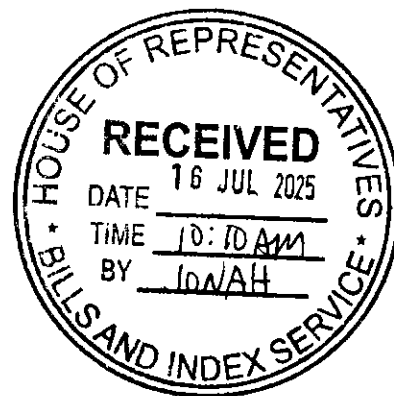




Republic of the Philippines
House of Representatives
Quezon City



TWENTIETH CONGRESS

First Regular Session

House Bill No. 1968

Introduced by Representative Maria Angela S. Garcia

EXPLANATORY NOTE

In recent years, the Philippines has faced increasing challenges related to urban traffic congestion, air pollution, rising fuel costs, and inadequate public transportation. These issues have adversely affected the daily lives of millions of Filipinos, especially in highly urbanized areas. At the same time, there is growing recognition worldwide of the role that bicycles can play in creating more sustainable, healthy, and inclusive transportation systems.

This proposed measure seeks to institutionalize the promotion of bicycle use as an alternative and sustainable mode of transportation, and to establish a planned system of bicycle lanes that will provide cyclists with a safe and reliable route through neighborhoods and cities, pedestrian walkways that will encourage walking as a primary mode of transport, and slow streets designed to promote safe, sustainable, and accessible transportation for all. These networks are being developed in urban and suburban areas as part of broader efforts to improve public health, reduce traffic congestion, and enhance environmental sustainability.

This aims to guarantee the safety of both pedestrians and motorists by separating modes of travel and calming vehicle traffic, provide accessibility to pathways by ensuring that everyone can move around safely and comfortably, improve one's health and well-being by encouraging everyone to walk and ride bicycles, protect the environment by reducing car dependency, and promote equity by improving transportation options for individuals without access to private vehicles. It also seeks to protect the rights and safety of cyclists through regulatory and enforcement mechanisms.

With this bill, we take a crucial step toward modernizing our transport system, reducing our carbon footprint, improving public health, and fostering a culture of mobility equity. The Safe Pathways and Philippine Bicycle Network Act is not just a transportation policy—it is a commitment to a more livable and resilient future.

Previously filed in the 19th Congress, this Representation chaired the technical

working group for the Philippine Bicycle Act at the Committee level. Support of this bill is earnestly requested from my colleagues.


MARIA ANSEL S. GARCIA
Third District, Bataan



Republic of the Philippines
House of Representatives
Quezon City

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House Bill No. **1968**

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AN ACT
INSTITUTIONALIZING ACTIVE TRANSPORT
BY ESTABLISHING A SAFE AND INCLUSIVE NETWORK OF BICYCLE LANES,
WALKWAYS, SLOW STREETS, AND RELATED INFRASTRUCTURE
NATIONWIDE, DEFINING THE RIGHTS OF ACTIVE TRANSPORT USERS,
PROVIDING INCENTIVES, AND APPROPRIATING FUNDS THEREFOR

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

11
12
13 **SECTION 1. *Short Title.*** – This Act shall be known as the “*Safe Pathways and*
14 *Philippine Bicycle Network Act.*”

15
16 **SEC 2. *Declaration of Policy.*** – It is the policy of the State to:

- 17
18 a) Promote active transport as a sustainable, health-promoting, and
19 environmentally-sound mode of mobility;
20
21 b) Prioritize the safety and rights of pedestrians, cyclists, and personal mobility
22 device users;
23
24 c) Reduce dependency on fossil fuel-based transport and mitigate air pollution;
25
26 d) Establish interconnected, inclusive, and accessible active transport
27 infrastructure; and
28
29 e) Support the Sustainable Development Goals, including good health,
30 sustainable cities, climate action, and inclusive infrastructure.

