



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

EIGHTEENTH CONGRESS
Second Regular Session

HOUSE BILL NO. 7417



Introduced by CIBAC Party-List Representatives
EDUARDO "BRO. EDDIE" C. VILLANUEVA and DOMINGO C. RIVERA

AN ACT PROVIDING FOR A MAGNA CARTA OF COMMUTERS

EXPLANATORY NOTE

Mobility provides one of the groundwork through which a person gains access to basic human needs, such as food, water, healthcare, education, and employment opportunities. The lack of connectivity further deprives the individual of the many social, medical, technological, educational, and other benefits that are made available to society. Mobility or connectivity is therefore essential to human growth, creativity, meaning, and experience. Conversely, the lack of proper, efficient, and effective mobility and connectivity limits an individual's opportunities and growth and affects not only the individual or a specific sector in the community, but the society at large.

Regrettably, countless Filipinos continue to suffer from lack of adequate mobility and connectivity. This perennial issue affects most the vulnerable sectors in the country: the young, the elderly, the women, the poor, the working class, and persons with disabilities.

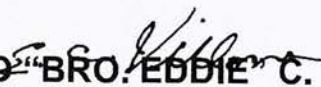
This problem on mobility is exacerbated by the fact that while 69% of daily trips are made through public transport, 78% of road space is being taken up by private transport.¹ It is, therefore, high time that the State takes another look into mobility

¹ Japan International Cooperation Agency (JICA) and National Economic Development Authority (NEDA), *Roadmap for Transport Infrastructure Development for Metro Manila and Its Surrounding*

issues that continue to beset the country and the Filipino people. Extra attention should be given most especially to the vulnerable sectors, the commuting public, the elderly, the women, the children, and others who mostly rely on public transportation and active transport whether in urban or rural areas.

This bill seeks to bring us a step closer toward addressing mobility and connectivity issues by redirecting the State's focus on giving priority to walking and public transport in road space allocation, as well as on developing and establishing infrastructures that maximize the use and benefits of the scarce public space through the use of high-occupancy public transport, or space-efficient pedestrian and cycling facilities. Efforts likewise are directed toward prohibiting boundary and commission-based revenue system that forces drivers, including jeepney and bus drivers, to compete for passengers and follow unsafe driving practices. This bills also aims to define with more definitiveness the rights of the commuting public—from public transportation services to safe and accessible infrastructure to clean air during travel and to commuter representation and participation—as well as the duties of the State, including the local governments, in ensuring these rights are recognized, protected, advanced, and implemented.

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


HON. EDUARDO "BRO. EDDIE" C. VILLANUEVA


HON. DOMINGO C. RIVERA



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AN ACT
PROVIDING FOR A MAGNA CARTA OF COMMUTERS

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 "Magna Carta of
2 Commuters."
3

4 **SEC. 2. Declaration of Policy.** – The State hereby recognizes mobility as a basic
5 human need. Without mobility, citizens are unable to access basic services such as
6 healthcare and education, or enjoy fundamental freedoms. Thus, the State shall
7 ensure that mobility is enjoyed by people of all ages, abilities, gender, and economic
8 status, and not only by those who are physically fit, with private motor vehicles, or with
9 financial means.
10

11 The State further recognizes the right of the commuters to travel safely, conveniently,
12 and reliably. To this end, the State shall develop and establish mobility infrastructures
13 and transportation services aimed at promoting the welfare of the commuters and
14 improving their mobility. The welfare of the commuter shall also be the paramount
15 objective in all decisions related to the provision of mobility infrastructure and
16 transportation services.
17

18 The State further guarantees the rights of all citizens, including the commuter sector,
19 to participate in the policy formulation, planning, implementation, management,

1 monitoring, evaluation, and decision-making processes of all institutions, programs,
2 projects, and services affecting the rights, welfare, and privileges of the commuters.

3
4 To attain the foregoing policy, the State shall provide the necessary mechanisms,
5 human and financial resources, and legal measures to enable its citizens to enjoy fully
6 the rights embodied in this Act.

