) Third and subsequent offenses P5,000.00 and recommend for non-renewal of business permit

**SECTION 165. OPENING DOORS AND ALIGHTING FROM VEHICLE.** A person shall not open, or leave open a door of a vehicle, or alight while the
vehicle is operating on a thoroughfare, so as to cause danger to other person using the road or so as to impede the passage of traffic.

**SECTION 166. OPENING DOORS AND ALIGHTING FROM PUBLIC UTILITY BUS AND PASSENGER VAN.** A driver, conductor, or any person of a passenger utility bus or passenger van shall not open, or leave open the door of a bus or passenger van for purposes of soliciting passengers or allowing passenger to alight from a vehicle unto a thoroughfare while operating within the territorial jurisdiction of this City.

**SECTION 167. USE OF HORNS, etc.**

(a) No person shall use or cause to be used the horn or any other warning instrument on a vehicle, except when necessary as a traffic warning or an indication that the driver of the vehicle intends to overtake another vehicle;

(b) No person shall attach, use or cause to be used the siren, bell, repeater horn or any other warning device that are used by fire truck, ambulance, police in responding to emergency situations;

(c) The blowing of horn of all motor vehicles within “no blowing of horn zones” is hereby prohibited, except when necessary as a traffic warning or as indication that the driver of the vehicle intends to overtake another vehicle. The “no blowing of horn zones” shall be determined by the CTTMD.

Violation of this ordinance shall subject the offender to a fine of Five Hundred Pesos ($500.00).

(d) Blowing of Horn in Front of Church and Other Places:

(i) It shall be unlawful for any person or operator of motor vehicle to blow its horn within the premises of all churches and other sacred places during celebration of mass, worship or other religious activity; City Hall, Sangguniang Panlungsod, or courts during office hours; schools during school hours; and hospitals.

(ii) Violation of this Ordinance shall subject the offender to a fine of Five Hundred Pesos ($500.00).

**SECTION 168. MODIFICATION OF MUFFLER ON MOTORCYCLE SUBJECT TO THE PROVISIONS OF ARTICLE XIII (OPERATION OF MOTORCYCLES, ETC.) AND ARTICLE XV (OPERATION OF MTH) OF THIS CODE.**

(a) It is prohibited for a person to drive a motorcycle or motorcycle with sidecar or center car with modified muffler or detached muffler or without a muffler;

(b) Any person driving motorcycle or motorcycle with sidecar or centercar with modified muffler or detached muffler or without a muffler, aside from payment of fine, shall likewise be penalized by impoundment of the motorcycle unit at the city impoundment area;

(c) The owner / driver of apprehended motorcycle unit shall cause the installation of suitable factory-designed DTI-approved replacement muffler, or reinstallation of original
muffler of the motorcycle by a repairman at the choice of the driver / owner;

(d) The owner / driver of apprehended motorcycle shall bear the cost of the purchase and installation of suitable factory-designed DTI-approved replacement muffler, or reinstallation of the original muffler, fee for the repairmen, including the payment of impounding fee;

(e) Installation of suitable factory-designed DTI-approved replacement muffler or reinstallation of the original muffler shall be done exclusively in the city impoundment area;

(f) Only a motorcycle with completely installed / reinstalled muffler and upon payment of appropriate impounding fee shall be released by the designated officer-in-charge of the impoundment area.

SECTION 169. OBLITRATING ROADS.

(a) No person shall drive or leave standing or waiting any vehicle on a road for the following purpose:

(i) For soliciting services and business from the vehicle;

(ii) By displaying an installed advertisement on the vehicle; or

(iii) By offering goods for sale from the vehicle.

(b) No person shall stand or place himself / herself on a thoroughfare for the purpose of soliciting contributions, displaying any advertisement or offering goods for sale;

(c) No person in a vehicle, standing or placed on a road, shall buy or offer to buy an article from any person;

(d) A person, natural or juridical, including government agencies and instrumentalities shall not bar, impede or divert the flow or direction of traffic from any road, streets or highway, unless authorized in writing or except when the closure of a road or any part thereof to traffic, or the diversion of traffic is dictated by reasons of emergency to protect the public from any calamity, fire or other public danger;

(e) Stalled vehicles on thoroughfare shall be construed as obstructing traffic if not removed or towed within five (5) minutes;

(f) The prohibition contained in this section shall also apply to the use of sidewalks and road shoulders by vendors, repair shops, or any business establishments as extension to display their merchandise or services.

SECTION 170. DELLIGINGS AND EXCAVATION ON EXISTING ROADS.

(a) It is unlawful for any person or entities, whether on their own or as contractors to any government agency, local or national, to excavate or dig for purposes of installing water pipes, telecommunication lines, poles, drainage pipes, and other underground facilities, within city roads, streets, thoroughfares,
and alleys, including highways without first securing an excavation permit from the **CTTMD** and **CEO**, except in case of emergency, *Provided*, that the permit should be secured within three (3) calendar days from the time of commencement of emergency work;

(b) The application for temporary closure of a road or part of the road, due to diggings and/or excavation shall be submitted to the **CTTMD** together with a traffic plan which shall be evaluated first by the **CTTMD** so that a timetable, remedial steps, and other precautions can be undertaken to minimize the adverse effect on traffic flow;

(c) Excavators and/or diggers, must at all times, put up reflectorized signs based on the **DPWH** standard on road signs and pavement markings for precautionary measures or safety signs warning of the excavation work ahead to motorist and pedestrians alike;

(d) All dug or excavated areas must be properly restored to its original form under the standard specification for road construction. To ensure restoration, the party undertaking the digging or excavation shall post a bond at one hundred fifty percentum of the cost to restore the same, the amount to be determined by the **CEO**. The bond shall be forfeited in favor of the City if restoration work is not commenced within ten (10) days upon completion of the excavation and completed the same number of days for which the excavation has been authorized. It shall be released within five (5) days after the determination by the City Engineer or his authorized representative that the road has been restored satisfactorily.

**SECTION 171. PROVISION OF WATER AND AIR FACILITIES IN FUEL REFILLING STATION.**

(a) Fuel refilling station with two or more refilling units shall provide a functional water and air facilities which shall be available to motorists on a 24-hour basis or during the hours of operations of the fuel refilling station as part of the service without any fee;

(b) If the facility is under repair, the owner/operator of the fuel refilling station shall cause to post a notice to motorists that service is not available; *Provided however*, that the facility shall be fixed within two (2) days from the day the service becomes unavailable or for a number of days but not more than five (5) days upon receipt of a written request to the **CTTMD** by the owner/operator;

(c) A notice shall be furnished to all owners/ operators found to have violated this section upon the full implementation of this Code and shall serve as warning against such initial violation.