31
32 **SEC. 3. *Definition of Terms.*** – as used in this Act.
33

- 1 a) *Active Transport* refers to physical activity undertaken as a means of transport,
2 such as walking or cycling and the use of other non-motorized vehicles and
3 personal mobility devices;
4
- 5 b) *Bicycle or bike* refers to a type of non-motorized vehicle that uses a propulsion
6 mechanism consisting of a pedal on a crank connected to the drivetrain that
7 drives the rear wheel of the bike;
8
- 9 c) *Bicycle lane* refers to a portion of roadway that has been designated for
10 exclusive or primary use by bicycles, non-motorized vehicles and personal
11 mobility devices;
12
- 13 d) *Cyclist* refers to a person who rides or operates a bicycle;
14
- 15 e) *Electric personal mobility devices* refer to any electric motorized device
16 exclusively used for transporting an individual. This includes electric bicycles
17 and electric kick scooters, excluding motorcycles, tricycles, and other similar
18 modes of transport;
19
- 20 f) *End-of-trip facilities* refer to facilities that cater to active transport users' needs
21 at their destinations, which may include shower and changing rooms, short and
22 long-term bicycle parking, bicycle repair stations, and lockers, among others;
23
- 24 g) *Motor vehicle* refers to any vehicle driven by a motor or engine and operates on
25 a road or highway;
26
- 27 h) *Non-motorized vehicles* refer to all forms of transportation that do not rely on an
28 engine or motor for movement, including, but not limited to, bicycles and small
29 wheeled non-motorized transport, such as skateboards, push scooters and
30 handcars;
31
- 32 i) *Open Streets* refer to the temporary or permanent closure of a road to motor
33 vehicles for the safe and convenient access and use of pedestrians, non-
34 motorized vehicles and personal mobility devices, and for recreational purposes
35 and other community activities;
36
- 37 j) *Personal Mobility Device (PMD)* refers to the devices upon which any person
38 may ride and is propelled either solely or assisted by human power which shall
39 include e-bicycles, personal assistive mobility devices, scooters, skateboards
40 and the like: *Provided*, that for the purposes of this act, a PMD shall not weigh
41 more than 100 kilograms;
42
- 43 k) *Personal Mobility Device User* refers to a person who rides or operates a PMD;
44
- 45 l) *Primary, secondary and tertiary roads* refer to national roads under the
46 responsibility of the Department of Public Works and Highways (DPWH);
47
- 48 m) *Slow streets* refer to local roads providing safe and convenient access and use
49 by restricting motor vehicle access, use, or speed limits on certain days or hours
50 in the day, or any combination of such measures as may be determined by the

concerned local government unit (LGU), and prioritizing access and use by pedestrians, cyclists, other non-motorized vehicles and PMD users;

- n) *Traffic Calming Infrastructure* refers to engineering or other physical measures, such as narrowed lanes, speed bumps and raised crossings, designed to control traffic speeds and encourage driving behavior that is safe and compatible with walking and bicycling.

SEC. 4. National Active Transport Network. Within twelve (12) months from the effectivity of this Act, a Safe Pathways Network shall be established nationwide for the use of active transport: *Provided*, That the use of electric personal mobility devices may be allowed subject to the guidelines set by the Local Government Units (LGUs), in consultation with the Department of Transportation (DOTr).

The Safe Pathways Network shall consist of the following:

a. *Bicycle lanes.* LGUs, in consultation with the DOTr and the Department of Public Works and Highways (DPWH), shall identify and create a network of bicycle lanes, which may be temporary or permanent in nature. The temporary lanes alternatively known as pop-up lanes shall be set up, whenever necessary, including during emergency situations: *Provided*, That along national roads in Metro Manila, the DOTr, in coordination with the DPWH and the Metro Manila Development Authority (MMDA), shall be the lead implementing agency.

Pop-up bicycle lanes may be marked with removable tapes and mobile signs, which can easily be placed and removed as necessary. Other physical barriers may also be used.