7
8 **SEC. 3. Definitions.** — For purposes of this Act, the following terms shall mean:

- 9
10 a) **Active Transport** refers to non-motorized means of travel, including walking or
11 using a bicycle;
12
13 b) **Activity Center** refers to a place in a city or municipality where people gather
14 regularly for work, worship, education, social events, trade, exercise, leisure or
15 other common interests and purposes;
16
17 c) **Advance Notice** refers to the provision of early information regarding any
18 consultations with stakeholders, for which the period from the announcement or
19 delivery of the invitation to the consultation event will be a minimum of 10 working
20 days;
21
22 d) **Commuter** refers to a person who needs to travel from one place to another,
23 often using a combination of transportation modes to get to his/her destination;
24
25 e) **Greenway** refers to a road, street, or path with ample greenery and shade where
26 private motorized transport is not allowed, that also serves as recreational space
27 or a public park, in order to welcome and encourage environmentally sustainable
28 transportation modes, especially walking and cycling;
29
30 f) **High-Volume Transport Corridor** refers to walkways, paths, roads, bridges,
31 streets or mass transportation terminals where the flow of people is at least 2,000
32 persons per hour per direction during peak travel periods;
33
34 g) **Micromobility** refers to travel using electronic or non-motorized vehicles
35 weighing not more than 100 kilograms;
36
37 h) **Mobility** refers to the ability of a person to travel from one place to another to
38 conduct daily and extraordinary activities and business;
39
40 i) **Mobility Infrastructure** refers to physical facilities, such as foot paths, bicycle
41 lanes, roads, PUV loading/unloading bays, PUV terminals, and public transport
42 systems, that support and enhance a person's mobility.
43
44 j) **Private Motorized Transport** refers to motorized vehicles weighing more than
45 100 kilograms;
46
47 k) **Public Transport** refers to public sector and franchised private sector services
48 that transport people over land or water, including jeepneys, UVs, buses,
49 minibuses, railways, ferries, taxis and tricycles; and
50
51 l) **Urbanized Municipality** refers to a municipality in the Philippines where the
52 aggregate area in the municipality zoned as residential, commercial or industrial
53 exceeds 40% of the total land area of the municipality.
54

1 **SEC 4. Right to Public Transportation Services that Satisfy Commuters' Mobility**
2 **Requirements.** – The State shall ensure that adequate public transportation services
3 are available to meet the needs of its citizens in the most prompt, convenient, and
4 accessible manner possible.
5

6 The State shall ensure that:
7

- 8 a) Every town and municipality will have a community-wide network of safe
9 sidewalks, bicycle lanes, and roads to enable safe and convenient travel around
10 the city entirely by foot, bicycle or by other forms of light mobility;
11
- 12 b) Public Transport services are available within a 500-meter walk from any
13 residence or activity center in a city;
14
- 15 c) Public Transport services are connected to another public service within a 300-
16 meter walk to promote seamless connectivity;
17
- 18 d) Public Transport services are in sufficient quantity and frequency so that
19 commuter waiting time at stops and terminals do not exceed 10 minutes during
20 peak demand periods;
21
- 22 e) Public Transport is accorded priority in the use of road space and traffic signal
23 operation so that it is able to traverse 15 kilometers within 1 hour, including all
24 scheduled stops;
25
- 26 f) Public Transport services are supported by properly equipped, adequately-sized,
27 and well-maintained terminals and stops, with attention to the safety and comfort
28 of commuters;
29
- 30 g) Every road with a speed limit of over 20 kilometers per hours (kph) and under 60
31 kph shall feature dedicated pedestrian infrastructure, in the form of an
32 unobstructed walking path of at least 2.5 meters wide in each direction;
33
- 34 h) Every road with a speed limit of under 60 kph shall feature dedicated bike lanes
35 which are wide enough to comfortably accommodate at least two bikes side by
36 side.
37
- 38 i) Transport services are inclusive, so that they are conveniently accessible to
39 persons of all ages and abilities. Public Transport infrastructure and vehicles
40 shall be designed and implemented so that persons with disabilities or special
41 needs, including senior citizens, are not excluded from their use; and
42
- 43 j) In all renovations of existing infrastructure or construction of new infrastructure,
44 preserving or improving the travel time impact on Public Transport, bicycles, and
45 pedestrians shall be prioritized over preserving or improving travel time impact
46 on private motorized transport. The State shall generally avoid the
47 implementation of projects that produce a positive impact on the travel time of
48 users of private motorized modes at large expense to Public Transport, bicycles,
49 and pedestrians.
50

51 **SEC. 5. Right to Safe, Convenient, and Affordable Public Transport Services.** –
52 The State shall ensure that Public Transport services are safe, dignified, convenient,
53 comfortable, easily accessible, and reliable, while remaining affordable to the general
54 public.