Thereafter, all violators of this provision shall be subject to the following:

(i) First offense a fine of P1,000.00
(ii) Second offense a fine of P2,000.00
(iii) Third and subsequent offenses a fine of P5,000.00 and non-renewal of business permit
SECTION 172. ACCESS RESTRICTION ON SOME ROADS.

(a) It shall be unlawful for any person, natural or juridical, to close, obstruct, prevent, or otherwise refuse to the public or vehicular traffic the use of free access to any subdivision or street owned by the government and within the jurisdiction of the City, or to exact fees in any form for the use thereof, unless with the prior authorization from the Sangguniang Panlungsod. Such act is hereby declared a nuisance per se and the City Mayor is hereby authorized to remove such closure or obstruction and to open said road to the public motu propio at the expense of the offender.

(b) The road in front of houses of worship of the different religious groups within the city may be closed to vehicular traffic during particular hours of service on regular worship days; hence, passage of all motor vehicles on said road section may be prohibited except during emergency.

(c) Church authorities are hereby authorized to close the road fronting their respective churches during their hours of service on regular worship days: Provided however, that said closure shall be with the coordination of the CTTMD: Provided further, that church authorities shall request the City Mayor’s Office for the closure of road in front of their house of worship during special church holidays or activities.

Any violation of this ordinance shall subject the offender a fine of One Thousand Five Hundred Pesos (₱1,500.00)

SECTION 173. REQUIREMENT OF TRANSPORT/TRAFFIC IMPACT ASSESSMENT.

(a) Every proposed commercial, industrial, housing and condominiums, institutional developments, including government institutions and other similar developments that would generate more than one hundred (100) person trips shall submit a Traffic Impact Assessment (TIA) to the CPDO for evaluation in case mitigating measures are necessary, prior to the latter’s issuance of a development permit. From now henceforth, this shall be made as a prerequisite to the application of a building permit;

(b) The TIA must be prepared, signed, and sealed by transportation engineer or planner who is certified by the EMB, or by a licensed environmental planner duly recognized by the PRC.

SECTION 174. PROHIBITION ON PRODUCTION OF ROAD SIGNS. It is unlawful for any person, natural or juridical, or any government instrumentalities, except for the CTTMD, to manufacture, fabricate, install, and erect traffic sign and/or signal and/or pavement marking on city road, thoroughfare, and highway. The use of logo or emblem of a company on any unauthorized road sign shall be prima facie evidence that said road sign was erected by the owner of the logo or emblem.

SECTION 175. MANDATORY REVIEW EVERY THREE YEARS. The Sangguniang Panglungsod shall undertake a mandatory review of this Code at least once every two (2) years or as often as it may deem necessary, with the primary object of providing a more responsive and improved transport and traffic management policy of the City.
SECTION 176. **CITIZEN’S SUITS** - For the purposes of enforcing the provisions of this Code or its implementing rules and regulations, any citizen may file an appropriate civil, criminal or administrative action in the proper courts/bodies against:

(a) Any person who violates or fails to comply with the provisions of this Code or its implementing rules and regulations; or

(b) Any department of the City or other implementing agencies with respect to orders, rules and regulations issued inconsistent with this Code; and/or

(c) Any public officer who willfully or grossly neglects the performance of an act specifically enjoined as a duty by this Code or its implementing rules and regulations; or abuses his authority in the performance of his duty; or, in any manner improperly performs his duties under this Code or its implementing rules and regulations; *Provided, however, That* no suit can be filed until after thirty-day (30) notice has been given to the public officer and the alleged violator concerned and no appropriate action has been taken thereon.

The Court shall exempt such action from the payment of filing fees and shall likewise, upon *prima facie* showing of the non-enforcement or violation complained of, exempt the plaintiff from the filing of an injunction bond for the issuance of preliminary injunction.

In the event that the citizen should prevail, the Court shall award reasonable attorney’s fees, moral damages and litigation costs as may be appropriate.

SECTION 177. **Suits And Strategic Legal Action Against Public Participation (Slapp) and the Enforcement of This Code** - Where a suit is brought against a person who filed an action as provided in Section 176 of this Code, or against any person, institution or government agency that implements this Code, it shall be the duty of the investigating prosecutor or the Court, as the case may be, to immediately make a determination not exceeding thirty (30) days whether said legal action has been filed to harass, vex, exert undue pressure or stifle such legal recourses of the person complaining of or enforcing the provisions of this Code. Upon determination thereof, evidence warranting the same, the Court shall dismiss the complaint and award the attorney’s fees and double damages.

This provision shall also apply and benefit public officers who are sued for acts committed in their official capacity, there being no grave abuse of authority, and done in the course of enforcing this Code.

ARTICLE XXVII

**PENALTIES AND PROCEDURE**

SECTION 178. **PROCEDURES IN THE ISSUANCE OF CITY TRAFFIC CITATION TICKETS TO VIOLATOR OF THIS CODE.** Except when authorized or directed by law to immediately take a person for violation of any traffic laws before a Court, the following procedure shall be observed in the apprehension of any person found violating any provision of this Code:

(a) In case of drivers of motor vehicles, the City Traffic Enforcement Officer or deputized traffic officer, shall demand presentation of the
driver’s license and registration documents of the motor vehicle. The apprehending city traffic enforcement officer shall then indicate the name and address of the driver, the license number, plate number, and the issuing agency of the driver’s in the city traffic citation ticket.

(b) The name and the address of the owner and the registering agency of the vehicle, including the certificate of registration number, shall likewise be indicated therein. The apprehending officer shall stipulate the specific violation and furnish copy of the citation ticket to the person apprehended. The city traffic citation ticket shall also contain information which shall require him/her to answer the same at the time and place designated in the citation ticket within seven (7) days after such violation;

(c) In case of business establishment found violating the provision of traffic obstruction, the City Traffic Enforcement Officer shall demand the presentation of Mayor's Permit, or in case of construction, the Building Permit; and indicate the name and address of the owner and the corresponding Mayor’s or Building Permit number, the particular provision violated and furnish copy of said citation ticket;

(d) In case of pedestrian found violating this Code, he/she shall be taken to the CTO to pay appropriate penalty. In the event of inability to pay the fine, that person shall render a community service of not less than four (4) hours. If that person decides to contest his/her apprehension, he/she can file a complaint at the municipal trial court in cities.

SECTION 179. FAILURE TO OBEY SUMMONS. Upon receipt of City Traffic Citation Ticket, any person who fails to appear at the place and within the time specified in the city traffic citation ticket issued to him/her by the City Traffic enforcer cited for any violation, guilty of non-appearance with corresponding penalty of Five Hundred Pesos (Php 500.00) regardless of the disposition of the charge of which originally cited.

SECTION 180. SUMMONS ON ILLEGALLY PARKED VEHICLES. Whenever any motor vehicle without driver is found parked or stopped in violation of any of the restrictions contained in this Code, the officer finding the vehicle shall note down the plate number and may take any information displayed on the vehicle which may identify its user, and shall conspicuously affix to such vehicle a summon for the driver to answer the charge against him/her within seven (7) days during the hours and at a place specified in the summon.

