



Republic of the Philippines
Department of Finance
INSURANCE COMMISSION
1071 United Nations Avenue
Manila



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**COMMISSIONER FUNA CALLS FOR THE EXPEDITIOUS SETTLEMENT OF
INSURANCE CLAIMS FILED BY FAMILIES OF TANAY BUS CRASH VICTIMS**

The Insurance Commission called on SSCI Management and Insurance Agency Corporation (SCCI) to expedite the settlement of the insurance claims of the families of the victims of the vehicular accident in Tanay, Rizal involving the Panda Coach Tours. The accident left 15 individuals dead and 46 individuals injured, mostly students of Bestlink College of the Philippines.

Insurance Commissioner Dennis B. Funa said, "We already wrote a letter to SCCI requiring them to submit a report on the status of the payment of insurance claims in favor of the victims and families of the victims on board the Panda Coach Tours bus, particularly the number of claimants paid with the corresponding amount of claims actually paid and the amount of claims which remains to be settled."

Commissioner Funa added, "We trust the SSCI will expedite the release of the insurance proceeds due to the victims of the accident involving Panda Coach Tours."

Based on the initial data given to the IC, an initial amount of P50,000.00 out of the total P200,00.00 insurance proceeds per passenger was released by SCCI to each of the families of the passengers who died as of 28 February 2017.

SCCI clarified that they will release the full amount upon submission of complete documentary requirements.

The Passenger Personal Accident Insurance Program or PPAIP (then referred to as Passenger Accident Insurance) was first implemented in 1999 by the Land Transportation Franchising and Regulatory Board.

Under the PPAIP, public utility vehicles are required to procure insurance coverage for their passengers, including the driver, which provides for accidental death benefits and bodily injury benefits on top of the Compulsory Third Party Liability (CTPL) insurance.

The insurance coverage under the PPAIP is an "all risk no fault" which means that insurance companies shall cover all authorized public utility vehicles even if the proximate cause is the mechanical failure of the insured vehicle, negligence or fault of the driver or other vehicles, mechanical failure or "Acts of Gods".

Under the Enhanced PPAIP, the maximum amount of death benefit is in the amount of P200,000.00 per passenger (from the previous amount of P150,000.00 per passenger) while the amount of benefits for bodily injuries are based on a schedule of benefits depending on the injury sustained.

The mandatory insurance coverage under the PPAIP also provides benefits for the bus driver and conductor, such as burial assistance worth P15,000.00 for each of them, one-time educational assistance covering one child for each worth P10,000.00, and subsidy for casket in the amount of P10,000.00 each.

Under the current PPAIP, the LTFRB entered into a 3-year Memorandum of Agreement with two insurance consortia managed by two (2) management companies— SCCI Management and Insurance Agency Corporation (SCCI) and Passenger Accident Management and Insurance Agency, Inc. (PAMI).

PAMI's lead insurer is UCPB General Insurance Company while SCCI's lead insurance is Alliedbanker's Insurance Corporation.

Commissioner Funa stressed the importance of informing the public that they are covered by insurance while they are on board public utility vehicles.

"The riding public must be aware of the insurance coverage that protects them while they are on board public utility vehicle. This is different from the Compulsory Third Party Liability insurance which covers the liability of an owner of a motor vehicle against accidental death and injury of third party," said Commissioner Funa.

The mandatory insurance coverage under the PPAIP covers passengers including the driver and conductor of a public utility vehicles. The CTPL insurance, on the other hand, covers third party which means any person other than a passenger of the motor vehicle. The mandatory insurance under the PPAIP is a requirement by the LTFRB, while the CTPL insurance is a requirement by the LTO. These mandatory insurance coverage are both for the purpose of providing death benefits and bodily injury benefits.


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