

**[LTFRB MEMORANDUM CIRCULAR NO. 2005-023,
July 21, 2005]**

**MODIFYING DEPARTMENT ORDER NO. 2004-52 RELATIVE TO
THE OPENING OF AUV/VAN EXPRESS SERVICES AS NEW PUBLIC
LAND TRANSPORT CLASSIFICATION AND PROMULGATING ITS
IMPLEMENTING RULES AND REGULATIONS**

Pursuant to Department Order 2005-010 "Policy Guidelines on the Exercise of Authority and Functions by the Land Transportation Franchising and Regulatory Board", the LTFRB can now amend or modify, in part or in its entirety, existing Department Order(s) previously issued by DOTC governing the powers and functions of LTFRB, specifically in prescribing and regulating routes, economically viable capacities and zones, or areas of operation for public land transportation services provided by motorized vehicles in accordance with public land transportation development plans and programs approved by DOTC.

As such, under DOTC Department Order 2004-52, dated 06 October 2004, which amended Department Order 97-1097 "Providing Standard Classification for All Public Transport Conveyances", included the AUV/VAN Express Service as a new Public Land Transport Classification is hereby modified/amended to adopt the following specific provisions and guidelines:

A. Technical and Operational Characteristics and Attributes:

- | | | |
|-----------------------------------|---|--|
| 1. Type of Service | : | AUV/Van Express Service |
| 2. Seating Capacity and Body Make | : | Asian Utility Vehicles (AUVs) such as Toyota FX, Mitsubishi Adventure, Isuzu Highlander and similar body types with nine (9) passengers including driver (2 in front, 3 in the middle and 4 at the back) for AUVs. Liftback models are not qualified for conversion (i.e. Toyota Revo, Isuzu Crosswind and Mitsubishi Adventure model 2004). |
| | | Regular vans (Kia Besta/Pregio, Toyota Hi Ace, Mitsubishi L-300, Nissan Urvan Shuttle, Mazda E2000, Hyundai Grace and other similar body types) must |

have a maximum of ten (10) passengers, including driver (2 in-front, 2 at the back of the driver, 2 in the middle row and 4 at the rear seats). Jump-seats must be removed.

Extended vans (Nissan Urvan VX, Toyota Hi Ace Com- muter) must have 12 passengers including driver (2 in-front, 2 at the back of the driver, 2 at the near middle row, 2 at the far middle and 4 at the rear seats). Jumpseats must be removed.

Freight Board (FB) Type Vans (Mitsubishi L-300 FB, Kia Ceres and similar body types) must have a maximum of 14 passengers, including driver (2 in-front, 6 per row at the back). Two-point seatbelts and dual air-conditioning unit (optional in rural areas) must also be provided.

3. Route : Fixed route, subject to the recommendation of the DOTC-Road Transportation Planning Division (RTPD) and approval of the Board.
- : Shall not directly compete with MRT/LRT, PUB and PUJ routes.
- : Maximum of 25%direct co routing with PUB and PUJ routes may be allowed.
- : Terminal to Terminal with no loading/unloading between route origin and destination.

4. Route : Metro Manila and adjoining areas:
Ceiling
Distance 35 kilometers

Regional and Rural Areas:

35 kilometers for intra-regional routes
75 kilometers for inter-regional routes

Provisions for exemptions exceeding 75 are subject to LTFRB Regional Director endorsement/recommendation and Board Approval.

Distances exceeding 140 kilometers are subject to a joint endorsement by

DOTC-RTPD/LTFRB TWG and final Board approval.

Provided further that the franchise to be issued shall be subject to Route Rationalization once the Inter-modal Terminal Projects of the Department is completed.

- | | | |
|----------------------------|---|--|
| 5. Maximum Age Requirement | : | Thirteen (13) years reckoned from the date of manufacture of unit(s) |
| 6. Ventilation | : | Air-conditioned for urban areas and optional air-conditioned ventilation for rural areas, subject to LTFRB-RD recommendation and final Board approval. |
| 7. Color Scheme | : | All White, including bumpers |
| 8. Fare | : | Based on total route or zonal distance, as regulated and authorized by LTFRB. |

B. General Guidelines:

The following implementing guidelines shall be adopted under the AUV/Van Express Service:

1. Coverage - Conversion to AUV/Van Express Service shall apply to all operators with subsisting Certificates of Public Convenience (CPCs) under the following transport service denominations which are utilizing Asian Utility Vehicles and Vans:

- 1.1 School Transport Service (except vans)
- 1.2 Shuttle Service
- 1.3 Vehicle-for-Hire Service
- 1.4 Filcab
- 1.5 Garage Service
- 1.6 Air-conditioned Public Utility Jeepneys
- 1.7 Trucks-for-Hire

However, petitions/applications for late filing of expired CPCs/franchises of the above-mentioned types of service utilizing AUVs and Vans with an expiry date as of 27 May 2004 (MC 2004-016) to present may be accepted, subject to Board approval.

