

Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

SEVENTEENTH (17TH) CONGRESS
First Regular Session

HOUSE BILL NO. 3954



Introduced by **Hon. Tricia Nicole Q. Velasco - Catera**

EXPLANATORY NOTE

In some parts of the country, people are discovering the personal benefits of biking, such as improved health and savings from transportation expenses. Aside from these personal benefits, the use of bicycles as a primary mode of transportation benefits the country largely because it contributes to a greener environment by reducing carbon gas emissions from motor vehicles; reduces traffic congestion; helps the economy by lessening imports costs of crude oil; and improves labor productivity by the presence of a healthy population. Evidently, it is in the interest of the State to encourage everyone to take up biking for transport purposes, recreation and for sports.

In order to achieve this, it is incumbent upon the State to formulate a comprehensive national bicycle program that will provide an integrated network of bicycle lanes, parking provisions, rider and public education, support facilities, and safety infrastructure.

We must follow the examples of cities around the world that have successfully created bike-friendly communities such as Amsterdam, Barcelona, Basel, Berlin, Beijing, Singapore, Strasbourg and New York. This can only be achieved through committed bike-focused infrastructure, smart engineering, and proper planning.

This bill likewise recognizes that in order for bicycles to truly gain acceptance as alternative means of transportation, we must encourage the use of technologies that will enable cyclists to get to their destinations more quickly and efficiently, without compromising their safety, as well as the safety of those around them. For instance, the European Committee for Standardization has adopted the EN15194 standard, which covers electrically powered cycles that have a maximum rated power of 250 Watts, of which the output is progressively reduced and finally cut off as the vehicle reaches a speed of 25 km/h, or sooner, if the cyclist stops pedaling. Bicycles with these specifications are allowed to use bike lanes in most European countries, as well as in Australia and Singapore.

The bill seeks to provide the necessary framework for nationwide bike-friendly communities that will help the nation realize the great benefits biking has to offer.

Immediate passage of this bill is earnestly sought.



TRICIA NICOLÉ Q. CATERA - VELASCO

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**AN ACT ESTABLISHING A NATIONAL BICYCLE PROGRAM AND AN
INTEGRATED NETWORK OF BICYCLE LANES**

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 “National Bike Program of 2016”.

SEC. 2. Declaration of Policy. - It is hereby declared the policy of the State to promote environmentally sound and affordable means of transportation for its citizens that shall serve as an alternative to vehicles which consume fuel. 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 cycling as a means of transportation by establishing a comprehensive network of bicycle lanes and a national bicycle 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 the purpose of this Act, the term –

- (a) “Bike” or “Bicycle” means a vehicle primarily propelled by human power, consisting of a light frame mounted on two wheels (one behind the other) or three wheels (the front having one wheel and the rear having two wheels that are equidistant from the center of the vehicle, or vice-versa), and having a seat, handlebars for steering, brakes, and pedals.

It shall include an Electrically Power Assisted Cycle (EPAC), the specifications of

which shall be determined by the Secretary of the Department of Transportation and Communications through the appropriate rules and regulations, taking into account internationally accepted standards and safety considerations.

- (b) "Cyclist" shall refer to a person who rides a bicycle;
- (c) "DOTC" means the Department of Transportation and Communications; and
- (d) "Secretary" means the Secretary of the Department of Transportation and Communication.

SEC. 4. Establishing a National Bike Program. – The Secretary shall establish a national bike program under the DOTC to promote safe biking in all towns and cities. The program shall include the construction and maintenance of bicycle lanes, parking, and suport facilities. The Secretary shall also create 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 be accessible only to bicycles. Pedestrians shall not use these lanes and motor vehicles shall be prohibited from driving or parking on any bicycle lane.

The bicycle lanes shall be separated by a physical barrier and shall clearly be identified with signs and/or pavement markings. In cases where the installation of a physical barrier is not feasible, the lane for bicyles shall be identified through reflectorized yellow painted lines. Bicycle lanes must never compromise the mobility and safety of pedestrians.

