

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

NINETEENTH CONGRESS
First Regular Session

HOUSE BILL NO. 7753



Introduced by Representative Eduardo Roa Rama Jr.

EXPLANATORY NOTE

The use of bicycles as a mode of safe and efficient transportation is not novel to the Filipino. However, due to the heavy traffic and a more positive disposition towards active lifestyles, more and more Filipinos have decided to get on their bikes to get from one point to another.

According to a SWS survey, 20% of households owned at least one bicycle by May 2021, while 5% of households indicated that they owned a four-wheeled motor vehicle, outnumbering the motor-vehicle users by a staggering 4:1 ratio.¹ Similarly, a survey commissioned by the Department of Health in 2020 shows that 85% of Filipinos agree that their city or municipality could become a great place for cycling or walking, and a further 87% agreeing that our cities are better off with cycling and walking being prioritized over private vehicles.²

Despite the aforementioned facts, bicycles have been largely invisible to transportation planners and government officials in the drafting of urban development plans, traffic plans and policy development. There are no set and clear guidelines to ensure that cycling is safer for Filipinos. This legislative measure seeks to institutionalize a framework for the regulation of cyclists by clearly defining the rights, duties, and their obligations. Moreover, on the part of the government, this measure seeks to ensure the safety of the cyclists and the riding public by mandating the creation of

¹ Bosshard, H. "SWS: Bike usage increased in PH during the pandemic". 7 February 2022. <https://visor.ph/bikes/sws-bikes-are-preferred-mode-of-transpo-in-ph/>

² Id.

bikeways and interconnecting bicycle lane networks and integrating the same to infrastructure projects nationwide. It's about time that we create policies and build infrastructure that benefit the riding public by ensuring that they can travel on their bikes safely, as in the end we can all benefit from a much more livable country.

Thus, the passage of this bill is earnestly sought.



EDUARDO ROA RAMA JR.

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**AN ACT PROVIDING FOR BICYCLE RIGHTS, CREATION OF LOCAL BIKEWAYS
OFFICE (LBO), ESTABLISHING INFRASTRUCTURE IN RELATION THERETO
AND FOR OTHER PURPOSES**

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

1 **SECTION 1. Short Title.** - This Act shall be known as the "Philippine Bicycle Act."

2 **SECTION 2. Declaration of Policy.** - It is the policy of the State to protect and promote the right
3 to health of the people and instill health consciousness among them and to protect and advance the
4 right of the people to a balanced and healthful ecology in accord with the rhythm and harmony of
5 nature.

6 Likewise, in view of the fluctuating fuel prices in the world market, the State recognizes the need for
7 cheaper alternative means of transportation and encourages the use of non-motorized and
8 environment friendly modes of transport.

9 **SECTION 3. Definition of Terms.** - For the purpose of this Act, the term:

- 10 a. **"Bicycle"** means any two wheeled vehicle having a rear drive which is solely human powered
11 and having a seat height of 25 inches or greater when the seat is in the lowest possible position;
12 b. **"Local Bikeways Office (LBO)"** refers to the agency in charge of implementing policies,
13 rules and regulations pertinent to this Act;
14 c. **"Cyclist"** shall refer to drivers of bicycles;

- d. **"Department"** shall refer to the Department of Public Works and Highways;
- e. **"Driver"** means any person who drives a vehicle, motorized or nonmotorized;
- f. **"Lane"** means any longitudinal strips designated for passage of bicycles;
- g. **"Non-Motorized Transport (NMT)"** means any vehicle which does not use a motorized engine;
- h. **"Road"** means the entire surface of any way or street open to public traffic.

SECTION 4. Creation of Bikeways. – All main roads and highways shall be provided with Bicycle Lanes or "bikeways" identified by the Local Bikeways Office under the supervision of the city or municipal engineering office.

SECTION 5. Powers and Functions of the Local Bikeways Office. – The LBO shall be an adjunct of the city or municipal engineering office and shall have the following powers and functions:

- a. To manage the construction and maintenance of a bikeway network including the identification of a bikeway roadmap;
- b. To establish provision of safe and strategic parking facilities, road signages and maps, including the planting of trees in designated areas of the network;
- c. To encourage partnership with local and foreign organizations to facilitate easy access to bicycles;
- d. To conduct education and information drives on the benefits of using bicycles or NMTs in order to promote the usage of the same;
- e. To cause all bicycles operating on the bikeways to be registered and determine therefore the manner of such registration;
- f. To maintain and keep a bicycle registry where the LBO, within sixty (60) days from the approval of this Act, shall have formulated a system of procedure pertinent to bicycle registration.

