

Republic of the Philippines
HOUSE OF THE REPRESENTATIVES

Quezon City



FIFTEENTH CONGRESS

First Regular Session

HOUSE BILL NO. 5579

Introduced by: **HONORABLE JUAN EDGARDO M. ANGARA**

EXPLANATORY NOTE

This bill is a counterpart of Senate Bill 2936 entitled "An Act Promoting Sustainable and Alternative Modes of Transportation and Other Mobility Options to Improve Air Quality Increase Efficiency, Reduce Congestion and Contribute to Positive Health Impact in Our Society" also known as "Sustainable Transportation Act of 2011" of the good Senator Pia S. Cayetano. This author agrees with the Honorable Senator that it is an opportune time to rethink our lifestyle and recognize its effects in the environment. Our choice of mode of transport and mobility has a great impact in the state of our traffic in the streets and our air pollution level, thus, the need to provide alternative options in our means of transportation.

By providing well-planned systems for walking, and cycling, as an alternative to driving or riding to work or school, we minimize consumption on gas and thereby limit emitted pollutants and cut down travel costs. On top of this, it encourages the public to become more active and reap the rewards of better health - physically and mentally. An excellent public transportation system, on the other hand, will promote commuting and carpooling, thus also lessen the number of motor vehicles in the streets ensuing cleaner air and a more efficient traffic system. Thus, it will be easier and less stressful to navigate our streets.

With the Renewable Energy Act of 2008, touted as the first and most comprehensive in Asia, already in place to minimize our dependence on gas, this counterpart bill further helps to do so with additional benefit of promoting active lifestyle among the people.

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


JUAN EDGARDO M. ANGARA
Representative
Lone District of Aurora

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AN ACT
PROMOTING SUSTAINABLE AND ALTERNATIVE MODES OF TRANSPORTATION
AND OTHER MOBILITY OPTIONS TO IMPROVE AIR QUALITY, INCREASE
EFFICIENCY, REDUCE CONGESTION AND CONTRIBUTE TO POSITIVE HEALTH
IMPACTS IN OUR SOCIETY

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

SECTION 1. *Short Title.* -The Act shall be known as the "Sustainable Transportation Act of 2011."

SECTION 2. *Declaration of Policies.* - In conformity with the provisions of the Constitution to promote the general welfare and social justice in all phases of national development, to protect and advance the right of the Filipino people to a balanced and healthful ecology in accord with the rhythm and harmony of nature, and to conserve and develop the patrimony of the nation, the State hereby adopts the following policies relative to the transportation system in our country, whether public or private:

- a.) The State shall promote a shift towards a safe, collective, efficient, non-congestive, non-pollutive, and healthful locomotion and transportation system that includes non-motorized transport;
- b.) The State shall increase mobility options of the general public and promote the use of alternative modes of transportation such as walking, biking and the use of public transportation;
- c.) The State shall properly plan and establish facilities and infrastructures that will respond to this paradigm shift in the transportation system; and
- d.) The State shall establish its plans and programs in conformity with the overall national land use plan as well as the local comprehensive land use plans.

SECTION 3. *Definition of Terms.* - The following terms shall have their respective meanings:

- a.) "Bicycle" refers to a device that a person may ride that is propelled by human power and has two tandem wheels at least one of which is more than 14 inches in diameter.
- b.) "Motor vehicle" means a self-propelled vehicle or any vehicle propelled by any power other than muscular power. The term does not include an electric bicycle.
- c.) "Public transportation" means a shared passenger transportation service which is available for use by the general public. These include buses, trams, trains, rapid

transit and ferries.

d.) "Walkways" means a paved path for pedestrians alongside streets.

e.) "Sustainable transport" means any means of transport with low impact on the environment, accessible, safe, environment-friendly, and affordable. It includes walking and cycling, transit-oriented development, green vehicles, carpooling, and building or protecting urban transport systems that are fuel-efficient, space-saving and promote healthy lifestyles.

f.) "Travel demand management" (TOM) means a set of tools to offer people better travel information and opportunities and help people choose to reduce their need to travel especially by car.

SECTION 4. *Sustainable Transport Action Plan.* - The Department of Transportation and Communication (DOTC), in coordination with the National Economic Development Authority (NEDA), shall come up with a Sustainable Transport Action Plan which aims to provide a roadmap for national and local transportation system to be adhered to at all levels throughout the country. The Sustainable Transport Action Plan shall include strategies relating to parking, public transport, cycling, walking and transport infrastructure, and will set out the actions required to achieve the mode shift target over a certain period of time as identified by DOTC and NEDA.

SECTION 5. *Installation of Walkways.* - Adequate sidewalk areas must be maintained on all roads as walkways to allow safe pedestrian passage and for the safe and convenient use of wheelchairs, strollers and similar instruments. For primary and secondary roads, there shall be allotted three (3) meters for the sidewalks. If there is no space allocated for such and the implementation will prove difficult, in lieu thereof, an elevated footbridge must be installed. This shall be provided by the local government unit (LOU) concerned within six (6) months from the effectivity of this Act.

