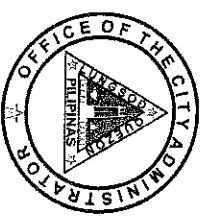


Republikang Pilipinas
Lungsod Quezon
 Tanggapan ng Tagapangasiwang Panglungsod



ANNEX I: REVISED COMPUTATION OF APPROVED BUDGET FOR THE CONTRACT

ROUTE 8 QUEZON CITY HALL TO LRT 1 ROOSEVELT TO QUEZON CITY HALL

a. FROM:

Cost per Trip per Day:	
a. Service Fee (Inclusive of Fuel, Manpower, and Passenger Insurance)	
b. Other Fees (Sanitation, Repairs and Maintenance, and Parking Fee)	
Total Cost per Trip per Day (inclusive of applicable taxes)	
Multiply by: Average Trip per Day	
Total Cost per Day	105
Multiply by: Number of Days	
Total Budget for the Contract	Php 14,406,000

b. TO:

Cost per Trip:	
a. Service Fees (Inclusive of Fuel, Manpower, and Passenger Insurance)	
b. Other Fees (Sanitation, Repairs and Maintenance, and Parking Fee)	
Total Cost per Trip (inclusive of applicable taxes)	
Total Number of Trips for 3 Months and 15 Days	5,145
Total Budget for the Contract	Php 14,406,000

c. FOR SCHEDULE OF PRICES

4	5	6	7	8	9	10	11
Unit of Issue	Quantity	Unit price EXW per item	Transportation and Insurance and all other costs incidental to delivery, per item	Sales and other taxes payable if Contract is awarded, per item	Cost of Incidental Services, if applicable, per item	Total Price, per unit (col 6+7+8+9)	Total Price delivered Final Destination (col 10) x (col 5)
Trip	5,145						



TERMS OF REFERENCE

QUEZON CITY BUS AUGMENTATION PROGRAM: ROUTE 8 QUEZON CITY HALL TO LRT 1 ROOSEVELT TO QUEZON CITY HALL

I. BACKGROUND

It is the vision of Quezon City Government (the City) to provide quality service which will make Quezon City an ideal community. To fulfill this, one of the problems the City wanted to resolve is to ease the traffic congestion in Quezon City by adopting a more efficient mode of transportation that enables the limited road space to be used more productively.

Moreover, in light of the current Coronavirus Disease 2019 (COVID-19) Pandemic, the public is burdened caused by suspension of public transportation. Due to this absence, citizens could only resort to private vehicles, motorcycles, bicycles, and when possible, walking.

Part also of the new normal is the observance of physical distancing, which prevents the transportation services from operating at full capacity, which leads to crowding of the commuters out in the streets waiting for a ride.

The City's adequate and feasible solution to these problems is to offer the public a Bus Augmentation Program within the territorial jurisdiction of Quezon City.

II. PROJECT DESCRIPTION

The Project is to provide City Buses to the public in designated pick-up and drop-off points within Quezon City, through acquiring services from Bus Operators.

III. OBJECTIVES

The Bus Augmentation Program aims to provide safety, convenience, and comfort to the commuters by providing special bus routes within Quezon City.

IV. SCOPE OF WORK

1. Area of Coverage

The Bus Operator shall provide City Buses according to the set schedule for Quezon City Hall to LRT 1 Roosevelt Route.

Attached hereto is **ANNEX A** for the specific route with designated pick-up and drop-off points.

WEEKDAY SCHEDULE (MONDAY TO FRIDAY)					
ROUTE 8	AM PEAK HOURS (5:00 - 8:00 AM)	AM INTERMEDIATE HOURS (8:01 AM - 10:00 AM)	OFF PEAK HOURS (10:01 AM - 3:00 PM)	PM INTERMEDIATE HOURS (3:01 - 4:00 PM)	PM PEAK HOURS (4:01 PM - 9:00 PM)
Quezon City Hall to LRT 1 Roosevelt to Quezon City Hall <i>Distance: 9 Kilometers Pick-up and Drop-off Points: Seven (7)</i>	79 Minutes	79 Minutes	72 Minutes	79 Minutes	79 Minutes
	15 Minutes	20 Minutes	30 Minutes	20 Minutes	15 Minutes

