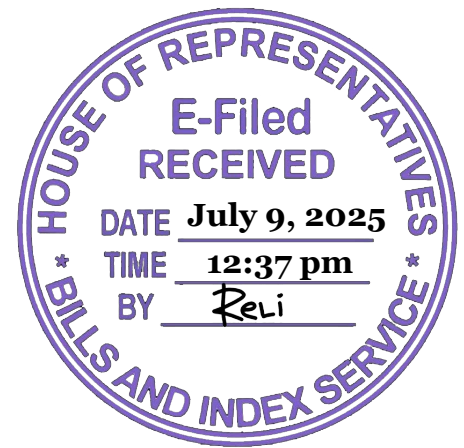


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Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

First Regular Session
TWENTIETH CONGRESS

House Bill No. 1631



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Introduced by REP. JESUS MANUEL "BONG" C. SUNTAY

EXPLANATORY NOTE

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Mobility is a cornerstone of inclusive urban development. In recent years, the role of active transport, particularly cycling, has shifted from a marginal policy concern to a national imperative—driven by public health, environmental sustainability, climate resilience, and economic accessibility. The COVID-19 pandemic exposed critical vulnerabilities in the Philippine transport system and accelerated public demand for safer, more affordable, and human-scaled mobility options.

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This bill institutionalizes the Philippine Bicycle Act, which aims to integrate cycling into the country's transportation planning as a recognized and protected mode of mobility, not merely a recreational activity. It mandates a national policy for the design, implementation, monitoring, and funding of cycling infrastructure and systems, in close coordination with local government units and national agencies.

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The measure builds on the principles enshrined in:

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Article XIII, Section 11 of the 1987 Constitution, which guarantees access to essential public services;

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1. RA 7160 (Local Government Code), which mandates local autonomy and the delivery of transport and infrastructure services;
 2. RA 9729 (Climate Change Act) and RA 9513 (Renewable Energy Act), which both support non-motorized, low-carbon mobility as a climate adaptation and mitigation strategy;
 3. The Sustainable Development Goals (SDG 11.2), which call for universal access to safe, affordable, and sustainable transport by 2030;
 4. The Philippine Development Plan (PDP) and National Transport Policy (NTP), which promote multimodal, inclusive, and resilient urban mobility systems.

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Key features of the bill include:

- 1 1. Mandating the creation of dedicated, protected, and inclusive bike lane networks
2 across all national and local roads;
- 3 2. Institutionalizing Local Bicycle Offices (LBOs) and dedicated transport planners
4 at the LGU level;
- 5 3. Requiring the integration of bicycle infrastructure in public transport systems,
6 terminals, and government facilities;
- 7 4. Imposing obligations on both public and private sectors to provide bike parking,
8 end-of-trip facilities, and commuter safety measures;
- 9 5. Incentivizing the adoption of bike-to-work programs by employers through fiscal
10 and regulatory support;
- 11 6. Establishing a National Bicycle Data Dashboard under the Department of
12 Transportation to support evidence-based policymaking;
- 13 7. Protecting vulnerable road users through design standards, enforcement units,
14 and education campaigns.

15 The bill is grounded in mobility justice and seeks to rectify structural inequalities in
16 public transport investment. The majority of Filipinos rely on walking, cycling, and
17 public transport to access employment, education, and healthcare. Yet decades of car-
18 centric planning have excluded low-cost modes from infrastructure priorities. By
19 institutionalizing cycling as a rightfully funded and regulated mode of transport, this
20 measure shifts the policy paradigm toward inclusive and sustainable urban mobility.

21 Moreover, cycling offers a concrete and scalable response to the worsening effects of
22 climate change, urban congestion, and fuel dependency. As the Philippines contends
23 with rising transport emissions and worsening air quality, investment in active transport
24 emerges as both a public health strategy and a climate imperative.

25 This bill does not merely promote cycling—it reframes it as a pillar of sustainable
26 development, urban equity, and climate resilience. Its enactment will institutionalize
27 decades of fragmented advocacy into a coherent, enforceable, and future-oriented
28 mobility system for the Filipino people.

29 By passing this bill, we move toward a future that is healthier, more accessible, and
30 sustainable for all road users.

