

Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

FIFTEENTH CONGRESS
Second Regular Congress

HOUSE BILL NO. 5240

Introduced by AKBAYAN Representatives Walden F. Bello and Kaka J. Bag-ao

EXPLANATORY NOTE

All over the world, there is renewed interest in encouraging bicycle use as a way of helping minimize fuel consumption, reducing harmful carbon emission from motorized vehicles, and promoting a healthy lifestyle among the population. Lester Brown, a world-renowned environmentalist, extolled the benefits of biking in his article "Redesigning Rural Transport", and argued that the key to realizing the potential of the bicycle is to create a bicycle friendly transport system.

Other countries have launched extensive program to make it easier for people to use bicycles as their preferred mode of transportation. France, for instance has its *velib*, while Spain has its *bicing*, both offering citizens easy access to bikes to use around their cities.

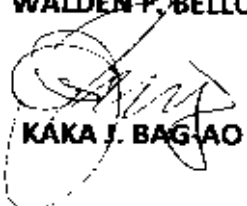
In the Philippines, there is a growing community of bikers who are eager to bike commute, and to contribute to the environmental benefits of biking. Unfortunately, there is very little support for bike commuters in the country. One of the concerns encountered by bicycle users is the absence of secure parking areas, which discourage them from using their bikes when going to work and to commercial and public establishments.

This bill hopes to contribute to the promotion of bicycle use in the Philippines by mandating the setting up of secure and sufficient bike parking areas in public and commercial establishments. Providing bike commuters with secure parking spaces is a step towards creating a bicycle friendly transport system, and will help encourage bicycle use in the country.

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



WALDEN F. BELLO



KAKA J. BAG-AO

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AN ACT
TO ENCOURAGE BICYCLE USE, BY PROVIDING FOR THE ALLOCATION OF
PARKING SPACE FOR BICYCLES IN PUBLIC AND PRIVATE BUILDINGS AND
OTHER STRUCTURES FOR PUBLIC USE, THEREBY SUPPORTING THE
COUNTRY'S INITIATIVE TO PROMOTE ALTERNATIVE MEANS OF
TRANSPORTATION AND TO REDUCE CARBON EMISSION FROM MOTOR
VEHICLES AND ENCOURAGE HEALTHY LIFESTYLES

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

SECTION 1. *Title*- This Act shall be known as the "Bicycle Parking Law of the Philippines."

SECTION 2. *Declaration of Policy* – It is the policy of the State to support the promotion of clean air by encouraging the use of bicycles thereby minimizing the use of motorized vehicles that contribute to carbon emission.

SECTION 3. *Definition of Terms* -

3.1.. *Bicycles* – a human powered, non-motorized vehicle consisting of a light frame mounted on two wire-spoked wheels one behind the other and having a seat, handlebars for steering, brakes, and two pedals;

3.2.. *Parking space and facilities* - areas reserved for parking of vehicles;

3.3.. *Bicycle rack* - built up facilities made of steel or similar materials specifically intended for securely locking bicycles using cable locks, chains, or similar rigid locking devices;

3.4. *Commercial establishments* –public or private structures utilized or operated for business or profit;

3.5. *Public use* – utilization, function or service that is accessible to the general

population or community;

3.6. Public transport terminals – a station where public transport vehicles load or unload passengers or goods;

SECTION 4. Establishment of Parking Areas For Bicycles - This law requires the establishment of secure parking space and facilities for bicycles in all private and public buildings and other structure for public use;

SECTION 5. Scope and application– This law shall be national in scope and shall apply to the following:

5.1 Private and public buildings for public use;

5.2 Commercial and public establishments, including but not limited to public markets, malls, restaurants, stores;

5.3 Public transport terminals including terminals for the Manila Metro Rail Transit System (MRT), Manila light Rail Transit System (LRT), Philippine National Railways (PNR), buses, and piers;

5.4 Other structures intended for public use, such as, but not limited to parks and recreations areas;

5.5 Building plans

SECTION 6. Specifications for bicycle parking spaces and facilities - The setting up of bicycle parking space shall be in accordance with the following guidelines and specifications:

