



Republic of the Philippines  
**QUEZON CITY COUNCIL**  
Quezon City  
20<sup>th</sup> City Council

PR20CC-561

73<sup>rd</sup> Regular Session

RESOLUTION NO. SP 7612, S-2018

A RESOLUTION STRONGLY SUPPORTING THE PASSAGE OF SENATE BILL NO. 1447 ENTITLED "AN ACT PROVIDING FOR THE SPECIAL PROTECTION OF CHILD PASSENGERS IN MOTOR VEHICLES AND PROVIDING APPROPRIATIONS THEREOF" FILED BY SENATOR JOSEPH VICTOR G. EJERCITO.

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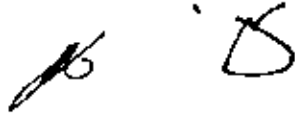

Introduced by Councilor LENA MARIE P. JUICO.  
Co-Introduced by Councilors Elizabeth A. Delarmente, Victor V. Ferrer, Jr., Oliviere T. Belmonte, Alexis R. Herrera, Precious Hipolito Castelo, Voltaire Godofredo L. Liban III, Ramon P. Medalla, Ranulfo Z. Ludovica, Estrella C. Valmocina, Allan Benedict S. Reyes, Gian Carlo G. Sotto, Kate Abigael G. Coseteng, Jose Mario Don S. De Leon, Franz S. Pumaren, Eufemio C. Lagumbay, Marvin C. Rillo, Irene R. Belmonte, Ivy Xenia L. Lagman, Marra C. Suntay, Jose A. Visaya, Karl Edgar C. Castelo, Julienne Alyson Rae V. Medalla, Godofredo T. Liban II, Allan Butch T. Francisco, Marivic Co-Pilar, Melencio "Bobby" T. Castelo, Jr., Rogelio "Roger" P. Juan, Donato C. Matias, Eric Z. Medina, Alfredo S. Roxas and Noe Lorenzo B. Dela Fuente III.

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WHEREAS, the State recognizes the right of children to assistance, including proper care, and special protection from all forms of neglect, abuse and other conditions prejudicial to their development;

WHEREAS, it is the policy of the state to ensure safety of child's health and welfare, including access to safe, appropriate, quality and affordable child restraint system and other safety measures in preventing traffic-related deaths and injuries among infants and children;

WHEREAS, in order to guarantee the safety and welfare of infants and children, there is a need to require, regulate, promote, and inform the public on the use of Child Restraints System in motor vehicles through adequate, consistent and objective information and appropriate regulation of the marketing and distribution of the said

/s/  

*System based on international standards of the United Nations. Further, there is also a need to study and determine other safety measures for children being transported in public utility vehicles;*

*WHEREAS, there is an urgent need for the passage of Senate Bill No. 1447 to protect infants and children from road crash deaths and injuries through the mandatory use of child restraint systems and the imposition of safety standards in the transportation of children in private motor vehicles, while mandating the concerned government agencies to study and likewise impose similar safety measures in public utility vehicles;*

*WHEREAS, the Philippines, like other low- and middle- income countries (LMIC), is experiencing a rapid increase in the use of motor vehicles to meet its population's growing demand for mobility of goods and people. If present trends continue, an increase in road crash fatalities and injuries is expected. The World Health Organization (WHO) estimates that almost 1.2 million people are killed each year while 50 million are injured in road crashes around the world, with the total number of deaths and injuries expected to rise by as much as 80% in LMICs by 2020 if road safety interventions are not introduced;*

*WHEREAS, a correlation between increased motorization and road crash fatalities and injuries is apparent in the Philippines, with the number of motor vehicle registrations and recorded road crash fatalities both steadily increasing in recent years. Data from the Land Transportation Office (LTO) shows that the total number of motor vehicles registered in the Philippines has risen annually, from 6,634,800 vehicles in 2010 to 8,703,236 vehicles in 2015;*

*WHEREAS, police reports collected by the Philippine National Police (PNP) nationwide shows that road crashes have steadily increased since 2013, with the 12,875 road crashes in 2013 sharply rising to 15,572 in 2014, and with 24,565 road crashes reported for 2015. While data from the PNP appears to be severely underreported, the increase in road crashes is also reflected in the latest data from the Metro Manila Traffic Accident Recording and Analysis System (MMARAS), which indicates that the total number of road crashes in Metro Manila has risen from 90,258 in 2014 to 95,615 in 2015, and reaching a record high of 109,322 in 2016. The MMARAS is the most updated and organized data collection and analysis system in the Philippines to date, but is limited by geographical coverage to 17 local government units in Metro Manila, covering an estimate of over 12 million people in the region;*

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WHEREAS, the number of crash-related fatalities and injuries remains significantly high for Metro Manila alone, with 20,876 injuries and 446 deaths recorded in 2016. The discontinued Traffic Accident Reporting and Analysis System of the Department of Public Works and Highways further shows that 1,513 road traffic fatalities were reported in 2013, with the WHO estimating a total number of 10,379 fatalities in the 2015 WHO Global Status Report on Road Safety. Data from the Philippine Statistics Authority (PSA) reflects the same trend, with the number of deaths caused by "transport accidents" rising from 6,869 in 2006 to 8,636 in 2014;

