

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

**NINETEENTH CONGRESS**  
First Regular Session

**HOUSE BILL NO. 3049**



**Introduced by REPRESENTATIVE CHRISTIAN TELL A. YAP**

**EXPLANATORY NOTE**

The promotion of active mobility presents possibilities for a more efficient transportation system, a greener environment, and a healthier way of living for Filipinos.

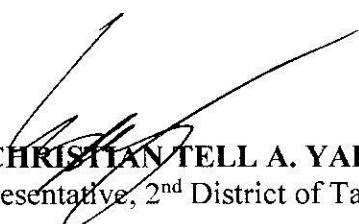
For years, our cities have been hounded by horrendous traffic jams, costing the country about PhP 3.5 billion every day as of 2017.<sup>1</sup> According to the Move as One coalition, 78 percent of road space is currently allotted for private vehicles while 22 percent is allotted for public utility vehicles (PUVs).<sup>2</sup> This, despite 88 percent of residents relying on active or public forms of transportation.<sup>3</sup>

The inequities in the country's transportation system further worsened during the pandemic. At the start of the COVID-19 lockdowns, the operation of various forms of land-based public transportation—including jeepneys, buses, UV express vans, and railways—was stopped, resulting to more difficult commutes for our countrymen. The recent rise in fuel prices have also resulted to higher transport costs for Filipinos, seen with the increase of transport inflation to 17.1 percent in June 2022 from 14.6 percent in May 2022.<sup>4</sup>

Given this, many Filipinos have shifted to using different forms of active mobility, including cycling and walking. Not only has this resulted to daily savings and health benefits for them, but it has also jumpstarted long-due policy discussions on shifting from car-centric streets to “streets for people.”

It is the duty of the State to promote the general welfare of Filipinos through the adoption of policies that promote social justice, advance their right to a balanced and healthful ecology, instill health consciousness among them, and improve their quality of life.<sup>5</sup> Henceforth, this bill seeks to institutionalize various approaches through which the State can effect a cultural change towards active mobility, including the establishment of an Active Mobility Office in every city and municipality, the creation of local Active Mobility Plans, the designation of People's Streets and Bicycle Parks, and the development of a network of Cycling Highways across the country.

In view of the aforementioned reasons, the immediate approval of this measure is sought.

  
**CHRISTIAN TELL A. YAP**  
Representative, 2<sup>nd</sup> District of Tarlac

<sup>1</sup> [https://openjicareport.jica.go.jp/pdf/1000041638\\_03.pdf](https://openjicareport.jica.go.jp/pdf/1000041638_03.pdf)

<sup>2</sup> <https://newsinfo.inquirer.net/1569902/2-year-covid-pause-brings-public-transport-change-but-new-normal-looks-old>

<sup>3</sup> *ibid*

<sup>4</sup> <https://neda.gov.ph/ph-govt-strengthens-policy-interventions-on-supply-sufficiency-agri-productivity-and-targeted-relief-to-curb-inflation-neda/>

<sup>5</sup> <https://www.officialgazette.gov.ph/constitutions/1987-constitution/>

HOUSE OF REPRESENTATIVES

House Bill No. **3049**

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Introduced by REPRESENTATIVE CHRISTIAN TELL A. YAP

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**AN ACT PROMOTING ACTIVE MOBILITY AND APPROPRIATING FUNDS  
THEREFOR**

*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 “Philippine Active Mobility  
2 Act.”  
3

4       **SEC. 2. *Declaration of Policies.*** – In line with the provisions of the Constitution to  
5 promote the general welfare and social justice in all phases of national development, adopt a  
6 holistic approach to health development, and advance the right of the Filipino people to a balanced  
7 and healthful ecology, the State shall:

- 8       a) Promote a shift from car-centric streets towards streets for people;  
9       b) Encourage different forms of active transport;  
10       c) Protect the welfare and safety of commuters and all road users, particularly pedestrians  
11       and cyclists;  
12       d) Ensure that the needs and safety of all road users are fully integrated into the planning,  
13       design, operation, and maintenance of the country’s transportation system;  
14       e) Ensure public participation in crafting and aligning different plans and policies  
15       pertaining to active mobility.  
16

