



Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

NINETEENTH CONGRESS
First Regular Session

HOUSE BILL NO. 4811



Introduced by Representative Joseph Gilbert F. Violago

EXPLANATORY NOTE

This commendable bill had been filed in the past Congress and the present proponent is acknowledging the wisdom and hard work of his predecessors.

The lockdowns implemented because of the pandemic which paralyzed mass transportation became an eye opener to Filipinos that the use of bicycles is the best alternative mode of transportation in times of transportation crisis, which was almost forgotten by majority of Filipinos who rely on public transportation.

The use of bicycles is economical, environment friendly, helps save our roads and taxpayers money because it is made of lightweight materials, helps decongest our roads, does not require huge parking space and above all, it promotes leisure and improves the health of the cyclists.

This proposed measure will ensure the safety of cyclists throughout the country. It is the responsibility of the State to protect the people, hence with the creation of bicycle lanes in major roads and highways throughout the country, the lives of the cyclists will be ensured.

In view of the foregoing, the urgent passage of this measure is sought.



JOSEPH GILBERT F. VIOLAGO



Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

NINETEENTH CONGRESS
First Regular Session

HOUSE BILL NO. 4811

Introduced by Representative Joseph Gilbert F. Violago

**AN ACT ESTABLISHING INFRASTRUCTURE FOR BICYCLE LANES AND FOR
OTHER PURPOSES**

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

SECTION 1. *Short Title.* – This Act shall be known as the “Bicycle Lanes Act”.

SECTION 2. *Declaration of Policy.* – It is the policy of the State to promote social justice in all phases of national development. Likewise, it is the mandate of the State to protect and promote the right to health of the people and instill health consciousness among them. It is also the responsibility of the State to protect the environment. Towards this end, the State shall establish infrastructures for bicycle lanes in major roads and highways deemed feasible by the appropriate agencies.

SECTION 3. *Definition of Terms.* – As used in the Act, the following terms shall mean:

- a. “Bicycle” shall refer to a vehicle with two wheels, usually propelled by pedals connected to the rear wheel by a chain, and has handlebars for steering;
- b. “Cyclist” shall refer to a person who rides a bicycle;
- c. “Lane” shall refer to a part of the roadway designed to be used by a single line of vehicles in order to control and guide drivers and to reduce traffic conflicts;
- d. “Road” shall refer to a wide way leading from one place to another, which is used for transportation; and
- e. “City or Municipal Traffic Parking Bureau” shall refer to a group assigned by the City or Municipal Government to assist in traffic management and parking of vehicles in the city or municipality.

SECTION 4. *Creation of Bicycle Lanes.* – Major roads and highways shall be provided with bicycle lanes, except when it is not feasible. It shall be identified by the City or Municipal Traffic

Parking Bureau or its equivalent, which shall be under the supervision of the City or Municipal Engineering Office in consultation with the Department of Transportation and the Department of Public Works and Highways.

SECTION 5. *Obligation of the Cyclist to Use the Bicycle Lane.* – The cyclist, when on the road, shall use the bicycle on the bicycle lane at all times, except on the following circumstances:

- a. When overtaking another bicycle or vehicle within the bicycle lane;
- b. When preparing to pass an intersection;
- c. When entering or leaving a road or driveway; and
- d. When avoiding a hazardous object or material or a vehicular accident or an activity of a person or group of people with permit from the government.

SECTION 6. *Use of Bicycles on Roads without Designated Bicycle Lanes.* – When there is no designated bicycle lane on the road, the cyclist should use the outmost right side of the road at all times, except when it needs to enter a road, leave a road, or make a U-turn.

SECTION 7. *Prohibiting the Use of Bicycle Lanes by Motor Vehicles, Exception.* – Motor vehicles are prohibited from using a bicycle lane, except when it needs to enter a road, leave a road, or make a U-turn. Parking on the bicycle lane is prohibited.

SECTION 8. *Penalties.* – Any government official who approved the construction or rehabilitation of a major road or highway without bicycle lanes will be penalized with a fine of Thirty Thousand Pesos (P30,000.00) but not more than Fifty Thousand Pesos (P50,000.00), or suspension from work for a period of one (1) month but not more than one (1) year, or both, if found guilty. The same applies to any government official who fails to provide the required bicycle lane within his jurisdiction.

SECTION 9. *Appropriations.* – The amount needed for the implementation of this Act shall be included in the General Appropriations Act. The concerned Local Government Units may provide funds necessary for the implementation of this Act.

SECTION 10. *Implementing Rules and Regulations.* – Within thirty (30) days after the effectivity of this Act, a committee shall be formed to create the Implementing Rules and Regulations (IRR) for the implementation of this Act. The committee shall be composed of the following:

- a. City or Municipal Mayor or his authorized representative;
- b. Head of the City or Municipal Traffic and Parking Bureau or his authorized representative;
- c. Secretary of the Department of Transportation or his authorized representative;
- d. Secretary of the Department of Public Works and Highways or his authorized representative;
- e. Secretary of the Department of Interior and Local Government or his authorized representative;
- f. Representative from the Land Transportation Office;

- g. Representative from the Department of Environment and Natural Resources;
- h. Representative from the Philippine National Police; and
- i. Four (4) representatives from bicycle organizations.

Within six (6) months following the effectivity of this Act, the Secretary of the Department of Transportation shall promulgate the IRR of this Act.

SECTION 11. *Separability Clause.* – If any part or provision hereof is declared invalid or unconstitutional, the remaining parts or provisions not affected shall remain in full force and effect.

SECTION 12. *Repealing Clause.* – Any law, presidential decree or issuance, executive order, letter of instruction, administrative order, rule or regulation contrary to or inconsistent with the provisions of this Act is hereby repealed or amended accordingly.

SECTION 13. *Effectivity.* – This Act shall take effect fifteen (15) days after its publication in the *Official Gazette* or in at least two (2) newspapers of general circulation.

Approved,