2. AUV/Van Express Operations - Overall operations shall be governed by the principle of "Terminal to Terminal Only" and "No pick-up (Loading), No drop-off (Unloading)" while operating in a given route. The primary operational concept shall target and motivate those currently using private vehicles to shift to being commuters utilizing an alternative and comparatively convenient mode of public transport.

3. AUV/Van Express Franchise Conversion Applications - Conversion of the aforecited subsisting transport classifications with CPCs utilizing AUVs and Vans in inter-regional routes in Mega-Manila (Metro Manila*, Bulacan, Pampanga, Rizal, Cavite, Laguna and Quezon) shall be implemented from 01 August 2005 to 30 December 2005.

Conversion of provincial operations (Intra and Inter-regional routes) in Luzon, Visayas, Mindanao shall be implemented, subject to a separate Memorandum Circular to be issued by the Board.

**intra-regional routes in Metro Manila (NCR) shall be included in the current AUV/Van Express conversion process.*

4. Exemptions on Route Ceiling Distance - AUV/Van Express Service routes must not be more than the above-mentioned ceiling distances. However, exemptions may be considered by the Board, subject to the results of Transport Studies/Survey to be conducted by the DOTC-Road Transport Planning Division with the following considerations:

4.1 Absence of an "intervening commercial/highly urbanized areas" between route ends. An intervening area is defined as a strategic area capable of absorbing transfer of passengers and where an adequate supply of public transport services to cater connecting services is assured.

4.2 There are no alternative transport services or the existing services or supply cannot meet the passenger demand and in some cases the route is abandoned.

4.3 Most sections of the route have limited road space or width capacity that discourage/prevent normal operation.

4.4 The transport demand between the applied routes is not substantial to assure profitable operations.

4.5 The route applied for is inter-provincial in nature, exceeding 15 kilometers but not the maximum of 35 kilometers.

4.6 Absence of an adequate transfer service area between route ends.

Inter-regional and/or provincial operations, routes more than 35 kilometers but less than 140 kilometers, shall be provided with safety and maintenance check stop-overs/transfer stations at midpoint. AUV/Van Express groups, associations and cooperatives shall be responsible for the setting-up of said safety check stop-overs and/or transfer stations.

5. Route Identification - Route identification shall be subject to the DOTC Road Transport Planning Division (RTPD) Transport and Passenger Demand Survey. Initially, the routes should be feeder access to urban centers (CBDs) and terminals of higher modes of transport (i.e. MRT/LRT in Metro Manila and PUB in the regions). The 25% co-routing scheme with PUB and PUJ shall be imposed, however the following exemptions may be considered, subject to Board approval:

5.1 Inasmuch as toll-ways are neutral access where all types of PUVs are not allowed to load/unload passengers, AUV/Van Express routes utilizing said toll-ways should be considered as non-factor for co-routing.

5.2 The use of Diversion Roads where there is direct lateral competition with PUJs and PUBs shall also be considered as a non-factor for co-routing, provided that traffic capacities are not impaired.

5.3 The use of a major highway as a single transport link in particular region may be exempted from co-routing, provided that higher capacity modes (i.e. PUB and mini-buses) could not meet the passenger demand (quantitative) and convenience (qualitative).

6. Route Coding Scheme - The following Route Coding shall be adopted in order to differentiate routes and ensure traffic law enforcement compliance. The following Alpha-Numeric Nomenclature shall be adopted:

a. A - Inter-Regional
Routes

b. B - Intra-Regional
Routes

Luzon

Mindanao

c. R1 - Region 1

m. R9- Region 9

d. R2 - Region 2

n) R10 - Region 10

e. R3 - Region 3

o) R11 - Region 11

f. R4 - Region 4

p) R12 - Region 12

g. R5 - Region 5

q) R13 - Region 13 (CARAGA)

h. CAR - Region (CAR)

i. NCR - Region NCR

Visayas

j. R6 - Region 6

k) R7 -Region 7

l) R8 - Region 8

Example 1:

B-NCR-01 (Ex. Ayala-
Alabang via SLEX)

Example 2:

A - R3NCR -01 (Ex.
Malolos-Monumento
via NLEX)

Where

: First alphabet, refers to inter-
regional route if A and B for intra-
regional routes.

: First alpha/numeric value (R3)