WHEREAS, the majority of the Philippine population relies on public utility vehicles such as buses, jeepneys, and tricycles, which are neither fitted nor designed to be fitted with appropriate seat belts and child restraints. Nevertheless, a significant portion of the population uses passenger vehicles. The total number of cars and sports utility vehicles (SUVs) registered with the LTO has risen steadily in the last six years, with a total of 967,028 cars and 444,340 SUVs registered in 2015. The sale of passenger cars in the Philippines rose by 27.2% in January 2017 with 10,984 units sold for the month, compared with 8,632 units sold in January 2016. According to a 2014 Nielsen Survey of Global Automotive Demand, 53% of Filipino households own a car. With this trend, it is argued that by this time, 7 out of 10 households have a car;

WHEREAS, the data of the Philippine National Police (PNP) for the last five years further shows the sharp increase in the number of 'automobiles' involved in road crashes as distinguished from buses, trucks, jeeps, tricycles, motorcycles and other vehicles in the PNP's classification, thus, inferably covering passenger vehicles. The PNP's "Traffic Accident Statistics" for 2012 to 2016 shows a steady increase every year, starting from 5,428 in 2012 to as high as 20,064 in 2016. While PNP data represents only a fraction of road crashes as it is based only on those crashes that are reported to the police and that occur on national roads, the data is sourced nationwide. The MMDA's data shows the same upward trend: in 2016, the MMDA recorded a record high of 108,306 'cars' involved in road crashes in Metro Manila alone, up from 78,970 in 2013; ✓

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WHEREAS, the use of child restraints dramatically increases a child's chance of surviving a road crash, as it reduces the risk of death or injury by as much as 90%. Citing a study on the impact of child restraint use in Sweden from 1977 to 2004,<sup>29</sup> the 2015 WHO Global Status Report on Road Safety, states that rear-facing restraints for babies and infants (under 1 year) reduce the risk of death or injury by 90% compared to being unrestrained. Forward-facing child restraints reduce the risk of serious injury by almost 80% compared to children restrained only by seat belts, while children in booster seats (generally 4 to 10 years) have a 77% reduced risk of being injured in a crash compared to unrestrained children;

WHEREAS, international safety standards for child restraints have evolved over the years in keeping with the modernization of motor vehicles and the advancement of technology. Standard child restraint systems are approved according to: (1) the UN Regulation No. 44 or the "Uniform provisions concerning the approval of restraining devices for child occupants of power-driven vehicles ("Child Restraint Systems"); or (2) the currently developing UN Regulation No. 129 on "Uniform provisions concerning the approval of enhanced Child Restraint Systems used on board of motor vehicles";

WHEREAS, there is no legislation or regulation requiring the use of child restraints in the Philippines. While Republic Act No. 8750 or the Seat Belts Use Act of 1999 provides that the Land Transportation Office (LTO) or its successor may require the use of special car seats for infants if it is deemed necessary, the LTO has not yet issued any regulation on the use of such car seats;

WHEREAS, in 2011, the Department of Transportation formulated the Philippine Road Safety Action Plan (PRSAP) 2011-2020 in consultation with government agencies, the private sector, and civil society to achieve the goal of reducing the "traffic accident rate by 50%" by 2020. The PRSAP expressly identifies "inclusion of child seat restraint" in its "Plans, Activities, and Programs" under Traffic Legislation, through the "Amendment of [the Seat Belts Use Act] or its [Implementing Rules and Regulations], whichever is applicable" as a performance indicator. The PRSAP further indicates the timeline for this activity as "short term," i.e. for the period of 2011-2013, with a proposed budget allocation of Php500,000 and identifying Congress, the DOTr, and the LTO as entities responsible. ✓

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NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF QUEZON CITY IN REGULAR SESSION ASSEMBLED, to support, as it does hereby strongly support the passage of Senate Bill No. 1447 entitled, "An Act Providing for the Special Protection of Child Passengers in Motor Vehicles and Providing Appropriations Thereof" filed by Senator Joseph Victor G. Ejercito.

RESOLVED, FURTHER, that copies of this Resolution be furnished to the Office of Senator Joseph Victor G. Ejercito, Metro Manila Development Authority (MMDA), Land Transportation Office (LTO), Land Transportation Franchising and Regulatory Board (LTFRB), Philippine National Police (PNP), Department of Public Order and Safety (DPOS), Quezon City Transport and Traffic Management Office.

ADOPTED: September 17, 2018.

  
MA. JOSEFINA G. BELMONTE  
City Vice Mayor  
Presiding Officer

ATTESTED:

  
Atty. JOHN THOMAS S. ALFEROS III  
City Secretary

CERTIFICATION

This is to certify that this Resolution was APPROVED by the City Council on Second Reading on September 17, 2018 and was CONFIRMED on October 1, 2018.

  
Atty. JOHN THOMAS S. ALFEROS III  
City Secretary