1 Concessional or discounted fares shall be offered for disadvantaged or special groups,
2 such as students, senior citizens, and persons with disabilities, in accordance with law.
3 The State shall endeavor to provide subsidies or incentives to compensate for
4 discounts offered to special or disadvantaged groups other than the incentives
5 provided under existing laws.

6
7 The State shall also reward the use of Public Transport via financial and non-financial
8 incentives to promote the frequent use of Public Transport. The State shall ensure that
9 it is more economical for commuters to use Public Transport more frequently rather
10 than less frequently.

11
12 During periods when transportation services are deficient, the State shall employ
13 alternative approaches to enable additional mobility options for its citizens, including
14 the use of public resources to fill temporary gaps in services, such as government-
15 owned vehicles or through government charter or lease of private vehicles.

16
17 The State shall promote and ensure safe and efficient driving behavior by Public
18 Transport drivers through mandatory trainings and more stringent licensing. To
19 eliminate dangerous on-street competition and behavior among Public Transport
20 drivers, any law, rules, regulations, policies, and practices which provide incentive for
21 drivers related to ridership or fare revenue are hereby repealed and prohibited. Any
22 such agreement between the management of Public Transport companies and Public
23 Transport drivers shall be void for being contrary to law and public policy.

24
25 Streets shall also be designed in accordance with international best practices in road
26 safety design to reduce the occurrence of dangerous driving behavior.

27
28 **SEC. 6. Right to Infrastructure for Pedestrians, Cyclists, and Persons with**
29 **Disabilities.** — The State shall ensure that roads are accessible to persons with
30 impaired mobility, among others, and that adequate and appropriate bicycle lanes are
31 available. For this purpose, the State shall:

- 32
- 33 a) Accord priority to the development of adequate sidewalks and networks of
34 bicycle lanes that encourage Active Transport and provide safe and direct access
35 to priority destinations, such as housing, education, business centers, markets
36 and grocery stores, and Public Transport nodes;
 - 37
 - 38 b) Ensure that all Public Transport stops are accessible to persons with disabilities
39 and impaired movement, including senior citizens;
 - 40
 - 41 c) Prioritize ease of access by pedestrians, especially at Public Transport stops and
42 government facilities, over mobility of private motorized transport;
 - 43
 - 44 d) Ensure that safe and adequate walking and cycling infrastructure is incorporated
45 in the design and implementation of road transport projects at national and local
46 government levels;
 - 47
 - 48 e) Ensure that the comprehensive land use plan of every city includes the
49 development of a city-wide network of safe sidewalks, bicycle lanes, and road
50 lanes to enable travel around the city entirely by foot, bicycle, or by other forms of
51 light mobility;
 - 52

f) Ensure that travel by walking or cycling is no less direct to destinations than travel by private motorized transport. No commuter shall be made to travel above or below street level to cross any street or intersection if it is possible to implement an at-grade crossing. No commuter, when traveling by walking or cycling, shall be made to diverge from his or her route of travel if a commuter traveling by private motorized vehicle would have enjoyed a more direct trip.

In Philippine cities and urbanized municipalities, the State shall ensure that the infrastructure of each barangay includes:

- a) safe foot paths or sidewalks, free of obstructions, well-protected from automobiles, compliant with universal design guidelines, and accessible by pregnant women, elderly, and persons with strollers or wheelchairs;
- b) networks of greenways to encourage active transport modes (walking and cycling);
- c) proper lighting on all roads and footpaths to allow safe travel even after dark;
- d) tactile paving on sidewalks of high-volume transport corridors for the benefit of pedestrians who are blind;
- e) bicycle racks in every transportation hub or terminal and in every commercial, community and activity center. Such racks shall be provided at street level if possible, and at most one level above or below the street; and
- f) Safe intersections and pedestrian crossings such as provision of raised pedestrian platforms, highly visible advance warning signages, adequate street lighting, mid crossing refuges, traffic calming for motorized vehicles and curb outstands to reduce road pavement crossing width.

