

Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City, Metro Manila

EIGHTEENTH CONGRESS
First Regular Session

H.B. No. 4493



Introduced by: HON. LORD ALLAN JAY Q. VELASCO

EXPLANATORY NOTE

Our modern world has began to patronize the concept of environmental sustainability. Along with this concept, numerous civil organizations, both local and foreign, have been advocating for the shift to more sustainable and eco-friendly energy sources. On the contrary, motor vehicles have been highly dependent on gas or diesel. Thus, in aid of the clamor to reduce consumption of gas and diesel, this bill seeks to establish an alternative mode of transportation in the country. Accordingly, this measure seeks to promote the use of bicycles and the establishment of bike-friendly communities throughout the Philippines.

Cycling or biking has its variety of benefits, whether it is used for transport, recreation or sport. It provides advantages over the use of motor vehicles since bicycles produce no noise pollution, do not consume fuel, there is a reduction in traffic and parking can be easier. It also provides a form of exercise and relaxation. A research reported in the 2017 British Medical Journal indicates that cycling to work has extraordinary health benefits.¹ According to the study, employers can reduce time lost due to illness by making it easy for their employees to cycle to work. It also suggests that the costs borne by municipalities for long-term treatment of people with cancer and cardiovascular disease can be reduced by making city streets safe and friendly for cyclists.² Moreover, the size of the effects seen in the study indicate that the benefits reaped by employers and municipalities are likely to be substantial.³ Encouraging people to ride their bikes to work while making it safe for them to do so is a win-win for everybody.⁴

With the aforementioned benefits, the establishment of a nationwide program for the establishment of bike lanes in all major thoroughfares is practicable and will deliver a positive impact towards the welfare and safety of everyone.

Bicycle-friendly cities are those that are most accommodating to cyclists. Cities are thought to be bicycle-friendly when they: (1) create a safe and easy environment for cycling; (2) educate the community on bicycle safety and laws; and (3) enforce rules and regulations surrounding traffic and marked lanes.

¹ Kevin Murnane, *New Research Indicates Cycling To Work Has Extraordinary Health Benefits* at <https://www.forbes.com/sites/kevinmurnane/2017/04/25/new-research-indicates-cycling-to-work-has-extraordinary-health-benefits/#4433a3443e62> (last accessed 26 August 2019).

² *Id.*

³ *Id.*

⁴ *Id.*

Therefore, in order for the program to be established and properly supported, infrastructures for biking must be constructed. Without them, biking in Philippine roads, which is dominated by motor vehicles, would still be dangerous for all cyclists and will only deter the sustained operation of the national biking program.

Last but not the least, this bill seeks to direct the Secretary of Transportation to develop a comprehensive plan and information dissemination program to ensure the safety of cyclists and the commuting public and to educate the public about the advantages of riding bicycles.

In view thereof, the passage of this measure is immediately sought.



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"AN ACT PROVIDING FOR THE ESTABLISHMENT OF BIKE-FRIENDLY COMMUNITIES, PROMOTING THE USE OF BICYCLES AS AN ALTERNATIVE MODE OF TRANSPORTATION AND FOR OTHER PURPOSES"

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

1 **SECTION 1. *Short Title.*** – This Act shall be known as the "*Bisikleta Para sa Kinabukasan*
2 *Act.*"

3
4 **SEC. 2. *Declaration of Policy.*** – It is the State policy to promote environmentally sound
5 and affordable means of transportation for its citizens. It is also the policy of the State to
6 protect the welfare and safety of the commuting public and all road users. Toward this
7 end, the State shall promote biking as a means of transportation by establishing a
8 comprehensive network of bike lanes, bike facilities and road safety program.

9
10 The State shall ensure that the needs and safety of all road users, particularly the
11 pedestrians and cyclists, are fully integrated into the planning, designing, operation and
12 maintenance of the country's transportation system.

13
14 **SEC. 3. *Definition of Terms.*** – For purposes of this Act, the following terms are defined
15 as such:

16
17 A. "*Bike or Bicycle*" – a non-motorized vehicle consisting of a light frame mounted
18 on two wire-spoked wheels one behind the other, having a seat, with handlebars
19 for steering, with brakes and with two (2) pedals. It is commonly used for private
20 recreational and personal purposes;

21
22 B. "*Cyclist*" – a person who rides a bicycle;

23
24 C. "*DOTr*" – Department of Transportation; and

25
26 D. "*Secretary*" – Secretary of Transportation.

27
28 **SEC. 4. *Establishing Bike-Friendly Communities through a National Bike Program.*** –
29 The Secretary shall establish a bike program under the DOTr to promote safe and
30 convenient biking in all towns and cities. The program shall include the construction and
31 maintenance of bicycle lanes, parking and support facilities. The Secretary shall also
32 create an educational and awareness program on traffic safety. The Secretary shall also
33 disseminate information to the public about the benefits and advantages of using a
34 bicycle as a means of transportation. To carry out this Section, the Secretary may enlist
35 the assistance of other departments or government agencies.