17       **SEC. 3. *Definition of Terms.*** – For the purpose of this Act, the following are hereby  
18 defined as follows:

- 19       (a) *Active Transport* – Refers to physical activity undertaken as a means of transport, such as  
20       walking and cycling;  
21       (b) *Bicycle* – Refers to a pedal-powered vehicle upon which the human operator sits. The term  
22       "bicycle" for these guidelines includes two-wheeled human-powered vehicles;  
23       (c) *Bicycle Facilities* – A general term denoting improvements and provisions to accommodate  
24       or encourage cycling, including parking and storage facilities, and shared roadways;  
25       (d) *Bicycle Lane or Bike Lane* – Refers to a portion of a roadway that has been designated for  
26       preferential or exclusive use by those using bicycles and scooters which is identified by

pavement markings, physical separator and/or signs. It is intended for one-way travel, usually in the same direction as the adjacent traffic lane, unless designed as a contra-flow lane or two-directional;

(e) *Bicycle Park or Bike Park* – Refers to a piece of land designated as a recreational area for off-road or mountain biking. It can also include features such as trail systems, skills courses, pump tracks, and jumps<sup>6</sup>;

(f) *Commuter* – Refers to a person that needs to travel from one place to another, often using a combination of transportation modes to get to their destination;

(g) *Cycling highways* – Refers to high-quality functional routes that enable long-distance cycling<sup>7</sup>;

(h) *Pedestrian* – Refers to a person who is travelling on foot on a road, whether walking or running. The term pedestrian also includes a person with disability who is moving on a road in a wheelchair or similar conveyance;

(i) *Pedestrian walkway* – Refers to pathways which can be used by pedestrians;

(j) *People's Streets* – Refers to streets where motor vehicle through traffic is not permitted, and the only kind of motor vehicle traffic allowed is access by residents of the street, emergency vehicles, or light delivery vehicles by commercial establishments during off-peak hours<sup>8</sup>;

(k) *Primary and secondary roads* – Refer to major roads classified as such by the Department of Public Works and Highways (DPWH).

**SEC. 4. Local Active Mobility Offices.** – An Active Mobility Office (AMO) is hereby established in every city or municipality and shall have the following powers, functions, and responsibilities:

a) Lead the development of the Local Active Mobility Masterplan;

b) Manage the construction and maintenance of pedestrian walkways, bicycle lanes, road signages, and other related infrastructure within the jurisdiction of the locality;

c) Enforce the establishment of people's streets, bicycle facilities, bicycle parks, and other related infrastructures;

d) Ensure that pedestrian walkways and bicycle lanes are free of any obstruction that can compromise the safety of pedestrians and cyclists;

e) Encourage partnership with local and foreign organizations to facilitate easy access to pedestrian infrastructures, bicycles, and bicycle infrastructures;

f) Conduct education and information drives on the benefits of walking in coordination with the Department of Health (DOH) in order to promote the usage of the same;

<sup>6</sup> <https://www.flowformramps.com/about/what-bike-park>

<sup>7</sup> [https://transport.ec.europa.eu/transport-themes/clean-transport-urban-transport/cycling/guidance-cycling-projects-eu/cycling-measures/13-cycle-highways\\_en](https://transport.ec.europa.eu/transport-themes/clean-transport-urban-transport/cycling/guidance-cycling-projects-eu/cycling-measures/13-cycle-highways_en)

<sup>8</sup> <https://www.lguvsocovid.ph/content/local-health-system-playbook-for-active-transport>

g) Conduct education and information drives on the benefits of using bicycles and scooters in coordination with the Land Transportation Office (LTO) and DOH in order to promote the usage of the same;

The staffing pattern of the AMO shall be determined by the city or the municipality concerned, subject to the personnel services (PS) limitations provided for under Section 325 (a) of Republic Act No. 7160 or the Local Government Code of 1991.