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36 **REP. JESUS MANUEL “BONG” C. SUNTAY**

1 **Republic of the Philippines**
2 **HOUSE OF REPRESENTATIVES**
3 **Quezon City**

4
5 **First Regular Session**
6 **TWENTIETH CONGRESS**
7

8 **House Bill No. 1631**
9

10 Introduced by REP. JESUS MANUEL “BONG” C. SUNTAY
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14 **AN ACT REGULATING THE USE OF BICYCLE AS AN ALTERNATIVE MODE**
15 **OF TRANSPORTATION, DEFINING THE RIGHTS OF BICYCLE RIDERS,**
16 **ESTABLISHING REQUISITE INFRASTRUCTURE FACILITIES, AND**
17 **APPROPRIATING FUNDS THEREFOR**
18

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

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22 **SEC. 1. Short Title.** – This Act shall be known as the “Philippine Bicycle Act.”
23

24 **SEC. 2. Declaration of Policy.** – The State recognizes the bicycle as a sustainable
25 and environment-friendly mode of transportation. It shall promote the safe and efficient
26 use of bicycles as a mode of transportation and encourage the use of bicycles in the
27 country’s land transport system. The State shall also ensure that cyclists enjoy the same
28 rights as other road users.
29

30 **SEC. 3. Definition of Terms.** – For purposes of this Act, the following terms are
31 hereby defined:

32 (a) Bicycle refers to any two or three-wheeled vehicle propelled by human power
33 through pedals.

34 (b) Cyclist refers to any person who rides a bicycle.

35 (c) Bikeway refers to any road, path, or way specifically designated for bicycle travel.

36 (d) Bicycle Lane refers to a portion of a roadway that is designated by striping, signage,
37 and pavement markings for the preferential or exclusive use of bicycles.

38 (e) Shared Use Path refers to a bikeway physically separated from motorized vehicular
39 traffic and shared with pedestrians and other non-motorized users.
40

41 **SEC. 4. Integration into the National Transportation Plan and Creation of**
42 **the National Bicycle Data Dashboard.** – The Department of Transportation
43 (DOTr), in coordination with the Department of Public Works and Highways (DPWH),
44 the Department of the Interior and Local Government (DILG), the Metropolitan Manila
45 Development Authority (MMDA), the Department of Health (DOH), and the National
46 Economic and Development Authority (NEDA), shall include the development and

1 promotion of a National Bicycle Program in the country's land transportation plan and
2 policy formulation.

3
4 (a) Within one (1) year from the effectivity of this Act, the Department of Transportation
5 (DOTr), in coordination with the Department of Information and Communications
6 Technology (DICT), shall develop, launch, and maintain a National Bicycle Data
7 Dashboard (NBDD) — an open-access, centralized, and interactive digital platform
8 designed to collect, monitor, visualize, and disseminate bicycle-related data nationwide.

9 (b) The NBDD shall serve as a policy, planning, and transparency tool for government
10 agencies, LGUs, civil society organizations, private sector stakeholders, and the general
11 public.

12 (c) The Dashboard shall include, but not be limited to, the following real-time and
13 regularly updated data sets:

- 14 1. Inventory and location of existing bicycle lanes and infrastructure;
- 15 2. Number and location of registered Local Bicycle Offices (LBOs);
- 16 3. Bicycle parking facility compliance by public and private institutions;
- 17 4. Annual LGU bicycle budget allocations and project accomplishments;
- 18 5. Reported bicycle-related accidents, violations, and enforcement actions;
- 19 6. Mode share data and cyclist volume counts (manual or automated);
- 20 7. Public feedback and satisfaction surveys on biking infrastructure;
- 21 8. Corporate and NGO initiatives supporting bicycle transport.

22 (d) The DOTr and DICT shall jointly issue guidelines within six (6) months from the
23 effectivity of this Act outlining:

- 24 • Data reporting standards and formats;
- 25 • Frequency and channels of data submission;
- 26 • Interoperability with existing LGU and agency databases;
- 27 • Privacy protection and anonymization protocols for personal data.

28 (e) All LGUs, LBOs, DPWH district offices, MMDA, LTFRB, LTO, DepEd, and other
29 concerned agencies shall be mandated to submit data quarterly in accordance with the
30 NBDD guidelines.

31 (f) The DOTr shall allocate funding under its regular appropriations for the
32 development, maintenance, and continuous upgrading of the Dashboard. Technical
33 assistance may also be sourced from development partners and climate finance
34 mechanisms.

35 (g) The DOTr shall publish an Annual State of Cycling Report summarizing key findings,
36 trends, and recommendations based on NBDD analytics. This report shall be submitted
37 to Congress and made publicly accessible online.