In addition, the State shall promote light mobility by requiring that buildings have adequate bicycle racks that can accommodate 10% of the anticipated users of such building.

SEC. 7. Right to a Fair Share of Public Road Space. — The State shall ensure that public road space is used in a manner that delivers the greatest socio-economic benefit. The State shall also ensure and prioritize the safety of road users. For this purpose, it shall ensure that the design, engineering, and operation of road infrastructure are appropriate to achieve the goal of road safety and access for non-motorized and vulnerable users.

Because roads are a scarce public asset, the State shall ensure that road space is prioritized for modes of travel (e.g., public transport, walking, cycling, etc.) that move more people and maximize the productivity and social benefit of the public asset. The planning and design of roads must prioritize the needs of pedestrians, micromobility users, and Public Transport users. Public Transport shall also have priority use of road space over private motor vehicles.

The State shall ensure that there is no private appropriation of public road space and foot paths for parking, commerce, or other activities that will restrict public use of, or access to, the road.

1 **SEC. 8. Right to Breathe Clean Air during Travel.** — The State shall take measures
2 to ensure that commuters are able to travel using Public Transport or active transport
3 (e.g., walking or cycling) without compromising their health.
4

5 The State shall ensure that all Public Transport vehicles comply with the emission
6 standards set by the Department of Environment and Natural Resources (DENR),
7 Department of Trade and Industry (DTI), and/or the Land Transportation Franchising
8 and Regulatory Board (LTFRB).
9

10 The State shall also formulate and implement programs and policies aimed at
11 encouraging citizens to commute using cycling or other lighter vehicles, thus reducing
12 vehicle-related pollution emissions. The State shall also provide facilities and programs
13 which support and incentivize the use of cleaner alternative fuels.
14

15 The State shall measure air quality along major transport corridors in all cities and
16 provide this information to the public in real time. When air quality exceeds safe levels
17 according to internationally-accepted standards, particularly from the World Health
18 Organization, the State shall activate emergency procedures with a view to reducing
19 the exposure of the public, especially the young and the elderly, to unclean air.
20

21 **SEC. 9. Right to Information for Efficient and Convenient Travel.** — The State shall
22 provide timely and adequate information so that commuters are able to make good
23 travel plans and choices about modes and routes. For this purpose, the State shall:
24

- 25 a) Make publicly available information on all Public Transport services, including
26 route maps, fares, schedules, and real time vehicle location and availability,
27 including traffic situation, for the convenience of commuters;
28
- 29 b) Ensure that such information is prominently displayed at all stops of public
30 transport services and at other locations deemed necessary or beneficial to
31 commuters;
32
- 33 c) Establish technical standards and regulations for the display of street maps at
34 strategic locations in each neighborhood, for the reference of residents and
35 visitors; and
36
- 37 d) Ensure that, at all ports, airports, and terminals, a 24-hour information/assistance
38 counter will be available to serve the needs of travelers.
39

40 **SEC. 10. Right to Special Attention during Service Breakdowns and to**
41 **Compensation for Deficiencies in Service.** — In the event of a breakdown in a
42 Public Transport service, passengers shall be entitled to receive promptly and without
43 delay, from the transport operator, a full refund of the fare and assistance in securing
44 onward journeys.
45

46 Stranded passengers shall be informed in a timely manner about how they will be
47 redirected to their final destination. If onward journeys are unavailable or unreasonably
48 delayed, the transport operator shall provide its passengers with access to food, water,
49 and waiting area with clean restrooms and ventilation.
50

51 **SEC. 11. Right to Representation and Participation.** — The State shall ensure that
52 the welfare and interest of commuters are considered in all decision-making related to
53 mobility and transportation services. Commuters shall be adequately consulted on all

1 matters affecting the welfare and mobility of commuters.