WEEKEND SCHEDULE (SATURDAY AND SUNDAY)					
ROUTE 8	AM PEAK HOURS (5:00 - 8:00 AM)	AM INTERMEDIATE HOURS (8:01 AM - 10:00 AM)	OFF PEAK HOURS (10:01 AM - 3:00 PM)	PM INTERMEDIATE HOURS (3:01 - 4:00 PM)	PM PEAK HOURS (4:01 PM - 9:00 PM)
Quezon City Hall to LRT 1 Roosevelt to Quezon City Hall <i>Distance: 9 Kilometers Pick-up and Drop-off Points: Seven (7)</i>	86 Minutes	86 Minutes	74 Minutes	86 Minutes	86 Minutes
	20 Minutes	20 Minutes	30 Minutes	20 Minutes	20 Minutes

Attached hereto is **ANNEX B** for the schedule of trips.

The departure intervals may be adjusted upon mutual agreement.

2. In general, the Bus Operator shall comply with the following:

- a. The City Buses must leave according to the exact scheduled time of departure and interval as presented in Item IV.1 of this Terms of Reference.

The Bus Operator shall not be held liable for Ten (10) Minutes of delay in departure time due to unusual traffic congestion and delays due to breakdown, accidents, and other circumstances beyond its control.

- b. In the event of City Bus breakdown or accident which puts the said bus out of service, the Bus Operator shall replace it with another bus unit for deployment.
- c. Ensure that all trips of the City Buses are supported with trip tickets, which should be validated by the assigned Conductor. The trip ticket to be used is attached hereto as **ANNEX C**.
- d. The City Buses will be parked in the Bus Operator's designated Depot.
- e. Maintenance and sanitation of City Buses.

3. In relation to the COVID-19 pandemic, to prevent the spread of the virus, the Bus Operator, with assistance of the Conductor designated by the City, shall implement the following:¹

- a. At the garage/terminal prior to and after operations:
 - i. For Bus Operators, prior to dispatch, all safety officers must regularly examine the drivers' fitness to work by checking their body temperature and screening/detecting any symptoms of COVID-19. Only those allowed outside of residence under IATF guidelines are allowed to drive or be a conductor. Should a driver show symptoms of COVID-19, he/she shall be prohibited to report to work and shall be subjected to quarantine immediately.
 - ii. Aside from the routine pre-dispatch inspection, bus units shall be sprayed with disinfecting agent.
 - iii. Bus Operator must regularly check the availability of the thermal scanner in each bus unit upon dispatch.

¹ Land Transportation Franchising & Regulatory Board (LTFRB) Memorandum Circular No. 2020-019, Guidelines for the Operations of Public Utility Buses (PUBs) During the Period of General Community Quarantine in Metro Manila, 8. Conditions for the Special Permit and 11. Contact Tracing.

- b. During operations:
- i. Drivers and conductors shall wear masks, face shield², and gloves at all time.
 - ii. Commuters are required to wear masks in order to be allowed to board (No Face Mask and No Face Shield², No Ride).
 - iii. If Omnibus Franchising Guidelines Compliant units, preferably with Automatic Fare Collection System (AFCS) facility in collecting the fare, if applicable.
 - iv. For those without AFCS, conductors shall collect fares prior to boarding, if applicable.
 - v. All buses must be equipped with thermal scanners while plying the route for checking of body temperature for all passengers prior to boarding. Those with body temperature of 38 degrees centigrade or higher shall not be allowed to board the vehicle. Hence, commuters with fever are not advised to travel.
 - vi. All frequently touched areas or surfaces of the vehicle such as but not limited to seats, armrests, handles shall be disinfected at least once every three (3) hours if the vehicle is in continuous operation.
 - vii. Operators/Drivers should provide a foot-disinfectant or foot bath for passengers prior to boarding.
 - viii. Physical distancing must at all times be observed inside the City Buses. Thus, passenger load must not exceed 50% or half of the vehicle's seating capacity (excluding driver and conductor), passengers should be seated one seat apart; no standing passengers shall be allowed.
 - ix. Bus Operators shall install impermeable barriers to seal off the driver's compartment and between rows of seats that are less than one (1) meter apart if they wish to maximize 50% passenger load.
 - x. Bus Operators shall put a marking on the seats of the City Buses where the passengers must occupy.
 - xi. All safety officers must regularly examine the drivers' and conductors' fitness to work by checking their body temperature and screening/detecting any symptoms of COVID-19. Should a driver or conductor show symptoms of COVID-19, he/she shall be prohibited to report to work and shall be subjected to quarantine immediately.
- c. Contact Tracing:
- i. To facilitate contact tracing, as the need arises, drivers/conductors shall provide each passenger upon boarding with a Passenger Contact Form (sample is hereto attached as **ANNEX D**) which must be filled up by the passenger and submitted prior to alighting the bus. Each bus must be provided with the drop box for this purpose. Electronic equivalent of the Passenger Contact Form may be accepted.
 - ii. For easier contact tracing, passengers are advised to take note of the plate number or body number of the City Bus they rode, date and time they boarded, and the route they took. Operators/Drivers shall display this reminder with the plate number of the vehicle prominently visible to all passengers.
- The provisions for the prevention of spread of COVID-19 is subject to change in view of any changes with the Government's directions. In case of updates in the guidelines, the Project Implementor shall provide a notice to the Bus Operator within twenty-four (24) hours upon issuance of new guidelines, which must be acknowledged and implemented immediately by the latter.