1 **SEC. 5. *Bicycle Lanes.*** – Bicycle lanes, which will be for the exclusive access of cyclists,
2 shall be designated in all primary and secondary roads nationwide. Bicycle lanes should
3 traverse across all towns and cities nationwide. Motor vehicles are barred from driving
4 or parking in any bicycle lane.

5
6 The bicycle lanes shall be separated by a physical barrier or devoted path and shall be
7 clearly identified with signs or pavement markings. In cases where the installation of a
8 physical barrier or elevated path is not feasible, the lane for bicycles shall be identified
9 through reflectorized yellow painted lines. However, bicycle lanes must never
10 compromise the mobility and safety of pedestrians.

11
12 Cyclists shall be required to bike within the designated lanes, unless no bike lane has
13 been established yet. Cyclists shall be required to obey all traffic rules and regulations,
14 except those which are not applicable to bicycles.

15
16 **SEC. 6. *Bicycle Parking.*** – All public places, government offices, schools, major business
17 establishments, including malls, banks, restaurants, hospitals, and the like, are hereby
18 mandated to provide bicycle racks for bicycle parking.

19
20 Bicycle parking should be secure, visible, accessible, and not in the way of pedestrians or
21 motor vehicles.

22
23 **SEC. 7. *Bicycle Infrastructure.*** – In addition to bicycle lanes and bicycle parking areas,
24 support facilities shall also be maintained in favor of cyclists. These facilities shall include,
25 but shall not be limited, to the following:

- 26
27 A. Sidewalk improvements;
28 B. Traffic calming and speed reduction improvements;
29 C. Pedestrian and bicycle crossing improvements;
30 D. Traffic signages pertaining to bicycles;
31 E. Off-street pedestrian and bicycle facilities; and
32 F. Traffic diversion improvements.

33
34 **SEC. 8. *Educational Program and Information Dissemination.*** – The Secretary, in
35 cooperation with the Department of Education (DepEd), the Commission on Higher
36 Education (CHED), and local government units, shall establish an educational program
37 to increase awareness on bike safety and road sharing. The program shall also boost
38 information dissemination about the positive effects of riding bicycles. The program shall
39 be designed for traffic enforcers, motorists, cyclists, and the commuting public. The
40 program shall include:

- 41
42 A. Traffic education and enforcement;
43 B. Educational awareness about the benefits of using bicycles;
44 C. Motorist awareness and road sharing; and
45 D. Bicycle and pedestrian safety.

46
47 **SEC. 9. *Carless Day.*** – To promote the use of bicycles, the country shall participate in the
48 annual celebration of World Car-Free Day. The second Sunday of September shall be
49 designated as Carless Day. The Secretary is hereby mandated to determine the primary
50 and secondary roads to be carless during this annual celebration.

51
52 **SEC. 10. *Bike to Work.*** – The DOTr shall establish a program that gives incentives to
53 private and government offices that encourage their employees to ride their bicycles to
54 work by providing bicycle facilities within their establishments, lockers and showers.

1 SEC. 11. *Grants.* – In carrying out the provisions of this Act, the Secretary may make
2 grants to local government units and non-governmental organizations that the Secretary
3 determines are suitably equipped and organized to carry out the objectives and
4 requirements of this Act.

5
6 SEC. 12. *Implementing Rules and Regulations.* – Within thirty (30) days after this Act
7 takes effect, a Committee shall be created to formulate the implementing rules and
8 regulations of this Act. The Committee shall be composed of the following:

- 9
10 A. The Secretary of Transportation or his or her authorized representative, who shall
11 serve as Chairperson of the Committee;
12 B. A representative from the Department of Public Works and Highways;
13 C. A representative from the Department of Environment and Natural Resources;
14 D. A professor from the University of the Philippines School of Urban and Regional
15 Planning;
16 E. Two (2) representatives from various bicycle organizations; and
17 F. A representative from the Metropolitan Manila Development Authority (MMDA).

18
19 Within six (6) months after this Act takes effect, the Secretary of Transportation shall
20 promulgate the implementing rules and regulations.

21
22 SEC. 13. *Appropriations.* – To carry out the provisions of this Act, such amount as may
23 be necessary is hereby authorized to be appropriated from the National Treasury.
24 Thereafter, the amount necessary for the continuous operation of the Bike Program shall
25 be included in the annual appropriations of the DOTr.

26
27 SEC. 14. *Separability Clause.* – If any provision or part of this Act is held invalid or
28 unconstitutional, the remainder of the law or the provisions not otherwise affected shall
29 remain valid and subsisting.

30
31 SEC. 15. *Repealing Clause.* – Any law, presidential decree or issuance, executive order,
32 letter of instruction, administrative order, rule or regulation contrary to or inconsistent
33 with the provisions of this Act is hereby repealed, modified, or amended accordingly.

34
35 SEC. 16. *Effectivity Clause.* – This Act shall take effect fifteen (15) days after its
36 publication in the *Official Gazette* or in a newspaper of general circulation.

37
38 *Approved,*