SECTION 181. FAILURE TO COMPLY WITH SUMMONS ATTACHED TO PARKED VEHICLE. Non-compliance to summons shall be construed as a waiver of right to contest the citation. All violators issued with summons shall be liable for the payment of the fine corresponding to the violation committed.

In the event that a violator of the restrictions on stopping, waiting, standing or parking under this Code does not appear within a period of seven (7) days in response to a summon affixed to a motor vehicle, the CTTMD shall issue to the registered owner of such vehicle another summon ordering his appearance before the CTTMD.

SECTION 182. WHEN COMPLAINT BE ISSUED. In the event any person fails to comply with a summon or citation given to him/her or attached to a vehicle or if any person fails or refuses to deposit bail as required and within the time permitted, the CTTMD shall have a complaint entered against such person in the proper court;
Aside from filing of the appropriate action before the Court, the following administrative remedies for enforcement shall be undertaken:

(a) For traffic and driving related violations, the CTTMD shall communicate with the Land Transportation Office to hold in abeyance the renewal of driver’s license or vehicle registration until clearance has been obtained from the City;

(b) For violations under “no physical contact apprehension” policy, non-payment of fines and penalties within the prescribed number of days shall subject the erring vehicle to be up for apprehension by the PNP Highway Patrol Group, LTO traffic officers, PNP Traffic Division and the City Traffic Enforcement Officers;

(c) For other violations, the CTTMD shall immediately request for the cancellation of the permit and the issuance of closure from the City Mayor. In the event that the owner of the thing or object causing obstruction on the sidewalk to city streets could not be determined, the CTTMD shall cause its removal or impoundment.

SECTION 183. VIOLATIONS AND/OR OFFENSES UNDER FORMER ORDINANCE SAVED. Nothing contained in any provision of this Code shall apply to an act done or omitted, or to an offense committed at any time before the day that this Code shall become effective. Such act or omission shall be governed by and any such offense shall be punished according to the provisions of the ordinances existing when such act, omission or offense occurred in the same manner as if this Code had not been enacted.

SECTION 184. PENALTY.
(a) Any violations of the provisions of this Code shall be punishable with fines indicated in Appendix IX (Schedule of Fines and Penalties) hereof;

(b) Where the violator is not a driver, a written notice or citation ticket to the offending party shall be issued by the City Traffic Enforcement Officer;

(c) The appropriate fine and penalty shall be paid within seven (7) days from the date of issuance of the citation ticket. In the event of failure to pay the prescribed fine, an additional surcharge of ten percent (10.0%) for each day of delay or failure to pay the appropriate fine is hereby imposed until the full amount of fine and surcharge is paid.

SECTION 185. AUTHORITY TO DISPOSE OF UNCLAIMED VEHICLES.
(i) The CTTMD, in coordination with the PNP City Director, shall recommend to the City Mayor the disposal of all vehicles that have been taken into custody for more than six (6) months pursuant to the provisions of this Code, and all those vehicles held prior to the approval of this code, and such recommendation may include public auction, Provided, court approval is secured for vehicles involved in litigation; Provided further, that prior to the submission to the City Mayor of the said recommendation, such vehicles shall be treated as private property and not in the nature of government property;

(ii) The PSO shall conduct the extra-judicial sale or public auction;

(iii) Written notice of such auction shall be advertised once a week for two (2) consecutive weeks in one daily local newspaper of
general circulation in the City. A written notice shall also be sent to the last known address of the registered owner and/or his address as indicated in the certificate of registration (CR), by registered mail, at least ten (10) days prior to the date of prior auction;

(iv) The proceeds derived from such auction shall be applied to the fees, charges and/or penalties dues, including the expenses related to the towing and storage and even those incurred in the taking into custody, as determined by the Traffic Operations Section; and to defray the expenses of the auction sale of such vehicle; whatever is due the City shall be deposited in the special fund of TMTF, as created in the succeeding section. And the balance, if any, should there be a claimant, shall be divided equally between the claimant and the city also forming part of the TMTF. However, if there will be no claimant, the balance shall accrue entirely to the TMTF;

(v) In the event that no bid is received, the City Mayor shall offer such vehicle to any interested person under such terms favorable to the City with the approval of the Sangguniang Panlungsod, with the proceeds thereof accruing to the TMTF. However, if no person is interested, the City Mayor shall dispose of such vehicle at the city dump site at the expense of the city.

SECTION 186. CREATION OF TRAFFIC MANAGEMENT TRUST FUND. There is hereby created a special account in the General Fund to be known as the Traffic Management Trust Fund (TMTF) wherein all receipts from registration, franchising, supervisory fees, regulatory fees, fines, parking fees, penalties and surcharges as herein set forth in this Code, including all expenditures and transfers shall be recorded under this Fund;

Fines collected for violation of any section or provision of this Code evidenced by the issuance of City Traffic Citation Ticket (CTCT) shall be paid to the CTO;

The share of the City on traffic fines collected in accordance with prior, existing and future arrangement with the LTO shall form part of the TMTF;

The TMTF shall be disbursed only to activities related to the functions of the CTTMD such as, but not limited to, traffic enforcement measures and other activities and requirements of the CTTMD including maintenance of facilities and traffic control devices but excluding salaries of personnel;

Any unused balance at the end of the fiscal year in excess of twenty percent (20%) of the previous year’s expenditures shall revert back to the General Fund.

ARTICLE XXVIII
TRANSITORY PROVISIONS

SECTION 187. FORMULATION OF IMPLEMENTING RULES AND REGULATIONS.

(a) Within fifteen (15) days after the approval of this Code, an Oversight Committee which shall be composed primarily of the author/authors of the ordinance and the consultants thereof and other members to be determined by the City Mayor, shall prepare the Implementing Rules
and Regulations (IRR) for the efficient and effective implementation of the Code;

(b) Within fifteen (15) days after the approval of this Code, the MTFRB shall constitute itself, and shall prepare the Implementing Rules and Regulations (IRR) for the efficient and effective implementation of this Code; The existing administrators of the defunct MTFRB shall turn over all the reliable existing records of all MTOPs already issued by the city;

(c) The existing structures of the CSU and the CDRRMC shall continue until the full implementation of the PSO;

(d) The funding requirement under this section shall be provided by the Office of the City Mayor in the sum of Five Hundred Thousand Pesos (Php 500,000.00).

SECTION 188. TRANSITORY PROVISIONS ON EXISTING MTH.

