EXPLANATORY NOTE.

According to the latest study of the Department of Environment and Natural Resources, more than 80 percent of pollutants in the air are directly caused by motor vehicles such as cars, jeepsneys and buses.\(^1\) Due to this, our country has ranked third in the highest number of deaths due to air pollution with about 45.3 deaths per 100,000 individuals.\(^2\)

The staggering information provided by the World Health Organization in May 2018 has exposed the detrimental effects of air pollution in our country. Hence, alternative modes of transportation such as the use of bicycle should be taken into consideration. It is a non-polluting and sustainable mode of transportation for daily commuters. It also boosts the vitality and wellness of an individual engaged in cycling.


This bill seeks to promote the use of bicycle as an alternative mode of transportation in to help in reducing air pollution and decongesting traffic. This bill provides for the establishment and maintenance of necessary infrastructures to promote safe and bicycle-friendly communities. Ultimately, this hopes to encourage our citizens to engage to a more environment-friendly, healthier, and more economical mode of transportation.

In view of the foregoing, the immediate passage of this bill is earnestly sought.

MANUEL DQ. CABOCHAN III

Representative

Magdalo Para Sa Pilipino Party-List
REPUBLIC OF THE PHILIPPINES

HOUSE OF REPRESENTATIVES

Quezon City

EIGHTEENTH CONGRESS

First Regular Session

House Bill No. 6908

Introduced by MAGDALO Party-List Representative

HON. MANUEL DG. CABOCHAN III

AN ACT

TO PROMOTE THE USE OF BICYCLES AS AN ALTERNATIVE MODE OF TRANSPORTATION, ESTABLISHING APPROPRIATE INFRASTRUCTURE AND FACILITIES, APPROPRIATING FUNDS THEREFOR, AND FOR OTHER PURPOSES

Be it enacted by the Senate and the House of Representatives of the Philippines in Congress assembled:

Section 1. Short Title.— This Act shall be known as the “Bicycle-Friendly Communities Act.”

Sec. 2. Declaration of Policy.— It is the policy of the State to promote environmentally sound and affordable means of transportation for its citizens that shall serve as an alternative to fuel-powered vehicles. It is also the policy of the State to protect the welfare and safety of the commuting public and all road users.

Towards this end, the State shall promote biking as a means of transport by establishing a comprehensive network of bike lanes and bike facilities, and a road safety program. The State shall ensure that the needs and safety of all road users,
particularly the pedestrians and cyclists, are fully integrated into the planning,
design, operation, and maintenance of the country’s transportation system.

Sec. 3. Definition of Terms.— For purposes of this Act:

(a) Bicycle or bike refers to a non-motorized vehicle consisting of a light frame
    mounted on two wire-spoked wheels, one behind the other, and having a
    set, handlebars for steering, brakes, and two pedals;

(b) Cyclist refers to a person who rides a bicycle;

(c) Secretary refers to the Secretary of the Department of Transportation
    (DOTr).

Sec. 4. Establishing a National Bicycle-Friendly Communities Program.— There
is hereby established a national bicycle-friendly communities program, hereinafter
referred to as “the Program”, under the Department of Transportation (DOTr) which
shall promote safe biking in all towns and cities. The program shall include the
construction and maintenance of bicycle lanes, parking, and support facilities. The
Secretary shall also formulate an educational and awareness program on traffic
safety. The Secretary may enlist the assistance of other departments or government
agencies to carry out this section.

Sec. 5. Bicycle Lanes.— There shall be designated bicycle lanes in all primary
and secondary roads that shall serve as exclusive lanes for bicycle riders. Motor
vehicles are prohibited from being driven or parked on said bicycle lane.

The bicycle lanes shall be separated by a physical barrier and shall be clearly
identified with signs and/or pavement markings. In cases where the installation of a
physical barrier is not feasible, the lane for bicycles shall be identified through
reflectorized orange-painted lines. Bicycle lanes must never compromise the mobility
and safety of pedestrians. The bicycle lanes should traverse across all towns and
cities and connect to all major forms of transport, including airports and piers. Cyclists shall be required to bike within said lanes, unless no bike lanes have been designated on such roads yet.