SECTION 6. Establishment of a National Bike Program. – Within 6 months from the issuance of Internal Rules and Regulations (IRR), the DOTr in coordination with DPWH and NEDA, shall

1 come up with a National Bike Program which shall formulate the policies and roadmap on the national
2 and local bicycle transportation system.

3 **SECTION 7. Bicycle Park.** – Each city or municipality shall create, through the LBO and the city
4 or municipal engineering office, a Bicycle Park where provisions for bicycles are present such as but
5 not limited to bikeways, bicycle parking areas and similar infrastructure. Such Bicycle Parks shall be
6 funded by the city or municipality by allocating thirty percent (30%) of their respective revenues raised
7 from miscellaneous activities like parking and license fees.

8 **SECTION. 8. Bicycle Awareness Program.** – The Secretary of DOTr, in cooperation with the
9 Department of Education (DepEd), the Commission on Higher Education (CHED), and the LGUs,
10 shall establish an educational program to increase awareness of bike safety and road sharing. The
11 program shall be designed for cyclists, traffic enforcers, motorists, and all road users. The program
12 shall include the following:

- 13
14 a. Traffic education and enforcement;
15 b. Motorist Awareness and Road-Sharing; and
16 c. Bicycle and pedestrian safety.
17

18 **SECTION 9. Rights, Duties and Obligations of Cyclists.** – The following shall be the rights,
19 duties and obligations of cyclists:
20

- 21 a. Ride on any public road or street provided that it has been designated as a bikeway except
22 highways or where signs specifically prohibiting bikes have been posted;
23 b. Every person riding a bicycle on the designated bikeways shall be granted all the rights and
24 shall be subject to all the duties applicable to drivers of motorized vehicles except those which
25 by their nature are inapplicable;
26 c. A trailer or semitrailer may be attached to the bicycle;
27 d. Right and left turn signals shall be given not less than 100 feet from turn and while stopped
28 waiting to turn. Such signals may be given intermittently rather than continuously if the hand
29 giving the signal is needed to control the bicycle;
30 e. An audible signal shall be given before overtaking;

- f. When riding at night, a bicycle shall be equipped with reflective material visible from both sides for at least six hundred (600) feet, or a lighted lamp visible from both sides for at least five hundred (500) feet from a motor vehicle;
- g. A bicycle and its corresponding cyclist may be equipped with additional lights and reflectors;
- h. A cyclist shall keep one hand on the handlebar at all times;
- i. A cyclist must always wear a helmet properly where the chin strap is securely fastened;
- j. Every bicycle shall be equipped with brakes that are capable of stopping the bicycle within twenty-five (25) feet from a speed of 10mph on dry, clean level pavement;

SECTION 10. Restrictions. – The following are restrictions imposed upon cyclists and the right to use a bicycle:

- a. No bicycle shall carry more persons that it was designed to carry except when another regular seat or trailer towed by the bicycle is present;
- b. Persons riding a bicycle shall not cling to another vehicle while in the designated bikeway;
- c. Bicycles may not be parked in areas other than those specifically designated as such by the CBO;
- d. A cyclist shall not ride a bicycle on a sidewalk or crosswalk;
- e. A cyclist shall not carry anything on the bicycle unless it is in a basket, bag, rack or trailer designed for that purpose;
- f. A modified bicycle is not allowed on the bikeways, or that which makes the hands higher than the shoulders when gripping the handlebars;
- g. Ownership or custody of a bicycle which has a destroyed, removed, altered, covered or defaced serial number;
- h. No person shall operate a bicycle at a speed greater than is reasonable and prudent under the conditions then existing.

SECTION 11. Obedience to Traffic Laws and Devices. – Any person operating a bicycle shall obey the instructions of official traffic control signs, and other control devices applicable to vehicles, unless otherwise directed by a police officer. Whenever authorized signs are posted, a person operating a bicycle shall not disobey the direction of such sign except when that person dismounts from the bicycle, in which case such person shall then obey the regulations applicable to pedestrians. No person shall ride or operate a bicycle in any direction except that permitted for vehicular traffic traveling

on the same side of the bikeway.

SECTION 12. Flagging By a Police Officer. - A uniformed police officer, or any deputized traffic officer, may stop, inspect and test a bicycle that is suspected to be unsafe or to have improper equipment. He may also stop any cyclist operating the bicycle in such a manner as to pose danger to others.