(a) Existing MTOP issued by the city shall remain in force and effective until its expiration;

(b) Existing MTH being operated without and/or expired franchise/provisional authority are hereby given two (2) months from the effectivity date of this Code to secure MTOP;

(c) Existing MTH with franchise shall operate motorcycle engines with minimum power of 125cc or higher as maybe required by the MTFRB;

(d) Existing MTH with franchise shall be given a period of two (2) years to modify and conform to the sidecar/center car specifications from the date when prototype sidecar/center car with fixed specifications shall have been approved by the PSB;

(e) Existing MTH with franchise shall be given a period of three (3) months to conform to the clustering/color-coding scheme;

SECTION 189. TEMPORARY USE BY TRICYCLES OF THE OUTERMOST LANES OF THE NATIONAL HIGHWAY. Due to either lack of alternative network of roads or despite the presence thereof yet it poses danger to the lives of the riding public because of the natural terrain, tricycles, whether for hire or for private purpose, may use the following outermost lanes of the national highway only:

a. Leon Llido Street to Santiago Boulevard;

b. Aparente Street to Pendatun Avenue;

c. Mabuhay Road to Bulaong Avenue;

d. Doña Soledad going to KPS

e. Bawing / Tambler to Filomena Homes (Police Station 5);

f. Penbank-Calumpang to Makar Crossing;

g. Barangay Fatima (Pelitso Market) to Lote, Calumpang; and

h. Cornelio Avenue (Barangay Apopong) going to Bulaong Avenue via Hadano Park;
i. For pink apple green tricycles only, an outer lane in the national highway coming all the way from Tinagacan/Katangawan up to Purok 19, Barangay Lagao.

Provided, that the city is put on notice to forthwith build the necessary alternative roads that must be passable and with the primordial concern to the safety of the commuters as well as the drivers themselves;

Provided further, the wanton travelling by the tricycles through the center lanes of the national highways shall be prohibited with a fine of Two Thousand Pesos (Php 2,000) or One Thousand Pesos (Php 1,000). [LEGAL SERVICE dated March 08, 2012, DILG Legal Opinion No. 24, Series of 2012, on the Request for Clarification of DILG CITY DIRECTOR OF GENERAL SANTOS CITY ATTY. ROCHELLE D. MAHINAY-SERO]

ARTICLE XXIX
FINAL PROVISION

SECTION 190. REPEALING CLAUSE. All previous issuances, executive orders, ordinances rules and regulations or parts thereof which are inconsistent or in conflict with the provisions of this Code are hereby repealed and modified accordingly.

SECTION 191. SEPARABILITY CLAUSE. If for any reason, any provision or section of this Ordinance is declared not valid by a court of competent jurisdiction or suspended or revoked, or vetoed by the Mayor, such judgment or order shall not affect or impair the remaining provisions, sections, or parts which are not affected thereby and shall continue to be in force and effect.

SECTION 192. EFFECTIVITY. This Ordinance shall take effect fifteen (15) days after publication in a newspaper of general circulation.

ENACTED, ________________, by a majority vote of all the Members of the Sangguniang Panlungsod present.
CERTIFIED CORRECT:

ATTY. ROSENDO ROQUE
Secretary to the Sangguniang Panlungsod

ATTESTED:

SHIRLYN BANAS-NOGRALES
City Vice Mayor

APPROVED:__________,2018

LAPSED
BEEN APPROVED AFTER THE LAPSE OF TEN (10) DAYS, PER SEC. 54, R.A. 7160

RONNEL C. RIVERA
City Mayor

ATTESTED:

ATTY. ARNEL T. ZAPATOS
Acting City Administrator
APPENDIX I
AUTHORIZED TRAFFIC SIGNAL LIGHTS

STREET AND INTERSECTIONS WHERE TRAFFIC CONTROL SIGNALS ARE AUTHORIZED TO BE INSTALLED AND USED:

SCHEDULE I

<table>
<thead>
<tr>
<th>No.</th>
<th>Name of Intersection/Street</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Pioneer Ave. – Magsaysay Ave.</td>
</tr>
<tr>
<td>2</td>
<td>Pioneer Ave. - P. Acharon Boulevard</td>
</tr>
<tr>
<td>3</td>
<td>Santiago Boulevard – San Miguel St.</td>
</tr>
<tr>
<td>4</td>
<td>Jose Catolico Avenue – San Miguel St.</td>
</tr>
<tr>
<td>5</td>
<td>Pendatun Avenue – Laurel St.</td>
</tr>
<tr>
<td>6</td>
<td>Roxas Avenue – Laurel St.</td>
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<tr>
<td>7</td>
<td>Darimco St.</td>
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<tr>
<td>8</td>
<td>Quezon Avenue</td>
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<td>9</td>
<td>Magsaysay Avenue</td>
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<td>10</td>
<td>Quirino Avenue</td>
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<tr>
<td>11</td>
<td>Laurel Avenue</td>
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<td>12</td>
<td>Aparente Street</td>
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<tr>
<td>13</td>
<td>NLSA Road</td>
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<tr>
<td>14</td>
<td>Fil-Am Friendship Avenue</td>
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<tr>
<td>15</td>
<td>Honorio Ariola Street</td>
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<tr>
<td>16</td>
<td>Bulaong Avenue</td>
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<tr>
<td>17</td>
<td>Labangal Road</td>
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<tr>
<td>18</td>
<td>Salvani Street</td>
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<tr>
<td>19</td>
<td>Tiongson Street</td>
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<tr>
<td>20</td>
<td>Nuñez Street</td>
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<tr>
<td>21</td>
<td>Leon Llido Street</td>
</tr>
<tr>
<td>22</td>
<td>Yumang Street</td>
</tr>
</tbody>
</table>

SCHEDULE II

STREET AND INTERSECTIONS ON THE NATIONAL HIGHWAY WHERE TRAFFIC CONTROL SIGNALS ARE AUTHORIZED TO BE INSTALLED AND USED:

<table>
<thead>
<tr>
<th>No.</th>
<th>Intersection/Street</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>National Highway – G. Mesa Street</td>
</tr>
<tr>
<td>2</td>
<td>National Highway –NFA Junction</td>
</tr>
<tr>
<td>3</td>
<td>National Highway- Santiago Blvd.</td>
</tr>
<tr>
<td>4</td>
<td>National Highway – Roxas Ave.</td>
</tr>
<tr>
<td>5</td>
<td>National Highway –Pendatun Ave.</td>
</tr>
<tr>
<td>6</td>
<td>National Highway – NLSA</td>
</tr>
<tr>
<td>7</td>
<td>National Highway – Tiongson St.</td>
</tr>
<tr>
<td>8</td>
<td>National Highway – Leon Llido St.</td>
</tr>
<tr>
<td>9</td>
<td>National Highway – Mabuhay Road/Bulaong Ave.</td>
</tr>
<tr>
<td>10</td>
<td>National Highway – Espina Road</td>
</tr>
<tr>
<td>11</td>
<td>National Highway –Labangal Road</td>
</tr>
<tr>
<td>12</td>
<td>National Highway –Calumpang Road</td>
</tr>
<tr>
<td>13</td>
<td>National Highway – Fil-Am Friendship Ave.</td>
</tr>
</tbody>
</table>
APPENDIX II

ONE WAY STREETS/NO STOPPING AT ANY TIME

a. **San Pablo Street** from Rivera Street as entrance point and Tiongson and San Pedro Streets as exits

   (i) San Pedro Street (from the point of San Pablo Street to Jose Catolico Avenue) shall be declared and designated as diagonal parking area and closed to traffic during Saturdays and Sundays only, upon condition that the lot owners shall not be deprived of their road-right-of-way and a “do not block the driveway” signboard shall be placed/displayed thereat.