V. RESPONSIBILITIES OF QUEZON CITY GOVERNMENT

1. The City, thru General Services Department, will inspect the bus units before putting into service under the provisions of this Terms of Reference. Representative from the Bus Operator shall be present during the inspection.
2. The City will designate one Conductor, from Task Force on Transport and Traffic Management, for each City Bus deployed.

² In compliance with LTRFB Memorandum Circular 2020-033, Amendment to MC 2020-031 "Requirements for Drivers, Conductors and Passengers Inside PUVS."

3. The Conductor will assist the Bus Operator/Driver in complying the guidelines for the prevention of spread of COVID-19, under Section IV.3 in this Terms of Reference, particularly:
 - a. Requiring the passengers to wear face mask and face shield in order to be allowed to board.
 - b. Checking of body temperature of all passengers prior to boarding.
 - c. Checking if physical distancing is complied at all times.
 - d. Requiring all passengers to fill-out the manual or electronic Passenger Contact Forms.
4. Information dissemination regarding the Quezon City Bus Augmentation Program, indicating the schedule and designated pick-up and drop-off points.
5. For the public to properly identify the bus stops, the City shall place signages on each designated pick-up and drop-off points.

VI. PROJECT DURATION

The Project duration will be three (3) months and fifteen (15) days upon signing of contract.

VII. PROJECT IMPLEMENTOR

The Office of the City Mayor (OCM) shall be the Project Implementor on behalf of the Quezon City Government and shall be in-charge of ensuring the successful execution of the Project.

VIII. PROJECT STANDARDS AND REQUIREMENTS

In addition to the requirements provided under Republic Act (R.A.) 9184 and its Revised Implementing Rules and Regulations (RIRR), otherwise known as the “Government Procurement Reform Act”, the Bus Operator shall also comply with the following requirements:

1. General Requirements
 - a. Submit a detailed time schedule of bus deployment based on the set departure interval in Section IV.1 of this Terms of Reference.
 - b. With valid and existing Certificate of Public Convenience (CPC) for Public Utility Buses³ or that Application for Extension of Validity of CPC has been filed for expired CPCs, or with Provisional Authority for PUB provided valid during the duration of contract subject to confirmation of LTFRB.
 - c. Have at least thirty (30) years of relevant transport experience.
 - d. Have at least one (1) existing Bus Depot located within Quezon City.
 - e. Have dedicated unit for safety, health and sanitation.
 - f. Fully responsible for the operations of the City Buses and ensure that the Driver operates the City Buses in accordance with applicable law.
 - g. Fully responsible for the payment of salary and other benefits to its Drivers as required by the governing labor laws.
 - h. Assign one (1) driver for each City Bus deployed.
 - i. Submit list of unique registration numbers of bus units to be provided in the City. The bidder/bus operator must have a fleet size of twenty (20) buses.

