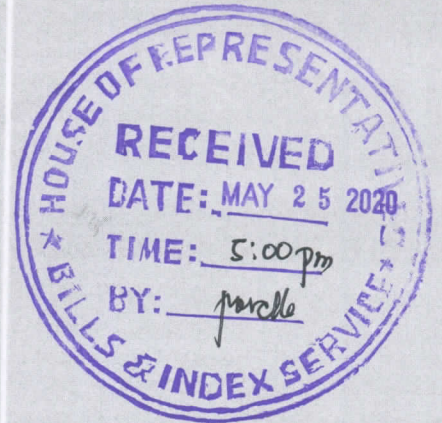


Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

Eighteenth Congress
First Regular Session

HOUSE BILL NO. **6799**



Introduced by: **REP. Allan Benedict S. Reyes**

EXPLANATORY NOTE

Since the outbreak of COVID-19, the Philippines has taken unprecedented “social distancing” measures to prevent physical interaction in the hope of slowing down the spread of the virus. We have closed schools, malls, restaurants and other recreation centers. We have prohibited public gatherings and strongly advised companies to implement work-from-home arrangements. We have also restricted travel and shut down public transportation in Luzon and other areas seriously affected by the virus.

Admittedly, it is very difficult to harmonize the concepts of social distancing and mass transit. It requires more stringent physical distancing measures and sweeping adjustments that may require a lot of resources which, however, may not be utilized to full capacity. For instance, in other countries where forms of mass transit are still operational, authorities have taken measures both to limit non-essential travel and redirect some of the remaining demand to non-motorized or personal transport modes.¹ In the United Kingdom, its government warned that social distancing would allow only one in ten (10) passengers on parts of public transport once the network resumes full service.²

For this purpose, personal and non-motorized transport, such as walking and cycling, can help bridge the gap between the need to transport the public while still observing social distance. Aside from facilitating mobility, these transport modes can also help maintain satisfactory levels of health and promote the well-being of our citizens. For instance, studies show that walking or bicycling is associated with reduced cardiovascular risk and prevention of non-communicable diseases such as hypertension and diabetes.³ In addition, switching to walking and cycling can help reduce air pollution and curb climate change. Lastly, it may solve the heavy traffic congestion in Metro Manila caused by high volume of vehicles plying the streets. In sum, the benefits to the country of the shift to non-motorized or personal transport modes cannot be underestimated.

¹ Protecting public transport from the coronavirus... and from financial collapse available at <https://blogs.worldbank.org/transport/protecting-public-transport-coronavirus-and-financial-collapse> (last accessed 14 May 2020).

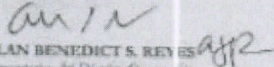
² Coronavirus: Social distancing cuts public transport passenger capacity by 90% available at <https://www.bbc.com/news/av/uk-52602227/coronavirus-social-distancing-cuts-public-transport-passenger-capacity-by-90> (last accessed 14 May 2020).

³ See Associations between active travel to work and overweight, hypertension, and diabetes in India: a cross-sectional study available at <https://www.ncbi.nlm.nih.gov/pubmed/23776412> (last accessed 14 May 2020).

In other countries, for instance, Philadelphia, USA closed a large 4.4-mile road segment to motor vehicles for pedestrians and cyclists to help address the public transport problem in the city during the COVID-19 pandemic. Meanwhile, Mexico City proposed plans for 80 miles of temporary bike infrastructure to alleviate the risks of public transportation use and facilitate mobility in the city. Similarly, Berlin implemented a 1-mile temporary bike lane along a major road and has plans to expand the pop-up infrastructure, along with 133 other German cities. Oakland, Minneapolis, Denver, Louisville, Vancouver and Calgary have also implemented similar measures. Furthermore, New York City committed to adding close to 1 mile of temporary protected bike lanes to segments of Manhattan and Brooklyn, and testing road closures to cars.

In the Philippines, however, we do not have enough safe infrastructures for cyclists and pedestrians to operate safely. Hence, there is a crucial need for legislation that will redefine our policies on transport and urban development, specifically those that are designed to encourage walking and cycling for daily travel.¹

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


HON. ALLAN BENEDICT S. REYES
Representative, 3rd District, Zamboanga

¹ Walking and Cycling to Health: A Comprehensive Analysis of City, State, and International Laws available at <https://www.nchaam.nhaam.gov/cycling/FM%2011331/> (last accessed 14 May 2020).

Republic of the Philippines
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Quezon City

EIGHTEENTH CONGRESS
First Regular Session

HOUSE BILL NO. 6799

Introduced By Representative **ALLAN BENEDICT S. REYES**

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For this purpose, personal and non-motorized transport, such as walking and cycling, can help bridge the gap between the need to transport the public while still observing social distance. Aside from facilitating mobility, these transport modes can also help maintain satisfactory levels of health and promote the well-being of our citizens. For instance, studies show that walking or bicycling is associated with reduced cardiovascular risk and prevention of non-communicable diseases such as hypertension and diabetes.³ In addition, switching to walking and cycling can help reduce air pollution and curb climate change. Lastly, it may solve the heavy traffic congestion in Metro Manila caused by high volume of vehicles plying the streets. In sum, the benefits to the country of the shift to non-motorized or personal transport modes cannot be underestimated.