SECTION 13. Riding on Bicycle Lanes. - Every person operating a bicycle upon a designated bikeway lane shall remain inside such lane, exercising due care when passing a standing vehicle or a vehicle proceeding in the same direction. When a person operating a bicycle upon a bikeway at a speed less than the normal speed of traffic, such person may move out of the lane under any of the following circumstances:

- a. Whenever overtaking or passing another bicycle, vehicle or pedestrian within the lane or about to enter the lane if such overtaking or passing cannot be done safely within the lane;
- b. When preparing for a turn at an intersection or into a private road or driveway;
- c. When reasonably necessary to leave the bicycle lane to avoid debris or hazardous conditions.

SECTION 14. Yielding Right-of-Way From Bicycle Paths to Sidewalks. - Every person riding a bicycle on a bikeway that is about to enter or cross a roadway shall yield the right-of-way to all traffic on such roadway.

SECTION 15. Motor Vehicles In Bikeways. - Whenever a bikeway has been established on a road, any person operating a motor vehicle on such road shall not drive in the bikeway except to park when parking is permitted, to enter or leave the road or prepare for a turn.

SECTION 16. Exercise of Due Care. - Every cyclist shall exercise due care to avoid colliding with any pedestrian, or any person operating a bicycle or other device propelled by human or animal power, upon any road, and shall give warning by sounding the horn when necessary and shall exercise proper precautions upon observing any child or any incapacitated person upon a road.

SECTION 17. Bicycle Lane Network to Link Cities and Municipalities. The Departments of Transportation, Public Works and Highways, Interior and Local Government, Metro Manila

1 Development Authority and the local government units shall plan and construct an interconnecting
2 bicycle lane network to link cities and municipalities and pursue similar approaches towards a
3 sustainable and low carbon emission transport system.

4 **SECTION 18. Penalties. –**

5 a. Any person who violates any of the provisions of this Act shall be subject to the penalty of a
6 fine of not less than Five Thousand Pesos (P5,000.00) but not more than Ten Thousand Pesos
7 (P10,000.00).

8 b. Any public works official who approves the construction of roads or highways without the
9 required bike lanes in their design shall be subject to the penalty of a fine of not less than Ten
10 Thousand Pesos (PHP 10,000) but not more than Thirty Thousand Pesos (PHP 30,000,) the
11 penalty of suspension, or both.

12 c. Any person violating the prohibition on the use of bike lanes by motor vehicles shall be subject
13 to the penalty of a fine of not less than Five Thousand Pesos (PHP 5,000) for the 1st Offense;
14 Ten Thousand Pesos (PHP 10,000) for the 2nd Offense; Fifteen Thousand Pesos (PHP
15 15,000) and the suspension of driver's license for a period of three (3) months for the 3rd
16 Offense; and Twenty Thousand Pesos (PHP 20,000) and the revocation of driver's license for
17 the 4th Offense.

18 If such violation causes damage or injury to persons or property then the appropriate
19 provisions of the Civil Code and the Revised Penal Code shall take effect.

20 **SECTION 19. Observance of the Carless Day. –** To promote the use of bicycles, the country shall
21 participate in the annual celebration of World Car-Free Day every second Sunday of September and
22 observe the National Car-Free Day every second Sunday of April.

23 **SECTION 20. Nationwide Public Information Campaign. –** The DOTr and its attached
24 agencies, in coordination with the Philippine Information Agency (PIA), Department of Education
25 (DepEd), Commission on Higher Education (CHED), Department of the Interior and Local
26 Government (DILG), Department of Health (DOH), Philippine National Police (PNP), Metropolitan
27 Manila Development Authority (MMDA) and private agencies and organizations, shall undertake

1 nationwide information, education, and communication campaign for a period of six (6) months upon
2 the promulgation of the rules and regulations implementing the provisions of this Act.

3 **SECTION 21. External Financing.** – The DOTr, in coordination with the Department of
4 Environment and Natural Resources (DENR), shall explore the possibility of accessing a range of
5 global environment funds to assist in the funding of sustainable public transport systems and less
6 polluting energy supplies.

7 **SECTION 22. Separability Clause.** - If any provision or part hereof, is held invalid or
8 unconstitutional, the remainder of the law or the provision not otherwise affected shall remain valid
9 and subsisting.

10 **SECTION 23. Repealing Clause.** - Any law, presidential decree or issuance, executive order, letter
11 of instruction, administrative order, rule or regulation contrary to or is inconsistent with the provision
12 of this Act is hereby repealed, modified, or amended accordingly.

13 **SECTION 24. Effectivity Clause.** - This Act shall take effect fifteen (15) days after its publication
14 in at least two (2) newspapers of general circulation.

15 Approved.