

Republic of the Philippines
HOUSE OF REPRESENTATIVES

NINETEENTH CONGRESS
First Regular Session

House Bill No. 8168



Introduced by Representative Maria Rachel J. Arenas

**AN ACT PROMOTING AND RECOGNIZING BICYCLES AS AN ALTERNATIVE
MODE OF TRANSPORTATION, AND FOR OTHER PURPOSES**

EXPLANATORY NOTE

The Constitution provides that the State shall protect and promote the right to health of the people and instill health consciousness among them. It is also the duty of the State to protect the environment for a balanced and healthful ecology. However, the worsening traffic in the Philippines, especially in highly urbanized arenas in the country, has adversely affected the health of many Filipinos and has also left detrimental effects to the environment.

The Philippines ranked 69th most polluted country out of 131 countries and territories based on the 2022 edition of the **World Air Quality Report** by the Swiss air quality technology company **IQAir**. The country's air quality is still three times higher than the annual average prescribed by the **World Health Organization**. According to the **State of Global Air Report in 2019**, the Philippines is among the top 10 countries with the highest mortality burden attributable to air pollution, with 64,000 deaths. While our air quality has slightly improved in the last 4 years, it is still considered three times higher than what is considered safe. Aside from air pollution, traffic jams are also causing unnecessary stress to drivers and commuters which affect their mental well-being. Due to these perennial problems, there has been a need to provide for an alternative and more sustainable mode of transportation.

With the social distancing protocols under the new normal brought about by the lingering Covid-19 pandemic, bicycles have become an important and safer mode of transportation. The Bill proposes to recognize bicycles as one of the alternative and sustainable modes of

transportation in the country. The need for corresponding bicycle infrastructures and facilities are also provided for in this bill in order to properly integrate bicycles as part of the Philippine public transportation system.

The use of bicycles should no longer be seen as merely for leisure purposes but rather it should be recognized as an important non-motorized and environment-friendly mode of transportation that many Filipinos can benefit from.

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

A handwritten signature in black ink, appearing to read 'Maria Rachel J. Arenas', with a long horizontal flourish extending to the right.

MARIA RACHEL J. ARENAS
Representative
3rd District of the Province of Pangasinan

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

Section 1. *Title.* - This Act shall be known as the “Bicycle Act of 2023”.

Section 2. *Declaration of Policy.* – The Constitution protects and advances the right of the Filipino people to a balanced and healthful ecology in accord with the rhythm and harmony of nature. Pursuant to this, it is the policy of the State to develop and promote alternative modes of transportation by encouraging the use of non-motorized and environment-friendly vehicles,

Section 3. *Bicycle as an Alternative Mode of Transportation.* – The use of bicycles is hereby recognized as an alternative mode of transportation. A bicycle refers to a device that a person may ride which is propelled by human power and has two (2) tandem wheels, at least one (1) of which is more that fourteen (14) meters in diameter. Biking shall be incorporated as part of public transportation as it effects multiple benefits, such as, but not limited to:

(a) a sustainable source of transportation;

- (b) an economically viable non-motorized vehicle;
- (c) an environment-friendly and pollution-free alternative to motorized vehicles; and
- (d) an active and healthy lifestyle.

Section 4. *Bicycle as Part of the Transportation Plan.* – The comprehensive plan of the Department of Transportation (DOTr) shall recognize the use of bicycles as an alternative mode of transportation and shall integrate the development of the necessary infrastructures to support and promote biking.

Section 5. *Bike Lanes and Other Infrastructure.* – The DOTr with the Department of Public works and Highways (DPWH) and in coordination with the concerned local Government Units (LGUs), shall take the lead in the designation of bicycle lanes which shall serve as exclusive passage for cyclists. Motor vehicles are prohibited from being driven or parked on any bike lane.

The bike lanes shall be separated by a physical barrier, whenever possible, and shall be clearly identified with signs and/or pavement markings. In cases where the installation of a physical barrier is not feasible, the lane for bicycles shall be identified through reflectorized painted lines.

Other bike infrastructure facilities shall include, but are not limited, to the following:

- (a) Sidewalk improvements;
- (b) Traffic calming and speed reduction improvements;
- (c) Pedestrian and bicycle crossing improvements;
- (d) Traffic signages pertaining to bicycles;
- (e) Off-street pedestrian and bicycle facilities; and
- (f) Traffic diversion improvements.

Section 6. *Parking and Other Bike Parking Facilities.* – All public places, government officers, schools, major business establishments, including malls, banks, restaurants, hospitals, and the like, are hereby required to provide adequate bicycle racks for bike parking and other infrastructure as far as practicable.

Section 7. *Shower and Changing Room.* – The DOTr, together with the Department of Interior and Local Government (DILG) shall formulate guidelines on the establishment of shower and changing rooms in bike parking areas.

Section 8. *Participation of the Private Sector.* – The private sector shall be encourage to participate in the promotion of biking as an alternative mode of transportation and in the development of the necessary infrastructure, facilities and programs of its implementation.

Section 9. *Appropriations.* – The amount necessary for the implementation of this Act shall be included in the annual appropriation of the DOTr and DPWH.

Section 10. *Separability Clause.* – Should any provision herein be subsequently declared invalid or unconstitutional, the same shall not affect the validity or the legality of the other provisions not so declared.

Section 11. *Repealing Clause.* – All laws, presidential decrees, executive orders, rules and regulations, other issuances, and parts thereof, which are inconsistent with the provisions of this Act, are hereby repealed and modified accordingly.

Section 12. *Effectivity.* – This Act shall take effect fifteen (15) days after publication in the least (2) newspaper of general circulation.

Approved.