38
39 **SEC. 5. Local Bicycle Office.** – A Local Bicycle Office (LBO) shall be established in
40 every city and municipality to implement bicycle policies and promote bicycle use in
41 their respective areas. The LBO shall:

- 42 (a) Plan and implement bicycle-related projects;
 - 43 (b) Coordinate with national and local stakeholders;
 - 44 (c) Conduct education and awareness campaigns;
 - 45 (d) Maintain bicycle infrastructure and facilities.
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1 **SEC. 6. Designation of Bicycle Lanes.** – Within two (2) years from the effectivity of
2 this Act, all primary and secondary roads shall have designated bicycle lanes. The
3 DPWH, in coordination with the DOTr and concerned LGUs, shall identify and
4 prioritize roads and streets to be developed into bikeways and bicycle lanes.
5

6 **SEC. 7. Installation of Bicycle Parking Facilities.** – All government agencies,
7 schools, business establishments, shopping malls, hospitals, banks, and similar public
8 places shall provide bicycle parking facilities.

9 (a) All public and private buildings, establishments, and institutions that cater to the
10 public, including but not limited to government offices, educational institutions,
11 shopping malls, banks, markets, hospitals, transport terminals, parks, and commercial
12 complexes, shall be required to install designated and secure bicycle parking facilities
13 within their premises.

14 (b) The Department of Public Works and Highways (DPWH), in coordination with the
15 Department of Transportation (DOTr), the Department of the Interior and Local
16 Government (DILG), and the Department of Trade and Industry (DTI), shall issue a
17 National Bicycle Parking Design and Compliance Manual within ninety (90) days from
18 the effectivity of this Act. This manual shall prescribe:

- 19 1. Minimum number of parking slots based on foot traffic and floor area;
- 20 2. Location and visibility requirements;
- 21 3. Security standards including lighting and CCTV coverage;
- 22 4. Protection from sun, rain, and flooding;
- 23 5. Requirements for accessibility and signage.

24 (c) For all existing buildings, compliance shall be mandatory within one (1) year from
25 the issuance of the design manual. For new or renovated buildings, installation of
26 compliant bicycle parking shall be a precondition to the issuance of building and
27 occupancy permits, to be enforced by local building officials and LGUs.

28 (d) The Local Bicycle Office (LBO), in coordination with the Office of the Building
29 Official (OBO), shall conduct annual compliance audits and maintain an inventory of
30 bicycle parking facilities within its jurisdiction.

31 (e) Non-compliant establishments shall be subject to administrative fines ranging from
32 ₱10,000 to ₱50,000 and shall be given sixty (60) days to comply. Continued non-
33 compliance shall be a ground for the suspension or non-renewal of business permits or
34 building occupancy clearances.

35 (f) LGUs may offer local incentives such as discounts on real property tax or fast-tracked
36 permitting to private entities that exceed minimum requirements or install publicly
37 accessible bicycle parking.

38 (g) Bicycle parking data shall be submitted to the DOTr for inclusion in the National
39 Bicycle Data Dashboard, to monitor access and coverage across all urban centers.
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42 **SEC. 8. Development of Related Bicycle Facilities and Integration with**
43 **Public Transport.** – The DPWH, in coordination with the DOTr and LGUs, shall
44 develop bicycle-related infrastructure such as signage, bicycle crossings, bike-friendly
45 sidewalks, and off-street paths. All major transit terminals (LRT, MRT, PNR, bus
46 depots) shall provide bike-on-board options and secure parking. DOTr shall issue
47 implementing guidelines within six (6) months.

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2 **SEC. 9. Establishment of Bike Parks.** – The construction of bicycle parks and rest
3 stops shall be encouraged in every locality and shall be included in the local
4 development plans.

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6 **SEC. 10. Rights of Cyclists.** – Cyclists shall have the right to:
7 (a) Use public roads and highways, except for limited access highways;
8 (b) Be protected from discrimination or harassment by other road users;
9 (c) Be treated with courtesy and respect on the road;
10 (d) Access to safe and secure parking and support infrastructure.

11
12 **SEC. 11. Responsibilities of Cyclists.** – Cyclists must:
13 (a) Wear appropriate safety gear including a helmet;
14 (b) Use lights and reflectors when riding at night;
15 (c) Obey traffic laws and local ordinances;
16 (d) Maintain their bicycles in safe working condition.

17
18 **SEC. 12. Limitation in the Use of Bicycle.** – A cyclist shall:
19 (a) Not carry more persons than the bicycle is designed to accommodate;
20 (b) Not attach the bicycle to any moving vehicle;
21 (c) Not carry loads that hinder control of the bicycle;
22 (d) Yield the right-of-way to pedestrians.