   (ii) The right side of San Pablo Street (facing Tiongson Street from Rivera Street) shall be declared and designated as parallel parking area except the areas fronting the school gates and church entrance.

b. **Cagampang Street and West side of the Public Market, Barangay South** (No entry for tricycles)

c. **Darimco Street- P. Acharon Boulevard (Entrance) and Darimco Street (Exit)**

d. **Jose Diokno Street** from Roxas Avenue as entrance point up to intersection of Jose Diokno Street and Beatiles Street only, every day except Sundays

e. There shall be **no stopping at any time** at City Hall Drive, from intersection of City Hall Drive and Roxas Avenue up to intersection of City Hall Drive and Daproza Avenue only.
APPENDIX III

PROHIBITED LEFT TURNS

a. Entering left from:

(i) J. Catolico Ave to San Miguel Avenue, Barangay Lagao

(ii) Roxas Avenue going to South Osmeña Street

(iii) South Osmeña Street going to Roxas Avenue (OLPGV)

(iv) Señora De La Paz going to Pres. Sergio Osmeña Avenue/City hall Drive

(v) Roxas Avenue going to Pres. Sergio Osmeña/City Hall Drive

(vi) Pres. Sergio Osmeña/City Hall Drive going to Roxas Avenue

(vii) Pendatun Avenue going to Pres. Sergio Osmeña/City Hall Drive

(viii) Daproza Avenue going to Pendatun Avenue

(ix) Pendatun Avenue going to Daproza Avenue

(x) P. Acharon Extension to P. Acharon Boulevard

(xi) P. Acharon Boulevard (From Silway Bridge) to P. Acharon Extension

(xii) From Darimco Street to P. Acharon Extension going to P. Acharon Boulevard

(xiii) P. Acharon Boulevard to Darimco Street

(xiv) From Talipapa Market to P. Acharon Boulevard (Silway Bridge)

(xv) From Jose Catolico Sr. Avenue going to Mateo Road

(xvi) From Mateo Road to Jose Catolico Sr. Avenue

(xvii) From Gaisano Area to Mateo Road

(xviii) From Leon Llido St. to San Pedro St., Barangay Lagao

(xix) From Stratford to J. Catolico Ave.

(xx) From Stratford to San Miguel St.;
b. All left turns in the intersection of Roxas Street and Osmena Street, Barangay Dadiangas South;

c. All left turns in the intersection of Pendatun Street and Daproza Street, Barangay Dadiangas West;

d. All left turns in the intersection of Nunez St. and Aparente St., Barangay Dadiangas Heights;
APPENDIX IV
LOCATION WITH NO U-TURNS

a. All intersections and junctions, including the intersection between Magsaysay Avenue and Santiago Boulevard; intersection between Santiago Boulevard and San Miguel Street

b. Both sides of the islands in front of Notre Dame of Dadiangas University;

c. Both sides of the railings in J. Catolico Avenue (in front of SOCOTECO II)

d. Both sides of the railings in J. Catolico Avenue (in front of KCC)
APPENDIX V

PROHIBITED PARKING AREAS

a. The portion of Cagampang Street commencing from Santiago Boulevard up to West Side Street from 6:00 AM until 6:00 PM of the same day
b. Magsaysay Ave.
c. Narangjit St.
d. Osmeña Ave.
e. Pendatun Ave.
f. Roxas Ave.
g. Laurel Ave.
h. Lukban St.
i. Muñasque St.
j. Atis St.
k. Macopa St.
l. Balagtas St.
m. Claro M. Recto St.
n. Tieza St.
o. Quezon Ave.
p. Baliwimbing St.
q. Velasquez St.
r. Lapu-lapu St.
s. Camia St.
t. Marist Ave.
u. DonatoQuinto St.
v. Crisologo De Juan St.
w. Casquejo St.
x. Mansanitas St.
y. Banas St.
z. Rosas St.
aa. Santiago Blvd.
bb. Laurel Avenue
cc. Mateo Rd.
dd. HonorioArriola St.
e. Arradaza St.
ff. Aparente St.
gg. Leon Llido St.
hh. Fernandez St.
ii. Salvani St.
jj. Mabuhay Rd.
kk. Yumang St.
ll. Nuñez St.
mm. P. Acharon extension
nn. Papaya St.
 oo. Salazar St.
pp. Jose W. Diokno St.
qq. Niyog St.
rr. Quirino Avenue
ss. Phil-Am Avenue
tt. Along J. Catolico Avenue
uu. Ardonia Street
vv. Capareda Street
ww. Arradaza Street
xx. Tiongson Street
yy. Rambutan Street
zz. Sampaguita Street
aaa. Champaca Street
bbb. Kadulasan Street
ccc. Sineguelas Street
ddd. Zapote Street
eee. Santol Street
fff. Chico Street
ggg. Mangustan Street
hhh. Sta. Cruz Street
iii. Mangga Street
jjj. Balimbing Street
kkk. Lanzones Street
lll. Piña Street
mmm. President Manuel Quezon Street
nnn. President Jose P. Laurel Street
ooo. Alerta Street
ppp. Apple Street
qqq. Torres Street
rrr. Macopa Extension
sss. Anonas Street
ttt. P. Acharon Boulevard
uuu. Asai Road
vvv. Alunan Street
www. Guinto Street (City Heights)
xxx. Marcos Avenue
yyy. Rizal Street
zzz. Cornelio Avenue
aaaa. M. Legaspi Street
APPENDIX VI
DESIGNATED LOADING AND UNLOADING ZONES

(i) Pioneer Avenue Link
1. Between P. Acharon Boulevard and Magsaysay Avenue - Both sides
2. Between Magsaysay Avenue and Roxas/Pendatun - Both sides

(ii) Roxas Link
1. Between Diokno St. and Señoradela Paz - Right Side
2. Between South Osmeña and Ramos St. - Right Side
3. Between City Hall Drive to Zapote St. - Both Sides
4. Between Zapote St. and Laurel St. - Both Sides
5. Between Laurel St. and Marist Avenue - Both Sides
6. Between Marist Ave. and Donato Quinto - Right Side