Sec. 6. Bicycle Parking.— All public places, government offices, schools, major business establishments, including malls, banks, restaurants, hospitals, and the like, are hereby required to provide bicycle racks for bicycle parking. Bicycle parking should be secure, visible, accessible, and not in the way of pedestrians or parked motor vehicles.

Sec. 7. Bicycle Infrastructure.— In addition to the bicycle lanes and bicycle parking areas, support facilities shall be established to ensure that cyclists and their bicycles can travel safety and to lessen the possibility of collisions with pedestrians or parked motor vehicles. These facilities include but are not limited to the following:

(a) Sidewalk improvements;
(b) Traffic calming and speed reduction improvements;
(c) Pedestrian and bicycle crossing improvements;
(d) Traffic signage pertaining to bicycles;
(e) Off-street pedestrian and bicycle facilities; and
(f) Traffic diversion improvements.

Sec. 8. Educational Program.— The Secretary, in cooperation with the Department of Education (DepEd), the Commission on Higher Education (CHED), and local governments, shall establish an educational program to increase awareness on bike safety and road sharing. The program shall be designed for traffic enforcers, motorists, cyclists, and the commuting public. The program shall include:
(a) Traffic education and enforcement;

(b) Motorist Awareness and Road Sharing; and

(c) Bicycle and pedestrian safety.

Sec. 9. Carless Day.— To promote the use of bicycles, the country shall participate in the annual celebration of World Car-Free Day. Pursuant thereof, the second Sunday of September is hereby designated as Carless Day. The Secretary is hereby mandated to determine the primary and secondary roads which shall be carless during this annual celebration.

Sec. 10. Bike to Work.— The DOTr shall establish a program that gives incentives to private and government offices that encourage their employees to ride their bicycle to work by providing for bicycle facilities within their establishments, lockers, and showers..

Sec. 11. Penalties.—

(a) Any person or establishment who violates the provisions of this Act shall be punished by a fine not exceeding One Thousand Pesos (Php 1,000.00). When the offender is a corporation, the officers responsible for the violation shall be sanctioned with penalties provided in this Act.

(b) Any public works official who fails or refuses to mark and recognize existing main roads and highways or approve the construction of main roads or highways without the required bicycle lanes in their designs shall be punished with a fine of not less than Ten Thousand Pesos (Php 10,000.00) but not more than Thirty Thousand Pesos (Php 30,000.00) or suspension, or both, if found guilty in an appropriate administrative investigation.
Sec. 12. **Implementing Rules and Regulations.**— Within thirty (30) days after the effectivity of this Act, a committee composed of the following members shall be created to formulate the implementing rules and regulations of this Act:

(a) The Secretary of Transportation, or an authorized representative, who shall serve as the Chair of the committee;

(b) A representative from the Department of Public Works and Highways;

(c) A representative from the Department of Environment and Natural Resources;

(d) A representative from the Metro Manila Development Authority;

(e) A professor from the University of the Philippines School of Urban and Regional Planning; and

(f) Two (2) representatives from various bicycle organizations.

Within six (6) months after the effectivity of this Act, the Secretary shall promulgate and disseminate the implementing rules and regulations.

Sec. 13. **Appropriations.**— The amount needed for the initial implementation of this Act shall be taken from the current year's appropriations of the DOTr. Thereafter, such sums as may be necessary for its continued implementation shall be included in the annual General Appropriations Act.

Sec. 14. **Separability Clause.**— If any portion or provision of this Act is declared unconstitutional, the remainder of this Act or any provisions not affected thereby shall remain in force and effect.
Sec. 15. *Repealing Clause.*— Any law, presidential decree or issuance, executive order, letter of instruction, rule of regulation inconsistent with the provision of this Act is hereby repealed or modified accordingly.

Sec. 16. *Effectivity.*— This Act shall take effect fifteen (15) days following its complete publication in the Official Gazette or a newspaper of general circulation.

Approved,