The bicycle lanes shall, as much as practicable, directly connect users to essential destinations, such as medical facilities, public and private facilities frequented by people, schools, and other similar places that may be identified. Motorcycles, tricycles, and other similar modes of transport, whether powered by fossil fuel or electricity, are prohibited from using the bicycle lanes unless otherwise designed for sharing with such modes of transport.

Within six (6) months from the issuance of the implementing rules and regulations (IRR) of this Act, the DPWH shall revise relevant policies to include bicycle infrastructure in its preventative maintenance, repair, and upgrading programs and budgets as bicycle becomes a mainstream mode of transportation in the national road network. Bicycle infrastructure shall be included in DPWH's road condition audits.

b. *Walkways.* Walkways shall be designated or constructed for the use of pedestrians, including the use of strollers and other children's mobility equipment. Walkways may also be shared with non-motorized vehicles and electric personal mobility devices, subject to the guidelines set by the LGUs and considering the safety of pedestrians.

c. *Slow streets.* To complement the network of bicycle lanes, LGUs shall create a designated network of people-oriented slow streets, which may be temporary or permanent, that will provide safe and convenient access and use of specific local roads. Speed limits, access on certain days or hours in the day by motorized vehicles in slow streets, or any combination of such measures shall be determined by the

1 concerned LGU. Motor vehicles of residents, delivery and trash collection vehicles
2 servicing the area of the slow streets, and emergency services shall have access to
3 slow streets subject to restrictions to be imposed by the LGU.
4

5 Slow streets shall be clearly marked with signage specifying the restrictions.
6 LGUs shall identify priority areas for implementation within their jurisdiction. The DOTr
7 and DPWH may provide assistance in the identification of slow streets.
8

9 **SEC. 5. Creation of a National Active Transport and Bicycle Program –**

10 Within six (6) months from the issuance of the IRR of this Act, the Department of
11 Transportation (DOTr), in coordination with the DPWH and National Economic and
12 Development Authority (NEDA), shall come up with a National Active Transport and
13 Bicycle Program, hereinafter referred to as the Program as a component of the
14 National Transport Plan. The Program shall provide a roadmap for both national and
15 local bicycle transportation systems to be adhered to all levels throughout the country.
16

17 The Program shall include the plans and strategies for the construction, provision
18 and maintenance of bicycle lanes, parking areas and other support facilities. It shall
19 also provide for the standards for bicycles and regulations for the exercise and
20 protection of the rights of cyclists.
21

22 **SEC. 6. Institutional Facilities Pathways Priority.** – LGUs shall coordinate

23 with public and private institutions within their jurisdiction frequented by the public,
24 such as but not limited to healthcare facilities and institutions, schools, churches, and
25 government offices, to establish bicycle lanes, walkways and slow streets that can
26 connect and provide safe access for the employees, customers and clients of such
27 institutions as well as the general public, and to encourage the establishment of end-
28 of-trip facilities within such institutions.
29

30 Special attention shall be given to the safety of healthcare workers and patients
31 who use active transport to hospitals and other healthcare facilities.
32

33 **SEC. 7. Traffic Rules and Regulations; Bicycle Safety Requirements.** – All

34 users of non-motorized vehicles and electric personal mobility devices shall, as far as
35 applicable, obey traffic signals, signs and markers, road pavement markings, right-of-
36 way, and other traffic rules and regulations.
37

38 The LGUs, in consultation with the DOTr and other appropriate agencies, shall
39 issue guidelines for the safe use of bicycle lanes and the use of non-motorized vehicles
40 and electric personal mobility devices.
41

42 The minimum safety requirements, including the usage, operation, bicycle
43 equipment, accessories and protective gears shall be provided in the IRR of this Act.
44

45 **SEC. 8. Local Active Transport Strategy.** – In support of the Program, the

46 LGUs, through the Sanggunian, within six months from the promulgation of the
47 Program and consistent therewith, shall establish a local active transport strategy
48 specifically mandating the relevant local departments to undertake the following
49 powers, functions and responsibilities:
50