The bicycle lanes should form a transport network that shall 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 such lanes unless no bike lanes have been designated on such roads. Cyclists must obey all traffic rules and regulations except those which are not applicable to bicycles.

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 shall not impede pedestrians or motor vehicles.

SEC. 7. Bicycle Infrastructure. – In addition to the bicycle lanes and bicycle parking areas, support faciities shall be established to ensure that cyclists and their bicyles can travel safely and to lessen the possibility of collisions with pedestrians. These facilities include, but are not limited, to the following:

- (a) Sidewalk improvements;
- (b) Traffic calming and speed reduction;
- (c) Pedestrian and bicycle crossing improvements;
- (d) Traffic signage pertaining to bicycles;
- (e) Sidewalk lamp posts to provide sufficient lighting;
- (f) Off-street pedestrians and bicycle facilities; and
- (g) Traffic diversion improvements.

SEC. 8. Educational Program. – The Secretary, in cooperation with the Department of Education, the Commission on Higher Education, 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) Free clinics/classes promoting bicycle as an alternative mode of transportation for the general public;
- (c) Motorist awareness and road-sharing; and
- (d) Bicycle and pedestrian safety.

SEC. 9. Bicycle Safety Rules – The Secretary shall promulgate such traffic rules and regulations to ensure cyclists safety and welfare, which shall be included in the implementing rules and regulation of this Act. These rules shall be strictly enforced and applied to all motorists and cyclists nationwide.

SEC. 10. Carless Day. – To promote the use of bicycles, the country shall participate in the annual celebration of World Car-Free Day. The second Sunday of September shall be designated as Carless Day. The Secretary is hereby mandated to determine the primary and secondary roads to be carless during this annual celebration.

SEC. 11. Bike to Work. – The DOTC shall establish a program that gives incentives to private and government offices that encourage their employess to ride their bicycles to work by

providing bicycle facilities within their establishments, lockers, and showers.

SEC. 12. Penalties -

- (a) Any person or establishment who violates the provisions of this Act shall be punished by a fine not exceeding one thousand pesos (P1,000.00). When the offender is a corporation, the officers responsible for the violation shall be meted said penalties;
- (b) Any public works official who fails or refuses to mark the 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 by a fine of not less than ten thousand pesos (P10,000.00) nor more than thirty thousand pesos (P30,000.00) or suspension, or both, if found guilty in an appropriate administrative investigation.

SEC. 13. Grants. – In carrying out the provisions of this Act, the Secretary may make grants to local government units, and non-governmental organizations that the Secretary determines are suitably equipped and organized to carry out the objectives and requirements of this Act. A local government unit that receives a grant under this section may sub-allocate grant funds to a nonprofit organization to carry out the program.

SEC. 14. Implementing Rules and Regulations. – Within thirty (30) days after the effectivity of this Act, a committee shall be created to formulate the implementing rules and regulations therefor. The committee shall be composed of the following:

- (a) The Secretary of Transportation and Communications, or an authorized representative, who shall serve as 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 Department of Interior and Local Government;
- (e) A representative from the Metropolitan Manila Development Authority;
- (f) A professor from the University of the Philippines School of Urban and Regional Planning; and
- (g) 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. 15. **Appropriations.** – To carry out the provisions of this Act, such amount as may be necessary is hereby authorized to be appropriated from the National Treasury. Thereafter, the amount necessary for the continuous operation of the National Bike Program shall be included in the annual appropriation of the DOTC.

SEC. 16. **Separability Clause.** – If any provision or part hereof is held invalid or unconstitutional, the remainder of the law or the provision not otherwise affected shall remain valid and subsisting.

SEC. 17. **Repealing Clause.** – If any provision or part hereof is held invalid or unconstitutional, the remainder of the law or the provisions not otherwise affected shall remain valid and subsisting.

SEC. 18. **Effectivity Clause.** – This Act shall take effect fifteen (15) days after its publication in at least two (2) newspapers of general circulation.

Approved,