**SEC. 5. Local Active Mobility Masterplan.** – The AMO shall lead the creation of the City or Municipality Active Mobility Masterplan, which shall be aligned with the National Transport Policy and the local government unit's (LGU's) existing Local Public Transport Route Plan (LPTRP). For this purpose, the Office shall:

- a) Designate, identify, establish, and maintain the pedestrian walkway network and bike lane network within the jurisdiction of the locality;
- b) Adopt traffic engineering solutions that will complement and support safe walking, cycling, and usage of scooters;
- c) Identify local budget items for the development and improvement of pedestrian walkways and bike lanes;
- d) Approve the technical specifications prepared by the City or Municipal Engineer's Office or other such entity assigned, in order to facilitate procurement or other administrative processes, as may be required; and
- e) Involve different stakeholders in developing the Masterplan, to be appointed by the local chief executive, including the:
  - i. City or Municipal Engineer;
  - ii. City or Municipal Planning and Development Officer;
  - iii. City or Municipal Budget Officer;
  - iv. City or Municipal Traffic Officer;
  - v. City or Municipal Health Officer;
  - vi. One (1) representative from the Sanggunian Bayan or Panlungsod;
  - vii. One (1) representative from the Sangguniang Kabataan;
  - viii. One (1) representative from the local cycling or mobility group;
  - ix. One (1) representative from the persons-with-disability (PWD) sector;
  - x. One (1) representative from the women's sector;
  - xi. One (1) representative from the senior citizens' sector

**SEC. 5. Alignment of Active Mobility Masterplans.** – Provincial Governors shall ensure proper coordination in the development of the Active Mobility Masterplans of the different cities and municipalities within their province. The Chairperson of the Metro Manila Development Authority (MMDA) is instructed to do the same for the cities and municipality of the National

1 Capital Region. Regional Development Councils may also be used to align the different Active  
2 Mobility Masterplans within regions.

3  
4 **SEC. 6. *People's Streets and Bike Parks.*** – Each city or municipality, through the AMO,  
5 are encouraged to designate People's Streets and Bike Parks to encourage walking, biking, and  
6 other forms of active mobility.

7  
8 **SEC. 7. *Cycling Highways.*** – The Department of Public Works and Highways (DPWH)  
9 shall implement a program developing a network of cycling highways across the country. District  
10 Engineers shall study the feasibility of having these highways constructed alongside existing  
11 primary and secondary roads, expressways, and railroads.

12  
13 **SEC. 8. *Appropriations.*** – The Secretary of Public Works and Highways shall incorporate  
14 in the DPWH's program the amount necessary for the planning, conceptualization, and  
15 construction of cycling highways, which shall be included in the General Appropriations Act of  
16 the year following its enactment into law and every year thereafter.

17 Other national government agencies and LGUs shall include in their respective programs  
18 the needed operational and institutional requirements upholding the enumerated rights in this Act,  
19 the initial funding of which shall be charged against their current appropriations. Thereafter, such  
20 sums as may be necessary for the continued implementation of this Act shall be included in the  
21 annual General Appropriations Act.

22  
23 **SEC. 9. *Implementing Rules and Regulations.*** — The Department of Interior and Local  
24 Government (DILG), Department of Transportation (DoTr), DOH, and DPWH shall promulgate  
25 the rules and regulations necessary for the proper implementation of this Act within six (6) months  
26 from its effectivity.

27  
28 **SEC. 10. *Separability Clause.*** - If any provision of this Act is declared unconstitutional or  
29 invalid, other provisions not otherwise affected shall remain in full force and effect.

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31 **SEC. 11. *Repealing Clause.*** - All laws, decrees, orders, rules and regulations or parts  
32 thereof which are inconsistent with this Act are hereby repealed or amended accordingly.

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34 **SEC. 12. *Effectivity Clause.*** - This Act shall take effect fifteen (15) days upon its  
35 publication in the Official Gazette or two (2) newspapers of general circulation in the Philippines.

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37 *Approved,*