2
3 **SEC. 12. Annual Public Transportation Services and Infrastructure Plans and**
4 **Programs.** — The Department of Transportation, in coordination with local
5 government units and other concerned stakeholders shall prepare, annually, a national
6 public transportation services and infrastructure plan and program to satisfy the
7 evolving mobility requirements in the country, especially in urban areas.

8
9 Local government units shall also prepare their own local public transportation
10 services and infrastructure plan to ensure the mobility of their citizens within the
11 context of their situation, needs and stages of development.

12
13 Metropolitan authorities and local government units shall also be responsible of
14 measuring, analyzing, and updating the mobility requirements in each locality and to
15 develop plans and programs to address the mobility requirements of their citizens.

16
17 **SEC. 13. Vision Zero in Road Safety.** — The State shall adopt the Vision Zero in
18 road safety, which aims to achieve a highway system with no fatalities or serious
19 injuries involving road traffic. For this purpose, the State shall implement a
20 comprehensive road safety program and allocate funding to implement activities under
21 the five pillars of the Philippine Road Safety Action Plan, namely Road Safety
22 Management, Safer Roads, Safer Vehicles, Safer Road Users, and Post-Crash
23 Response.

24
25 **SEC. 14. Establishment of the National Transportation Safety Board.** — The State
26 shall establish a National Transportation Safety Board (NTSB) which shall collect and
27 process the mobility data for evidence-based transport planning in light of the evolving
28 mobility requirements in the country. The NTSB shall ensure that data in aid of policy
29 and research on mobility are open and are available to the public. These data shall include
30 reliable and accurate road crash data, air pollution levels, and Public Transport routes
31 and travel time information, among others.

32
33 **SEC. 15. Implementing Agencies.** — The Department of Transportation (DOTr),
34 Department of Public Works and Highways (DPWH), Department of Interior and Local
35 Government (DILG), Department of Environment and Natural Resources (DENR),
36 Department of Trade and Industry (DTI), Metropolitan Manila Development Authority
37 (MMDA) and other metropolitan councils, shall be the implementing agencies for this Act,
38 with DOTr as the lead implementing agency with responsibility for coordinating and
39 monitoring all implementation activities.

40
41 The foregoing agencies shall include in their respective budget's funds for the effective
42 implementation of this Act.

43
44 Within two (2) years from the effectivity of this Act, all concerned government
45 agencies, including local government units, shall ensure that relevant technical
46 standards, guidelines, and manuals are amended to incorporate the requirements of
47 this Act.

48
49 **SEC. 16. Implementing Rules and Regulations.** — Within one hundred and eighty
50 (180) days from the effectivity of this Act, the DOTr and the other implementing
51 agencies, upon consultation with relevant on-government organizations, civil society
52 organizations, and academic institutions that champion the welfare of commuters and
53 other stakeholders, shall promulgate the implementing rules and regulations for the

1 effective implementation of this Act.

2
3 **SEC. 17. Penal Provisions.** — Any person in violation of any of the provisions of this
4 Act shall be fined not less than Ten Thousand Pesos (Php10,000) but not more than
5 Five Hundred Thousand Pesos (Php500,000).

6
7 If the offender is a public official, he/she shall also suffer the penalty of perpetual
8 disqualification from holding public office, and be dismissed from government service, after
9 due process.

10
11 **SEC. 18. Separability Clause.** — Any portion or provisions of this Act that may be
12 declared unconstitutional or invalid shall not have the effect of nullifying other portions
13 or provisions hereof as long as such remaining portions or provisions can still subsist
14 and be given effect in their entirety.

15
16 **SEC. 19. Repealing Clause.** — All laws, presidential decrees, executive orders,
17 memoranda, circulars and other issuances or parts thereof, which are inconsistent
18 with this Act, are hereby repealed or modified accordingly.

19
20 **SEC. 20. Effectivity.** — This Act shall take effect fifteen (15) days after its publication
21 in the *Official Gazette* or at least two (2) newspapers of general circulation.

22
23 **Approved,**