

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

FIFTEENTH CONGRESS
Second Regular Session

House Bill No. 6136



Introduced by Honorable JUAN C. PONCE ENRILE, JR.

EXPLANATORY NOTE

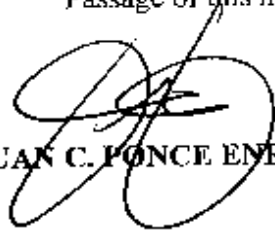
Workers who live at the fringes of the metropolitan area have long been complaining about high public transportation fares, amid the decline in oil prices. Moreover, with the increase of the circulating population in Metro Manila, public highways and toll ways have also been congested with both private and public vehicles, thus causing traffic in such areas.

This thus led to the proliferation of motorcycles plying along national roads and highways. Data from the Land Transportation Office shows that the number of motorcycles registered for the first three quarters of 2011 went up by 7, 096 units to 46, 051 from 38, 955 units for the same period in 2010. Majority of these numbers represent workers residing in the provinces of Bulacan, Cavite and Laguna but are working in the contiguous city center, Metro Manila. Their recourse is to use motorcycles as their primary means of transport, since these vehicles prove to be easy to maneuver and are fuel-efficient.

Despite these advantages, the motorcycles are considered one of the high-risk vehicles. In 2011, motorcycle use accounted for 2,788 accidents in the country's major highways and toll roads. This is due to insufficient rules and regulations governing motorcycle use along national roads, highways and toll ways.

To address the growing number of road accidents involving motorcycles, to ensure protection of all motorists and to provide safe ingress and egress of motorists from the contiguous provinces of Mega Manila, this bill seeks the provision of motorcycle lanes and facilities on major toll roads leading to the National Capital Region.

Passage of this measure is earnestly requested.


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AN ACT
PROVIDING MOTORCYCLE LANES OR FACILITIES ON MAJOR TOLL ROADS
LEADING TO THE NATIONAL CAPITAL REGION FROM CONTIGUOUS
PROVINCES, ESTABLISHING APPROPRIATE TRAFFIC RULES AND
REGULATIONS, AND FOR OTHER PURPOSES

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

SECTION 1. *Short Title.* – This Act shall also be known as the “*Motorcycle Toll Lanes Act of 2012.*”

I. DECLARATION OF POLICY

SEC. 2. *Statement of Policy.* – It is hereby the policy of the State to ensure a safe, affordable, quick, reliable and convenient access to the socio-economic activities that take place in the city centers, such as jobs, education and recreation, and to provide improved conditions and opportunities for the country’s transportation sector.

II. COVERAGE

SEC. 3. *Provision on Existing Toll Roads.* – The major toll roads leading to the National Capital Region and exiting to the contiguous provinces of Bulacan, Cavite and Laguna are hereby covered under the provisions of this Act and are identified as follows:

- (a) North Luzon Expressway: exiting to the adjoining municipalities of Bulacan;
- (b) South Luzon Expressway: exiting to the adjoining municipalities of Laguna; and
- (c) Manila-Cavite Expressway: exiting to the adjoining municipalities of Cavite.

The toll roads identified in this section lead to the contiguous provinces which are within 100kms from the administrative center of Metro Manila.

SEC. 4. *Provision on Motorcycles.* – Motorcycle units which have an engine displacement of at least 100-250cc are hereby covered under the provisions of this Act: *Provided That*, those with at least an engine displacement of 400cc will only be allowed along the toll roads farther than 100kms from the city of Manila.

III. ESTABLISHMENT OF MOTORCYCLE TOLL LANES OR FACILITIES

SEC. 5. *Marking on Toll Lanes or Facilities.* – Toll lanes which will be designated solely for the use of motorcycles are hereby positioned on the extreme right side of the main toll road for each direction of travel. These lanes shall measure about half the width of a normal lane on the identified toll roads. The motorcycle lanes will be separated from the main lanes by solid white lines along either side, three or more feet from the curb.

SEC. 6. *Provision on Toll Gates.* – The toll gate situated at the extreme right of the toll roads is hereby designated for sole use of motorcycles. Motorcycle operators who opt to use the express lanes located on the leftmost toll gates are hereby prohibited pursuant to this Act.

SEC. 7. *Provision on Forgiving Roads.* – Forgiving roads shall be provided approximately three to nine meters from the main toll roads. Such roads should be free from roadside hazard such as trees and poles. Should the removal of these hazards be impossible, installation of safety barriers shall be made.

IV. MOTORCYCLE GUIDELINES

SEC. 8. *Motorcycle Guidelines.* – Motorcycle operators shall submit their motorcycles for registration and inspection, according to the following guidelines:

- (a) Motorcycles should have engine displacement of at least 100-250cc;
- (b) Operators must be roadworthy and comply with all provisions of the Land Transportation Office;
- (c) Only one back rider is allowed per unit, provided that both riders are equipped with proper gears; and
- (d) No cargo shall be allowed except for saddle bags and luggage carriers specifically designed for motorcycle use.
- (e) Operators shall strictly observe the 60-kilometer per hour speed limit.

SEC. 9. Appropriations. – The amount necessary for the marking of existing toll lanes shall be charged against the appropriations of the Department of Transportation and Communication, hereinafter referred to as Department, under the current General Appropriations Act. Thereafter, the amount necessary for the maintenance of the lanes shall be included in the annual appropriations of the Department.

VI. FINAL PROVISIONS

SEC. 10. Separability Clause. Should any part or provision of this Act be held to be invalid or unconstitutional, other parts or provisions hereof which are not affected thereby shall continue to be in full force and effect.

SEC. 11. Repealing Clause. – All laws, decrees or executive issuances and any rules or regulations or any part thereof, which may be inconsistent with any of the provisions of this Act, are hereby deemed repealed, amended or modified accordingly.

SEC. 12. Effectivity. – This Act shall take effect fifteen (15) days after publication in the Official Gazette or in any two (2) national newspapers of general circulation.

Approved.