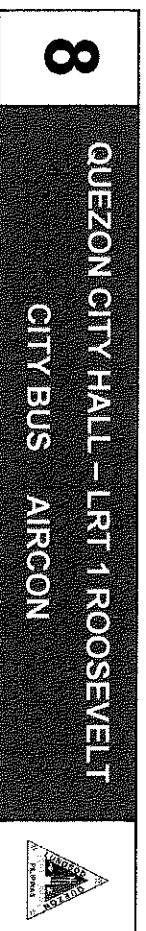
The required minimum number of buses to ply the route is eight (8) units.
 - j. Submit list of Names and Professional Driver’s License Number of drivers involved in this Service Agreement.
 - k. Have a sign by the door of the bus that prominently states “No Face Mask and No Face Shield, No Ride”.
 - l. Have one (1) Thermal Scanner for each bus.

³ In compliance with LTFRB Memorandum Circular No. 92-009 Implementing Guidelines on the Department of Transportation and Communications Department Order No. 92-587 Defining the Policy Framework for the Regulation of Transportation Services

- m. For Contact Tracing, in compliance with Item IV.3.c.i of this Terms of Reference:
 - i. For manual forms, have one (1) drop box for each bus.
 - ii. For electronic forms, have unique Quick Response (QR) Code for each bus.
 - The QR Code must be prominently displayed at the entry points of the vehicle that can be easily accessed for scanning. The QR Code must adhere to the following specifications:
 - The QR Code must be 3 inches by 3 inches in size
 - The QR Code must have the following information (in order):
 - Bus plate number (7 characters)
 - Bus registration number (9 characters)
 - Company name (maximum of 20 characters)
 - Name of Passenger
 - Contact Number
 - Date of Trip
 - Time of Trip
 - Destination
 - iii. Responsible for safekeeping of all Passenger Contact Forms
 - n. Each bidder/bus operator should not have similar proprietors, partners and directors for the route being bid of the Quezon City Bus Augmentation Program.

2. Conditions of the Bus Units:

- a. With registration documentation in the bus/number plates affixed to the bus unit as required by law.
- b. Bus units must be currently registered and with valid Passenger Insurance Policy.⁴
- c. With minimum passenger capacity of forty-five (45) during normal operations, but physical distancing measures shall be observed as stated in Section IV.3.b. of this Terms of Reference.
- d. Must be airconditioned units.
- e. The bus route must be indicated outside the bus units using a sticker. The layout is presented below wherein the specifications/dimensions must be in compliance with LTFRB Memorandum Circular Number 2019-055 Amendment on the Current Markings for Public Utility Bus/Minibus Service, attached hereto as ANNEX E.



- 3. Requirements for the Drivers:
 - a. Should be a holder of Professional Driver’s License; with safe and clean driving record; and knowledge of driving rules and regulations.
 - b. Should be a holder of NC III Certificate for Passenger Bus.
 - c. Should not consume alcohol and not smoke while on duty.
 - d. Familiar with local routes and destinations.
 - e. Properly attired during hours of operation.
 - f. Observe the rules of the road at all times.
 - g. Observe at all times basic courtesy to passenger/s, fellow motorists, and road authorities.
- 4. Ridership Tracking – the bus operator shall have the capability of implementing a ridership tracking system integrated with QCitizen ID System.
 - a. Each bus must have a QR Code prominently displayed at the entry points of the vehicle that can be easily accessed for scanning. The QR Code must adhere to the following specifications:
 - i. The QR Code must be 3 inches by 3 inches in size

⁴ In compliance with LTFRB Memorandum Circular Number 2000-010 Amending Memorandum Circular No. 99-011 (Passenger Accident Insurance Requirement for PUV Operators)

- ii. QR Code must have the following information (in order):
 - Company code (3 characters, to be assigned by Quezon City)
 - Bus plate number (7 characters)
 - Bus registration number (9 characters)
 - Company name (maximum of 20 characters)
 - Checksum (3 characters, to be supplied by Quezon City)
- iii. The QR Code itself must be resistant to water, dirt, and fading
- b. Each bus must have a provision to mount a scanning device at each entry point. The provision must allow for the scanning device to be installed at waist level, and it should be possible to power the device using the bus electrical system.
- c. Each bus should be ready to integrate with an Auto Fare Collection System that will be nominated by the City.

IX. APPROVED BUDGET FOR THE CONTRACT

The approved budget for the contract is Fourteen Million and Four Hundred Six Thousand Pesos (Php 14,406,000) inclusive of all relevant taxes and fees.