(iii) Pendatun Link
1. Between Pioneer Ave. and Daproza St. - Right Side
2. Between Balagtas St. and Santol St. - Both Sides
3. Between Santol St. and Laurel St. - Both Sides
4. Between Laurel St. and Marist Ave. - Left Side
5. Between Marist Ave. and National Highway - Right Side
6. Between Monasque and Lukban Street - Left Side

(iv) P. Acharon Boulevard Link
1. Between Santiago Blvd and West Side St. - Both Sides
2. Between West Side St. and Mansanitas St. - Left Side
3. Between Mansanitas St. and Saging St. - Both Sides
4. Between Saging St. and Salazar St. - Right Side
5. Between Salazar St. and Pioneer Ave. - Left Side
6. Between Papaya St. and Gensan Park - Both Sides

(v) West Side St. Link
1. Between P. Acharon to Cagampang St. - Left Side

(vi) Cagampang St. Link
1. From Casquejo St. to West Side St. - Right Side

(vii) Magsaysay Avenue Link
1. Between Casquejo St. and Mansanitas St. - Left Side
2. Between Roxas St. and Bañas St. - Right Side
3. Between Bañas St. and Mansanita - Left Side
4. Between Quirino St. and Niyog St. - Both Sides
5. Between Niyog St. and Beatiles St. - Right Side
6. Between Diokno St. and Salazar St. - Left Side

(viii) J. Catolico Avenue Link
1. Between NFA and KCC Mall - Both Sides
2. Between Gaisano and SOCOTECO - Right Side
3. Between Gaisano and SOCOTECO - Left Side

(ix) J. Catolico Avenue Link
1. Between Santiago Boulevard and Mateo Road - Both Sides
2. Between Mateo Road and KCC Mall - Right Side
3. Between KCC Mall and NFA - Left Side

(x) Santiago Avenue Link
1. Between Magsaysay Avenue and Catolico - Both Side
2. Between Catolico and San Miguel - Right Side

(xi) Between Jorge Royeca Blvd and HonorioArriola Street - Both Sides
(xii) Between Jorge Royeca Blvd and J. Catolico - Both Sides
APPENDIX VII
PUBLIC PAY PARKING ZONES

I. Streets Designated as Public Pay Parking Zones
   (a) Santiago Boulevard
   (b) Pioneer Avenue
   (c) Acharon Boulevard
   (d) J. Catolico Avenue
   (e) Royeca Boulevard
   (f) Bulaong Avenue

II. Parking fee per Unit of Motorized Vehicle
    a. Rate of Parking Fee

<table>
<thead>
<tr>
<th>Type of Vehicle</th>
<th>For first 3 hours</th>
<th>Per hour or Fraction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Delivery Van</td>
<td>Php 30.00</td>
<td>Php 10.00</td>
</tr>
<tr>
<td>Delivery Truck</td>
<td>Php 30.00</td>
<td>Php 10.00</td>
</tr>
<tr>
<td>Truck for Hire</td>
<td>Php 30.00</td>
<td>Php 10.00</td>
</tr>
<tr>
<td>Cargo Truck</td>
<td>Php 30.00</td>
<td>Php 10.00</td>
</tr>
<tr>
<td>Armored Car/Van</td>
<td>Php 30.00</td>
<td>Php 10.00</td>
</tr>
<tr>
<td>Sedan/SUV/AUV</td>
<td>Php 30.00</td>
<td>Php 10.00</td>
</tr>
<tr>
<td>Motorcycle/Motorbike</td>
<td>Php 20.00</td>
<td>Php 10.00</td>
</tr>
<tr>
<td>Other motorized vehicle</td>
<td>Php 20.00</td>
<td>Php 10.00</td>
</tr>
</tbody>
</table>

b. Annual Parking Space Subscription with Parking Sticker

<table>
<thead>
<tr>
<th>Type of Vehicle</th>
<th>Annual Parking Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Delivery Van</td>
<td>Php 5,000.00</td>
</tr>
<tr>
<td>Delivery Truck</td>
<td>Php 5,000.00</td>
</tr>
<tr>
<td>Truck for Hire</td>
<td>Php 5,000.00</td>
</tr>
<tr>
<td>Cargo Truck</td>
<td>Php 5,000.00</td>
</tr>
<tr>
<td>Armored Car/Van</td>
<td>Php 5,000.00</td>
</tr>
<tr>
<td>Sedan/SUV/AUV</td>
<td>Php 5,000.00</td>
</tr>
<tr>
<td>Motorcycle/Motorbike</td>
<td>Php 2,000.00</td>
</tr>
<tr>
<td>Other motorized vehicle</td>
<td>Php 1,500.00</td>
</tr>
</tbody>
</table>
# APPENDIX VIII
## SCHEDULE OF FINES AND PENALTIES