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In the Philippines, however, we do not have enough safe infrastructures for cyclists and pedestrians to operate safely. Hence, there is a crucial need for legislation that will redefine our policies on transport and urban development, specifically those that are designed to encourage walking and cycling for daily travel.⁴

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

HON. ALLAN BENEDICT S. REYES
Representative
3rd District, Quezon City

⁴ Walking and Cycling to Health: A Comparative Analysis of City, State, and International Data *available at* <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC2937005/> (last accessed 14 May 2020).

Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

EIGHTEENTH CONGRESS
First Regular Session

HOUSE BILL NO. 6799

Introduced By Representative **ALLAN BENEDICT S. REYES**

**AN ACT ESTABLISHING PROTECTED BICYCLE AND PEDESTRIAN LANES AND
OTHER RELATED INFRASTRUCTURES IN METRO MANILA, APPROPRIATING
FUNDS THEREFOR AND FOR OTHER PURPOSES**

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

1 **SECTION 1. Short Title.** – This Act shall be known as the ***“Bike Lanes Act of***
2 ***2020.”***

3
4 **SECTION 2. Declaration of Policy.** – Section 15, Article II of the 1987 Constitution
5 mandates the State to protect and promote the right to health of the people and instill
6 health consciousness among them.

7
8 Moreover, the WHO Constitution (1946) envisages “...the highest attainable
9 standard of health as a fundamental right of every human being.”⁵ Hence, the State has a
10 legal obligation “to ensure access to timely, acceptable, and affordable health care of
11 appropriate quality as well as to providing for the underlying determinants of health, such
12 as safe and potable water, sanitation, food, housing, health-related information and
13 education, and gender equality.”⁶

14
15 The State has the responsibility to protect and advance the interests of society in
16 preventing the spread of COVID-19 and ensure that the right of the citizens to health is
17 well-protected during the pandemic. One way to do so is by providing safe alternative
18 means of transportation to its citizens that also help maintain satisfactory levels of health
19 and promote their well-being. For this purpose, the State shall encourage the use of
20 personal and non-motorized transport, such as walking and cycling, by establishing the
21 necessary infrastructures for the safe and secure use thereof.

⁵ Human rights and health available at <https://www.who.int/news-room/fact-sheets/detail/human-rights-and-health>
(last accessed 15 May 2020).

⁶ *Id.*

1
2
3 **SECTION 3. Coverage.** – This Act shall cover all cities and municipality of Metro
4 Manila, particularly: the city of Manila, Quezon City, Caloocan, Las Piñas, Makati,
5 Malabon, Mandaluyong, Marikina, Muntinlupa, Navotas, Parañaque, Pasay, Pasig, San
6 Juan, Taguig, and Valenzuela, and the municipality of Pateros.
7

8 **SECTION 4. Protected Bicycle and Pedestrian Lanes.** – The Department of
9 Transportation (DOTr), the Department of Public Works and Highways (DPWH) and the
10 Metro Manila Development Authority (MMDA), in coordination with the local government
11 units (LGUs) of Metro Manila, shall identify, prioritize and build a network of protected
12 bicycle and pedestrian lanes within Metro Manila for the exclusive use of pedestrians,
13 cyclists and other individuals using non-motorized vehicles, such as skateboards,
14 scooters, carts, and the like. Existing lanes, if there are any, may be further developed for
15 this purpose and be connected to the said network of protected bicycle and pedestrian
16 lanes.
17

18 During the COVID-19 quarantine period, whether enhanced, modified enhanced or
19 general, or as long as public transportation is suspended, temporary bicycle and
20 pedestrian lanes may be set up using visible markers and signages. Priority routes shall
21 be identified, particularly those leading to hospitals, drugstores, public markets, and other
22 establishments offering essential products and services. Safety measures and emergency
23 stations shall likewise be provided.
24

25 **SECTION 5. Parking Spaces.** – All government offices, buildings, schools, and
26 other public establishments shall provide adequate and secure parking spaces for bicycles
27 and other non-motorized vehicles.
28

29 **SECTION 6. Implementing Rules and Regulations and Standard Forms.** - Within
30 sixty (60) days from the promulgation of this Act, the necessary rules and regulations for
31 the proper implementation of its provisions shall be formulated by the appropriate
32 government office or agency in coordination with all the stakeholders and covered
33 establishments and institutions.
34

35 **SECTION 7. Repealing Clause.** – All laws, executive orders, administrative orders,
36 rules, regulations, decrees, and other issuances or parts thereof, which are inconsistent
37 with the provisions of this Act are hereby revoked, repealed, or modified accordingly.
38

39 **SECTION 8. Separability Clause.** – If any provision of this Act is held
40 unconstitutional or invalid, the other provisions not affected thereby shall continue in
41 operation and remain in full force and effect.
42

43 **SECTION 9. Effectivity Clause.** – This Act shall take effect fifteen (15) days after
44 its publication the *Official Gazette* or in the two (2) national newspaper of general
45 circulation.
46

47 Approved,