The detailed breakdown of approved budget for the contract is:

Cost per Trip:	
a. Service Fees (Inclusive of Fuel, Manpower, and Passenger Insurance)	1,930
b. Other Fees (Sanitation, Repairs and Maintenance, and Parking Fee)	870
Total Cost per Trip (inclusive of applicable taxes)	2,800
Total Number of Trips for 3 Months and 15 Days	5,145
Total Budget for the Contract	Php 14,406,000

The source of fund is the Office of the City Mayor.

X. PROJECT COST ADJUSTMENT

As stated in Section 61.2 of R.A. 9184 and its RIRR, in cases where the cost of the awarded contract is affected by any applicable new laws, ordinances, regulations, or other such as acts of the Government of the Philippines, promulgated after the date of bid opening, a contract price adjustment shall be made or appropriate relief shall be applied on a no loss basis.

XI. TERMS OF PAYMENT

The payment shall be based on the number of completed trips rendered per day, upon compliance with the requirements of this Terms of Reference.

The Bus Operator shall provide Letter Request for payment to the OCM, Project Implementor, on a monthly basis with the following attachments:

- a. Statement of Account (Billed to Quezon City Government)
- b. Report on Actual Trips per Day for the Month supported by Daily Trip Tickets

XII. PENALTIES FOR BREACH OF CONTRACT

Failure to deliver the services according to the standards and requirements set by the Quezon City Government shall constitute an offense and shall subject the Transport Service Provider to penalties and or liquidated damages pursuant to R.A. 9184 and its RIRR.

XIII. CANCELLATION OR TERMINATION OF CONTRACT

Should there be any dispute, controversy or difference between the parties arising out of this Terms of Reference, the parties shall exert efforts to amicably settle such dispute or difference. However, if any dispute, controversy or difference cannot be resolved by them amicably to the mutual satisfaction of the parties, then the matter may be submitted for arbitration in accordance with existing laws, without prejudice for the aggrieved party to seek redress exclusively before a court of competent jurisdiction within Quezon City.

The guidelines contained in R.A. 9184 and its RIRR shall be followed in the termination of this service contract.

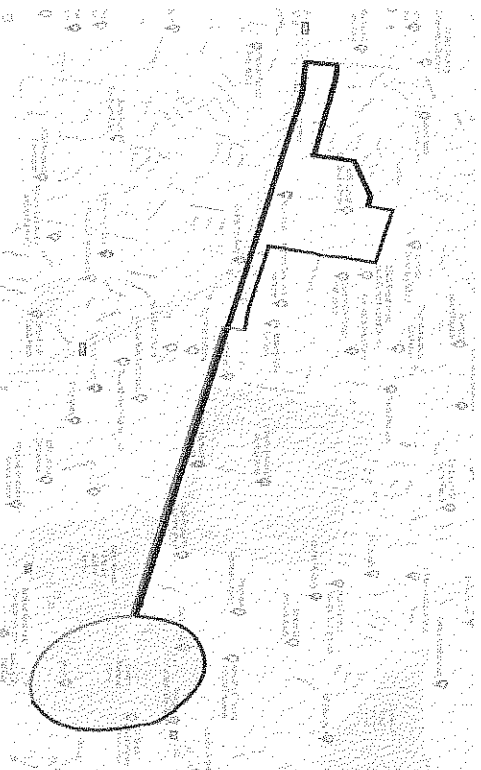
Recommending Approval:



MICHAEL VICTOR N. ALMURUNG
City Administrator

ANNEX A: DESIGNATED PICK-UP AND DROP-OFF POINTS

ROUTE 8. QUEZON CITY HALL TO LRT 1 ROOSEVELT



ROUTE
Quezon City Hall
QMC Elliptical Road
North Avenue
EDSA
Congressional Avenue
Abra St.
Corregidor St.
Bukidnon St.
Nueva Ecija St.
Nueva Vizcaya St.
Misanis St.
SM North
North Ave. Exit
North Avenue
QMC Elliptical Road
Quezon City Hall

- PICK-UP AND DROP-OFF POINTS**
1. Quezon City Hall
 2. Trinoma corner Mindanao Ave.
 3. SM North EDSA
 4. Abra
 5. Corregidor
 6. SM North EDSA
 7. Quezon City Hall