SECTION 6. *Public Transportation* - The DOTC shall provide guidelines that will promote a shift towards public transportation as a primary mobility option to the general public, within twelve (12) months from the effectivity of this Act. Better public transportation initiatives shall be studied and implemented in an effort to reduce the impact of the declining oil economy on our environment and financial markets as well as help reduce energy costs, pollution and even urban poverty.

SECTION 7. *Commissioning of a "Bus Rapid Transit (BRT) System"* - The Department of Transportation and Communication (DOTC) shall, within twelve (12) months from the effectivity of this Act, come up with a study commissioning the creation of a Bus Rapid Transit System which will organize buses into one efficient long-distance transportation system with coordinated schedules, rates, routes, and pick-up and drop-off points. The LOU and the private sector, including but not limited to mall owners and bus companies, can be tapped in order to put up or use existing facilities such as parks, parking lots, and bus depots that will serve as large collective transportation terminals where people can park their cars and bikes and take the buses to their destinations.

SECTION 8. *Establishment of a Water Ferry System.* - As much as practicable, the national agencies and water regulatory bodies in charge of a water body led by the Department of Environment and Natural Resources (DENR), in coordination with the DOTC, shall explore the establishment of a ferry system in navigable bodies of water which may be operated by the said authority or bidden out to a private contractor. The possibility of interconnecting said waterways shall also be considered.

SECTION 9. *Travel Demand Management Programs.* - The DOTC, in coordination with the Department of Labor and Employment (DOLE), Department of Education (DepEd), Department of Trade and Industry (DTI) and one representative each from the civil society, transport sector and the youth, shall come up with guidelines on travel demand management programs that will reduce the volume of cars and motorized

transport in the roads as well as enhance and encourage students and workers to use the public transport system. These shall include, but is not limited to, the following:

- a.) carpool, vanpool, or car-share projects;
- b.) congestion pricing measures;
- c.) programs to promote telecommuting;
- d.) flexible work schedules, or satellite work centers;
- e.) transport program for government employees; and
- f.) intelligent transportation systems or other operational improvements that are certified by the Department of Environment and Natural Resources (DENR) to reduce greenhouse gas emissions.

This shall be completed within twelve (12) months from the effectivity of this Act.

SECTION 10. *Designation of Bike Lanes.* – A portion of the roadway or highway shall be designated as “bike lanes” by the LGU having jurisdiction over such roadway or highway in coordination with the Department of Public Works and Highways (DPWH) within six (6) months from the effectivity of this Act.

The designated bike lanes shall be for the preferential or exclusive use of bicycles. These bike lanes shall not be obstructed by a parked or standing motor vehicle or other stationary object. The bike lanes shall be made identifiable by striping with signing or striping with pavement markings.

SECTION 11. *Provision of Bicycle Parking Spaces and Bike Racks.* – Bicycle parking spaces and bike racks are hereby required to be provided by owners of establishments that are:

- a.) For non-residential use with gross floor area larger than 7,500 square feet;
- b.) Multiple-family dwellings when 12 or more are provided on a lot;
- c.) Public parking lots.

The DOTC shall establish guidelines on the minimum supply of bicycle parking spaces in buildings and other facilities, taking into consideration the population of the short-term or long term dwellers in the area, within six (6) months from the effectivity of this Act.

SECTION 12. *Facilities.* – The DOTC, in coordination with the DPWH and the LGUs concerned, shall carry out an investment program that will encourage a mode shift to sustainable transport within selected communities by providing safe and convenient options to bicycle and walk for routine travel, and for other purposes. This shall be completed within twelve (12) months from the effectivity of this Act.

SECTION 13. *Education and Research Programs.* – The DOTC shall conduct studies and resercesm and eventually supply information to the car-owning and riding public as well as commuters on aspects of sustainable transport that are relatively new. It shall as well as commuters on aspects of sustainable transport that are relatively new. It shall also provide technical assistance and other resources to the government and private sector involved in the transport system.

SECTION 14. *Financing.* – The DOTC, in coordination with the DENR, shall explore the possibility of assessing a growing range of global environmental funds in order to be able to assist in the funding of sustainable public transport systems and less polluting energy supplies. Public-private partnerships shall also be encouraged in the development of transportation improvements.

SECTION 15. *Implementing Agency.* – The DOTC shall be the main implementing agency of this Act.

SECTION 16. *Separability Clause.* – Should any provision herein be subsequently declared invalid or unconstitutional, the same shall not affect the validity or legality of the other provisions sot so declared.

SECTION 17. *Repealing Clause.* Any law, presidential decree or issuance, executive order, letter of instruction, administrative order, rule or regulation contrary to or inconsistent with, the provision of this Act is hereby repealed, modified or amended accordingly.

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

Approved,