23
24 **SEC. 13. Staying within the Bicycle Lane.** – A cyclist must stay within the
25 designated bicycle lane, unless overtaking or avoiding hazards. Bicycles shall ride in
26 single file when in groups, unless overtaking.

27
28 **SEC. 14. Flagging Unsafe Bicycles and Reckless Riding.** – A law enforcement
29 officer may stop a cyclist for inspection and issue a warning or citation if:
30 (a) The bicycle is unsafe;
31 (b) The rider is violating any road regulation;
32 (c) The rider is endangering others.

33
34 **SEC. 15. Overtaking Distance.** – Motor vehicles overtaking a bicycle must maintain
35 a distance of at least 1.5 meters to ensure safety.

36
37 **SEC. 16. Prohibition of Motor Vehicles on Bicycle Lanes.** – Motor vehicles are
38 prohibited from using designated bicycle lanes except when turning or entering/exiting
39 an establishment, provided they yield to cyclists.

40
41 **SEC. 17. – Implementation of Bike-to-Work Incentive Programs**

42 (a) Within six (6) months from the effectivity of this Act, the Department of Labor and
43 Employment (DOLE), in coordination with the Department of Transportation (DOTr),
44 the Department of Trade and Industry (DTI), and the Bureau of Internal Revenue (BIR),
45 shall formulate and implement a National Bike-to-Work Incentive Program for public
46 and private employers.

(b) Under the program, employers shall be encouraged and guided to adopt the following measures:

- Provision of secure bicycle parking, showers, and locker rooms within office premises;
- Granting of monthly transport subsidies for employees who regularly bike to work;
- Adoption of flexitime or staggered work schedules for bicycle commuters to avoid rush-hour hazards;
- Establishment of corporate shared bicycle fleets for internal mobility.

(c) Employers who implement any two (2) or more of the above measures shall be entitled to a deductible expense equivalent to 150% of the actual cost incurred for bicycle-related infrastructure and programs, subject to BIR rules and ceilings to be issued within 90 days of this Act's effectivity.

(d) The DOLE and DTI shall issue joint certifications of compliance to qualified employers annually, which shall be presented to the BIR for tax filing purposes.

(e) The BIR shall conduct regular compliance audits and may disallow claims found to be fraudulent or misused, without prejudice to applicable penalties under the National Internal Revenue Code.

(f) LGUs may supplement the national program by offering real property tax discounts, fast-tracked business permits, or other local incentives to bicycle-friendly establishments.

SEC. 18. External Financing and Grants. – The DOTr may seek grants and financing from international institutions, environmental funds, and development partners to support bicycle-related programs and projects.

SEC. 19. National and Local Carless Days. – The second Sunday of April shall be declared as “National Bicycle Day” and the third Sunday of September as “World Car-Free Day” to promote non-motorized transport.

SEC. 20. Penalties. – The following penalties shall apply:

- (a) Unauthorized use of bicycle lanes by motor vehicles – ₱1,000 to ₱5,000;
- (b) Failure to wear safety gear – ₱500;
- (c) Reckless bicycle operation – ₱1,000 to ₱3,000;
- (d) LGUs or agencies failing to comply with mandated infrastructure development may be subject to administrative sanctions.

SEC. 21. Bicycle Awareness Program. – The DOTr, in coordination with DepEd, CHED, LGUs, and relevant agencies, shall conduct bicycle safety and awareness education programs.

SEC. 22. Public Information Campaign. – Within six (6) months from effectivity, the DOTr shall launch a national IEC campaign on bicycle safety and rights.

1 **SEC. 23. Appropriations.** – The amount necessary to carry out the provisions of this
2 Act shall be included in the annual General Appropriations Act (GAA). LGUs shall also
3 allocate local funds for their respective LBOs and bike infrastructure.
4

5 **SEC. 24. Implementing Rules and Regulations.** – Within six (6) months from
6 effectivity, the DOTr, DPWH, DILG, and other concerned agencies shall issue the rules
7 and regulations for this Act.
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9 **SEC. 25. Separability Clause.** – If any provision of this Act is declared
10 unconstitutional, the remainder shall remain in force.
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12 **SEC. 26. Repealing Clause.** – All laws inconsistent with this Act are hereby repealed
13 or modified accordingly.
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15 **SEC. 27. Effectivity.** – This Act shall take effect fifteen (15) days after its publication
16 in the Official Gazette or in a newspaper of general circulation.
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21 Approved,