ANNEX B: SCHEDULE OF TRIPS

WEEKDAYS		WEEKENDS	
Time	QC Hall to LRT 1 Roosevelt to QC Hall	Time	QC Hall to LRT 1 Roosevelt to QC Hall
AM PEAK HOURS			
5:00 AM	Trip 1	5:00 AM	Trip 1
5:15 AM	Trip 2	5:20 AM	Trip 2
5:30 AM	Trip 3	5:40 AM	Trip 3
5:45 AM	Trip 4	6:00 AM	Trip 4
6:00 AM	Trip 5	6:20 AM	Trip 5
6:15 AM	Trip 6	6:40 AM	Trip 6
6:30 AM	Trip 7	7:00 AM	Trip 7
6:45 AM	Trip 8	7:20 AM	Trip 8
7:00 AM	Trip 9	7:40 AM	Trip 9
7:15 AM	Trip 10	8:00 AM	Trip 10
7:30 AM	Trip 11	AM INTERMEDIATE HOURS	
7:45 AM	Trip 12	8:20 AM	Trip 11
8:00 AM	Trip 13	8:40 AM	Trip 12
AM INTERMEDIATE HOURS			
8:20 AM	Trip 14	9:00 AM	Trip 13
8:40 AM	Trip 15	9:20 AM	Trip 14
9:00 AM	Trip 16	9:40 AM	Trip 15
9:20 AM	Trip 17	10:00 AM	Trip 16
9:40 AM	Trip 18	OFF-PEAK HOURS	
10:00 AM	Trip 19	10:30 AM	Trip 17
OFF-PEAK HOURS			
10:30 AM	Trip 20	11:00 AM	Trip 18
11:00 AM	Trip 21	11:30 AM	Trip 19
11:30 AM	Trip 22	12:00 NN	Trip 20
12:00 NN	Trip 23	12:30 PM	Trip 21
12:30 PM	Trip 24	1:00 PM	Trip 22
1:00 PM	Trip 25	1:30 PM	Trip 23
1:30 PM	Trip 26	2:00 PM	Trip 24
2:00 PM	Trip 27	2:30 PM	Trip 25
2:30 PM	Trip 28	3:00 PM	Trip 26
3:00 PM	Trip 29	PM INTERMEDIATE HOURS	
PM INTERMEDIATE HOURS			
3:20 PM	Trip 30	3:20 PM	Trip 27
3:40 PM	Trip 31	3:40 PM	Trip 28
4:00 PM	Trip 32	4:00 PM	Trip 29
PM PEAK HOURS			
4:15 PM	Trip 33	4:20 PM	Trip 30
4:30 PM	Trip 34	4:40 PM	Trip 31
4:45 PM	Trip 35	5:00 PM	Trip 32
5:00 PM	Trip 36	5:20 PM	Trip 33
5:15 PM	Trip 37	5:40 PM	Trip 34
5:30 PM	Trip 38	6:00 PM	Trip 35
5:45 PM	Trip 39	6:20 PM	Trip 36
6:00 PM	Trip 40	6:40 PM	Trip 37
6:15 PM	Trip 41	7:00 PM	Trip 38
6:30 PM	Trip 42	7:20 PM	Trip 39
6:45 PM	Trip 43	7:40 PM	Trip 40
7:00 PM	Trip 44	8:00 PM	Trip 41
7:15 PM	Trip 45	8:20 PM	Trip 42
7:30 PM	Trip 46	8:40 PM	Trip 43
7:45 PM	Trip 47	9:00 PM	Trip 44
8:00 PM	Trip 48		
8:15 PM	Trip 49		
8:30 PM	Trip 50		
8:45 PM	Trip 51		
9:00 PM	Trip 52		

ANNEX E: BUS MARKINGS



Republic of the Philippines
Department of Transportation
LAND TRANSPORTATION FRANCHISING & REGULATORY BOARD
East Avenue, Quezon City

MEMORANDUM CIRCULAR
NUMBER 2019-055

SUBJECT: AMENDMENT ON THE CURRENT MARKINGS FOR PUBLIC UTILITY BUS (PUB)/ MINIBUS SERVICE

WHEREAS, the Board has from time to time issued several policies pertaining to the required markings for public utility vehicles as a means to minimize or prevent abuses of public utility drivers, consistent with its mandate to provide safe, convenient, comfortable public land transportation;