<table>
<thead>
<tr>
<th>NO.</th>
<th>Section Of Ordinance</th>
<th>Type of Offense or Violation</th>
<th>1st Offense Amount (Php)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Section 6</td>
<td>Not Giving Way to Emergency Vehicles</td>
<td>500.00</td>
</tr>
<tr>
<td>2</td>
<td>Section 8</td>
<td>Following Emergency Vehicle</td>
<td>500.00</td>
</tr>
<tr>
<td>3</td>
<td>Section 11</td>
<td>Erection and Interference with Traffic Control Items</td>
<td>1000.00</td>
</tr>
<tr>
<td>4</td>
<td>Section 18</td>
<td>Display of Dazzling Lights</td>
<td>500.00</td>
</tr>
<tr>
<td>5</td>
<td>Section 13</td>
<td>Disobedience to Official Traffic Control Signal</td>
<td>500.00</td>
</tr>
<tr>
<td>6</td>
<td>Section 14</td>
<td>Disobedience to Official Traffic Signs</td>
<td>500.00</td>
</tr>
<tr>
<td>7</td>
<td>Section 15</td>
<td>Disobedience to Official Traffic Road or Pavement Markings</td>
<td>500.00</td>
</tr>
<tr>
<td>8</td>
<td>Section 16</td>
<td>Disobedience to Official Traffic Signals and Instructions</td>
<td>500.00</td>
</tr>
<tr>
<td>9</td>
<td>Article VI</td>
<td>Violation or non-compliance with any section of Article VI regarding lighting, warning sings, equipment, etc.</td>
<td>500.00</td>
</tr>
<tr>
<td>10</td>
<td>Article VII</td>
<td>Any violation of General Driving Rules</td>
<td>500.00</td>
</tr>
<tr>
<td>11</td>
<td>Section 31</td>
<td>Violating Restrictions on Overtaking and Passing</td>
<td>500.00</td>
</tr>
<tr>
<td>12</td>
<td>Section 33</td>
<td>Driver Obstructing Traffic</td>
<td>500.00</td>
</tr>
<tr>
<td>13</td>
<td>Section 40</td>
<td>Not Giving Way at Intersection</td>
<td>500.00</td>
</tr>
<tr>
<td>14</td>
<td>Section 41</td>
<td>Not Giving Way During Turns</td>
<td>500.00</td>
</tr>
<tr>
<td>15</td>
<td>Section 42</td>
<td>Improper Movement to or from Parking Area</td>
<td>1,000.00</td>
</tr>
<tr>
<td>16</td>
<td>Section 44</td>
<td>Not Giving Way at Roundabouts or Rotundas</td>
<td>500.00</td>
</tr>
<tr>
<td>17</td>
<td>Section 45</td>
<td>Violating Speed limits</td>
<td>500.00</td>
</tr>
<tr>
<td>18</td>
<td>Section 47</td>
<td>Speed Contest</td>
<td>2,000.00</td>
</tr>
<tr>
<td>19</td>
<td>Section 49</td>
<td>Violating Operating Rule on One-Way Streets</td>
<td>1,500.00</td>
</tr>
<tr>
<td>20</td>
<td>Article XI</td>
<td>Improper turning, reserving and Stopping</td>
<td>500.00</td>
</tr>
<tr>
<td>21</td>
<td>Section 56</td>
<td>Vehicles not to be in certain areas</td>
<td>2,000.00</td>
</tr>
<tr>
<td>22</td>
<td>Section 57</td>
<td>Prohibited Parking or waiting places</td>
<td>1,500.00</td>
</tr>
<tr>
<td>23</td>
<td>Section 58</td>
<td>Parking during certain hours prohibited</td>
<td>500.00</td>
</tr>
<tr>
<td>24</td>
<td>Section 59</td>
<td>Parking for certain purpose prohibited</td>
<td>2,000.00</td>
</tr>
<tr>
<td>25</td>
<td>Section 60</td>
<td>Non stopping, at special stops</td>
<td>500.00</td>
</tr>
<tr>
<td>26</td>
<td>Section 61</td>
<td>Improper method of parking vehicles</td>
<td>500.00</td>
</tr>
<tr>
<td>27</td>
<td>Section 62</td>
<td>Parking Near Grade Or Curve</td>
<td>500.00</td>
</tr>
<tr>
<td>28</td>
<td>Section 63</td>
<td>Parking on Parade Routes and on any special occasion</td>
<td>500.00</td>
</tr>
<tr>
<td>29</td>
<td>Section 64 (a)</td>
<td>Loading/ Unloading Zone without the presence of driver</td>
<td>500.00</td>
</tr>
<tr>
<td>30</td>
<td>Section 64 (e)</td>
<td>Loading/ Unloading of Passengers of PUJ in an undesignated zone</td>
<td>500.00</td>
</tr>
<tr>
<td>31</td>
<td>Section 68</td>
<td>Violations in Public Pay Parking Areas</td>
<td>500.00</td>
</tr>
<tr>
<td>32</td>
<td>Section 69 (d)</td>
<td>Violation of off-street public utility van transport terminal</td>
<td>5,000.00</td>
</tr>
<tr>
<td>33</td>
<td>Section 69 (d)</td>
<td>Violation or non-compliance regarding security guards CCTV, facilities, etc.</td>
<td>5,000.00</td>
</tr>
<tr>
<td>34</td>
<td>Section 70 (b)</td>
<td>Private Garage for vehicles-for-hire</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Section</td>
<td>Violation</td>
<td>Fine</td>
</tr>
<tr>
<td>---</td>
<td>-----------</td>
<td>---------------------------------------------------------------------------</td>
<td>-----------</td>
</tr>
<tr>
<td>35</td>
<td>70 (c)</td>
<td>Loading/Unloading of Passengers in Private Garage</td>
<td>2,000.00</td>
</tr>
<tr>
<td>36</td>
<td>71</td>
<td>Non-provision of three (3) meters setback for angle parking</td>
<td>2,000.00</td>
</tr>
<tr>
<td>37</td>
<td>72</td>
<td>Non-payment of parking fees</td>
<td>500.00</td>
</tr>
<tr>
<td>38</td>
<td>77</td>
<td>Reckless Driving</td>
<td>500.00</td>
</tr>
<tr>
<td>39</td>
<td>78</td>
<td>Violation on Distracted Driving</td>
<td>1,500.00</td>
</tr>
<tr>
<td>40</td>
<td>79</td>
<td>Violation on Distracted Driving</td>
<td>1,000.00</td>
</tr>
<tr>
<td>41</td>
<td>86</td>
<td>Driving a Motor Vehicle while under Influence of Liquor or Incapacitating Drugs</td>
<td>5,000.00</td>
</tr>
<tr>
<td>42</td>
<td>Article XV</td>
<td>Violation of Procedure Involving Traffic Accidents</td>
<td>500.00</td>
</tr>
<tr>
<td>43</td>
<td>99</td>
<td>Operating Animal-drawn Carriages, and Bicycles that are not Licensed</td>
<td>100.00</td>
</tr>
<tr>
<td>44</td>
<td>98</td>
<td>Operating a Bicycle and Animal-drawn Carriage on any road or path set aside for exclusive use of such</td>
<td>200.00</td>
</tr>
<tr>
<td>45</td>
<td>107 (a)</td>
<td>Non-turning on the headlight while driving along city roads and highways</td>
<td>1,000.00</td>
</tr>
<tr>
<td>46</td>
<td>108 (b)</td>
<td>Violating passenger/cargo of Motorcyclist</td>
<td>1,000.00</td>
</tr>
<tr>
<td>47</td>
<td>109</td>
<td>Motorcycle Rider Carrying a Child</td>
<td>1,000.00</td>
</tr>
<tr>
<td>48</td>
<td>111</td>
<td>Violating Pedestrian Crossing Rules</td>
<td>200.00</td>
</tr>
<tr>
<td>49</td>
<td>113</td>
<td>Violating Restrictions on Pedestrians</td>
<td>100.00</td>
</tr>
<tr>
<td>50</td>
<td>119</td>
<td>Violation of Operating Conditions of Motorized Tricycle-for-Hire</td>
<td>500.00</td>
</tr>
<tr>
<td>51</td>
<td>118</td>
<td>Non-Payment of Supervision Fee</td>
<td>2,000.00</td>
</tr>
<tr>
<td>52</td>
<td>124 (a)</td>
<td>No shop registration</td>
<td>1,000.00</td>
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<tr>
<td>53</td>
<td>124 (c)</td>
<td>Non-embedding the PCCN by the owner/operator of shop</td>