6.1 This law shall be applicable to commercial establishments with a gross interior of 50 square meters and above. For commercial establishments with less than 50 square meters of gross interior space, a bicycle rack or parking facility may not be required. However, the establishment shall allow a bicycle rider to park or lock the bicycle immediately adjacent to the entrance of the facility;

6.2 The location of bicycle parking facility should be immediately adjacent to the main entrance of the establishment;

6.3 There should be at least one bicycle parking slot or a bike rack for commercial or public establishments with a gross interior space of 50square meters up to 150square meters;

6.4 There should be at least two bicycle slots or a bike rack for every commercial or public establishment with a gross interior space of 151square meters to 500square meters;

6.5 There should be a bicycle parking area measuring 2.5meter by 5meters, or

equivalent to one vehicle parking slot, with bicycle racks, for every commercial or public establishment with a gross interior space of 501square meters to 5,000square meters.

6.6 There should be a bicycle parking area measuring 5meters by 5meters, or equivalent to two vehicle parking slots, with bicycle racks,for every commercial or public establishment with a gross interior space of 5,001square meters to 10,000square meters.

6.7 There should be a bicycle parking area measuring 5meters by 7.5meters, or equivalent to three vehicle parking slots, for every commercial or public establishments with a gross interior space beyond 10,000square meters;

6.8 The bicycle parking requirements for leasable spaces shall form part of the total bicycle parking requirement based on the total area of the commercial establishment;

6.9 Public parks up to 1,000 square meters of gross space shall have a bicycle parking area measuring 2.5m x 5m with a bicycle rack;

6.10 Public parks beyond 2,000 square meters of gross space shall have a bicycle parking area measuring 5meters by 5meters with a bicycle rack;

6.11 LRT / MRT / PNR terminals shall have bicycle parking facilities located adjacent to the main entrance of the station. Each station should have a bicycle rack for at least twenty (20) bicycles. In the event of two or more entrances per station, the number of required bicycle slots shall be divided equally among the entrances.

SECTION 7. *Role of Local Government Units* – Local government units, through their respective municipal and provincial engineers, shall be responsible for monitoring and ensuring the implementation of this act. In particular, municipal and provincial engineers shall:

7.1 Conduct periodic ocular inspection of all buildings, establishments and structures specified in Section 5 of this Act to ensure that the provisions of this law is being implemented;

7.2 Ensure that all building plans prior to and as a condition to their approval and granting of building permits must include secure parking space and facilities for bicycles;

7.3 Identify buildings, establishments and structures in violation of this act, with the purpose of applying appropriate penalties, as provided for in Section 7 of this Act.

SECTION 8. *Penalties for non-compliance* – The following are the penalties for failure to comply with the provisions of this act:

8.1 Building permits shall not be issued to contractors and builders' structures intended for public and commercial use if their building plans do not include designated

parking for bicycles;

8.2 Commercial establishments with parking facilities shall not be given business permits if said parking facilities do not designate specific parking areas for bicycles;

8.3 Fines, the value of which will be determined in the formulation of the implementing rules and regulations of this Act, shall be applied on parties in violation of this Act.

Section 9. Appropriations – To carry out effectively the provisions of this Act, the Department of Interior Local Government shall ascertain the fund requirements for the setting up of bike parking facilities in public parks and transportation terminals, as indicated in Section 6 above as well as for the full implementation of this act, and allocate accordingly. Fines collected as penalties for the violation of this Act shall form part of the funds that will be used for the implementation of this Act.

Section 10. Implementing Rules and Regulations – The Secretary of the Department of Interior Local Government (DILG) together with representatives from the Department of Transportation and Communication (DOST), the Department of Environment and Natural Resources (DENR) and the Department of Budget and Management (DBM), in consultation with bicycle groups and associations and other relevant stakeholders' organizations shall, within ninety (90) days after the effectivity of this Act, promulgate the rules and regulations for its implementation.

Section 11. Effectivity of this Act – This Act shall take effect thirty (30) days from the date of its publication in the Official Gazette or in at least two (2) newspapers of general circulation.

Approved,