WHEREAS, it is pursuant to Memorandum Circular No. 2012-008, 2015-025 and 2015-030 where the necessary markings for PUB/Minibus including its corresponding measurement/size were set;

WHEREAS, recently, it was observed that the panel route and its classification as to whether a particular PUB is city or provincial bus can hardly be ascertained due to installed transit advertisement in the bus axle to axle portion;

NOW THEREFORE, by virtue of the Board's power to promulgate rules and regulations concerning public land based transportation, particularly, Public Utility Bus/Minibus for easy identification, the Board hereby **RESOLVES** and adopts the following markings to be permanently written outside the bus/minibus unit:

I. At the topmost front windshield: ROUTE

With the following sizes

Height: 6 inches
Width: Varies according to letter
Thickness: 3/4 inches
Color: Red, White or Black

Bus Classification and Bus Type

Height: 4 inches
Width: Varies according to letter
Thickness: 1/2 inches
Color: Red, White or Black

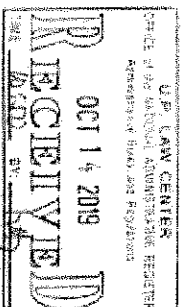
Sample design with the corresponding measurement/dimension is hereto attached as Annex "A".

2. At the entrance/exit door side: ROUTE

Height: 6 inches
Width: Varies according to letter
Thickness: 3/4 inches
Color: Red, White or Black

(Below the Route is the Company/Trade Name)

Sample design with the corresponding measurement/dimension is hereto attached as Annex "B".



3. At the lower rear portion

LTRR 24/7 Headline: 1342
Text/Viber Hotline: 0917-550-1342
0998-550-1342

Height: 3 inches
Width: Varies according to letter
Thickness: 1/2 inches
Color: Red, White or Black
Sample design with the corresponding measurement/dimension is hereto attached as Annex "B"

4. Company Name or Trade Name
To be printed at the front of the bus below the windshield and at the rear windshield

Height: 3 inches
Width: 1 inch
Thickness: 1/2 inch
Color: Red, White or Black

Sample design with the corresponding measurement/dimension is hereto attached as Annex "B"

RESOLVED further that the capacity markings and the markings for the chassis and motor numbers at the rear fender of the bus/minibus unit be removed.

Operator/s found not complying with this Circular shall constrain the Board to withhold approval of the confirmation of unit or its franchise suspended, after due notice and hearing.

This Memorandum Circular shall be effective immediately upon its publication in the Official Gazette or in a news paper of general circulation.

SO ORDERED

Quezon City, Philippines, 11 OCT 2019

EFFECTIVITY
DATE: **11 OCT 2019**

ATTY. MARTIN B. DEKERA III

[Signature]
Chairman

P/ MAJ. GEN. ANTONIO N. GARDIOLA, JR. (Ret.)

Board Member

ENGR. RONALDO S. COPPUS

Board Member

OIC-Executive Director

UP LAW CENTER
OFFICE OF THE NATIONAL ADMINISTRATIVE REVIEW
Administrative Rules and Regulations
RECEIVED
OCT 14 2019
BY: *[Signature]*

ANNEX A - TOPMOST FRONT VINDSHIELD

DIMENSIONS

FAIRVIEW-CUBAO
CITY BUS AIRCON

CITY BUSES

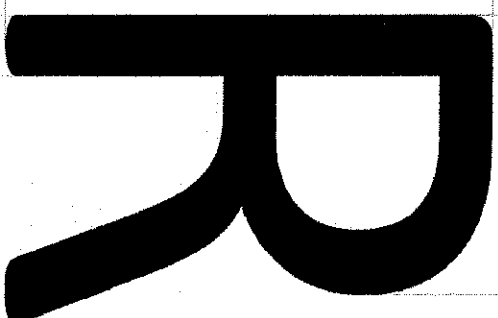


PROVINCIAL BUSES



ROUTE OF BUS
HEIGHT: 6 inches
WIDTH: VARIES
THICKNESS: 3/4 inches

6 INCHES
HEIGHT



3/4 INCHES
THICKNESS

TYPE OF BUS
HEIGHT: 4 inches
WIDTH: VARIES
THICKNESS: 1/2 inches

4 INCHES
HEIGHT



1/2 INCHES
THICKNESS