<td>500.00</td>
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<tr>
<td>54</td>
<td></td>
<td>Owner/ driver with no PCCN on the fabricated/manufacture body of the PUJ</td>
<td>300.00</td>
</tr>
<tr>
<td>55</td>
<td></td>
<td>Owner/ driver with no PCCN on the fabricated/manufacture body of the MTH</td>
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</tr>
<tr>
<td>56</td>
<td></td>
<td>Owner/ driver with no PCCN on the fabricated/manufacture body of the Pedicab</td>
<td>100.00</td>
</tr>
<tr>
<td>57</td>
<td>124 (e)</td>
<td>Non reporting of manufactured/fabricated PUV</td>
<td>500.00</td>
</tr>
<tr>
<td>58</td>
<td>124 (f)</td>
<td>Installing, mounting, fitting engine not according to locally-approved standards</td>
<td>5,000.00</td>
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<tr>
<td>59</td>
<td>124 (g)</td>
<td>Releasing the vehicle without inspection</td>
<td>5,000.00</td>
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<tr>
<td>60</td>
<td>124 (h)</td>
<td>PUV not in accordance with approved standards</td>
<td>5,000.00</td>
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<tr>
<td>61</td>
<td>124 (i)</td>
<td>PUV not fabricated/manufactured without inspection</td>
<td>2,000.00</td>
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<tr>
<td>62</td>
<td>126</td>
<td>Violation on operating of Public Utility Vehicle</td>
<td>500.00</td>
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<tr>
<td>63</td>
<td></td>
<td>[a] Audio gadget impeding the hearing capability of the driver</td>
<td>500.00</td>
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<tr>
<td>Section</td>
<td>Description</td>
<td>Fine</td>
<td></td>
</tr>
<tr>
<td>---------</td>
<td>-------------------------------------------------------------------------------------------------</td>
<td>---------</td>
<td></td>
</tr>
<tr>
<td>65</td>
<td>(d) Not wearing appropriate driver's attire</td>
<td>500.00</td>
<td></td>
</tr>
<tr>
<td>66</td>
<td>(e) Violation of Comprehensive Anti-Smoking Ordinance of General Santos City</td>
<td></td>
<td></td>
</tr>
<tr>
<td>67</td>
<td>(f) Non-registration of Conductor and Driver to CTTMD</td>
<td>500.00</td>
<td></td>
</tr>
<tr>
<td>68</td>
<td>(b) Prohibited “Trip-cutting”</td>
<td>1,000.00</td>
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<tr>
<td>69</td>
<td>(a) Divert or use of city roads aside from its approved route not falling under the exception</td>
<td>1,000.00</td>
<td></td>
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<tr>
<td>70</td>
<td>Section 128 Violation on Mandatory use of Seatbelts</td>
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<tr>
<td>71</td>
<td>Section 130 Children Sitting in the Front Seat</td>
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<tr>
<td>72</td>
<td>Section 140 Excessive Width, Height of Vehicles Restricted</td>
<td>1,000.00</td>
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<tr>
<td>73</td>
<td>Section 141 Violating Restriction on the Use of Over Bridges</td>
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<td></td>
</tr>
<tr>
<td>74</td>
<td>Section 144 Violation of Vehicles on entering, passing or making use of subdivision roads over five (5) tons in weight</td>
<td>1,000.00</td>
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<tr>
<td>75</td>
<td>Section 145 Movements of Trailers, Trucks, or any Approved Transportation Medium Linked to a Container Van</td>
<td>2,000.00</td>
<td></td>
</tr>
<tr>
<td>76</td>
<td>Article XXIV Truck Ban, Non-Complying Buses and Jeepneys</td>
<td>5,000.00</td>
<td></td>
</tr>
<tr>
<td>77</td>
<td>Section 155 Non-production of LTO-issued Driver’s License</td>
<td>500.00</td>
<td></td>
</tr>
<tr>
<td>78</td>
<td>Section 156 Non-production of Vehicle Registration Document</td>
<td>500.00</td>
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<tr>
<td>79</td>
<td>Section 157 No PUV-Driver’s Identification Card</td>
<td>1,000.00</td>
<td></td>
</tr>
<tr>
<td>80</td>
<td>Section 158 Obstruction to Driver’s View or Driving Mechanism</td>
<td>1,000.00</td>
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<tr>
<td>81</td>
<td>Section 159 Driving through Funeral or Other Processions</td>
<td>500.00</td>
<td></td>
</tr>
<tr>
<td>82</td>
<td>Section 160 Livestock on Roads</td>
<td>200.00</td>
<td></td>
</tr>
<tr>
<td>83</td>
<td>Section 161 Violating Standard of Improvised Mud-guard</td>
<td>300.00</td>
<td></td>
</tr>
<tr>
<td>84</td>
<td>Section 163 Violating Operation of Student Carpool Transport Service</td>
<td>1,000.00</td>
<td></td>
</tr>
<tr>
<td>85</td>
<td>Section 165 Improper Opening Doors and Alighting from Vehicles</td>
<td>500.00</td>
<td></td>
</tr>
<tr>
<td>86</td>
<td>Section 166 Opening Doors and Alighting from Public Utility Bus and passenger Van</td>
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<td></td>
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<tr>
<td>87</td>
<td>Section 167 Improper Use of Horns, etc.</td>
<td>500.00</td>
<td></td>
</tr>
<tr>
<td>88</td>
<td>Section 168 (a) Modification of Muffler on Motorcycle</td>
<td>500.00</td>
<td></td>
</tr>
<tr>
<td>89</td>
<td>Section 169 Obstructing roads by person, motor vehicles, including stalled vehicles</td>
<td>500.00</td>
<td></td>
</tr>
<tr>
<td>90</td>
<td>Section 169 (f) Obstructing roads or sidewalks by residential, vendors, or commercial establishments</td>
<td>500.00</td>
<td></td>
</tr>
<tr>
<td>91</td>
<td>Section 170 Street diggings or road closure without permit</td>
<td>2,000.00</td>
<td></td>
</tr>
<tr>
<td>92</td>
<td>Section 172 Unlawful restriction on road access</td>
<td>1,500.00</td>
<td></td>
</tr>
<tr>
<td>93</td>
<td>Section 173 Violating Requirement of Transport/Traffic Impact Assessment</td>
<td>2,000.00</td>
<td></td>
</tr>
<tr>
<td>94</td>
<td>Section 173 (b) Operating without approved traffic impact assessment</td>
<td>5,000.00</td>
<td></td>
</tr>
<tr>
<td>95</td>
<td>Section 174 Prohibition on Production of Road Signs</td>
<td>500.00</td>
<td></td>
</tr>
</tbody>
</table>
APPENDIX IX
ROADS COVERED BY LIMITED TRUCK BAN

a. From Hadano Park at Brgy. Apopong traversing up to Lagao-Buayan junction at Barangay Lagao;

b. Pedro Acharon Boulevard from Honorio Arriola Street, Barangay Bula up to Lower Silway Bridge, Barangay West