- a) Manage the construction and maintenance of bicycle lanes and road signages, including the identification of bicycle networks within the jurisdiction of the locality;
- b) Manage the bike park or parks;
- c) Ensure that bicycle lanes are free of any obstruction that can compromise the safety of cyclists and pedestrians;
- d) Enforce the establishment of bicycle parking and other related facilities;
- e) Encourage partnership with local and foreign organizations to facilitate easy access to bicycles and bicycle infrastructure; and
- f) Conduct education and information drives on the benefits of using bicycles in coordination with the Land Transportation Office (LTO) to promote the usage of the same.

Whenever possible, the local active transport strategy shall include a local active transport plan providing for a seamless network of bicycle lanes and slow streets for all active transport users. The strategy shall include the establishment of open streets and bike share system to encourage the use of active transportation.

SEC. 9. Role of Public and Private Sectors. – Both the public and private sectors shall promote active transport as a sustainable and healthy means of transportation and develop the Safe Pathways Network as provided under Section 4 of this Act, by putting up the necessary infrastructure facilities and programs. Further, the said sectors shall also provide, as far as practicable, additional support, benefits subsidies, and training that will promote active transport.

LGUs shall incorporate the creation of the Safe Pathways Network and their corresponding infrastructure in their local development plans.

SEC. 10. Designation of Bicycle Lanes; Bicycle Racks and Other End-of-Trip Facilities. – There shall be designated bicycle lanes in all newly-constructed primary roads for the exclusive use of cyclists and PMD users. DPWH shall likewise designate bicycle lanes in existing primary and in other national roads, whenever feasible.

The designation of bicycle lanes in local roads shall be in accordance with the Local Active Transport Strategy.

The bicycle lanes shall be separated by a physical barrier and shall be clearly identified with signs or pavement markings. In cases where the installation of a physical barrier is not feasible, the lane for bicycle lanes shall be identified through reflectorized painted lines. The specifications and design of bicycle lanes, which must conform to the standards adopted by the DOTr and DPWH, shall be provided in the implementing rules and regulations of this Act.

All public places, government offices, schools, places of work, mass transit and public utility vehicle terminals, and commercial establishments, including but not

1 limited to malls, banks, and hospitals, shall provide, as far as practicable, secure
2 bicycle or multi-use racks and other end-of-trip facilities, as needed.

3
4 **SEC. 11. Bicycle Parking Facilities.** – All public places, government offices,
5 schools, major business establishments, including malls, banks, restaurants,
6 hospitals, and the like, are hereby required to provide bicycle racks for bicycle parking.

7
8 Bicycle parking shall be secured, visible, accessible, and segregated from
9 pedestrians and motor vehicles.

10
11 The specifications of the required bicycle racks or parking space for a particular
12 class of establishments, offices or buildings, shall be provided in the IRR.

13
14 **SEC. 12. Creation of Bicycle Parks in Open Spaces.** – Each city or
15 municipality is encouraged to incorporate a bicycle park in existing open spaces where
16 facilities such as bicycle lanes, bicycle parking areas and similar infrastructure may be
17 made available.

- 18
19 a) Manage the construction and maintenance of bicycle lanes and road signages,
20 including the identification of bicycle networks within the jurisdiction of the
21 locality;
22
23 b) Manage the bike park or parks;
24
25 c) Ensure that bicycle lanes are free of any obstruction that can compromise the
26 safety of cyclists and pedestrians;
27
28 d) Enforce the establishment of bicycle parking and other related facilities;
29
30 e) Encourage partnership with local and foreign organizations to facilitate easy
31 access to bicycles and bicycle infrastructure; and
32
33 f) Conduct education and information drives on the benefits of using bicycles in
34 coordination with the Land Transportation Office (LTO) to promote the usage
35 of the same.

36
37 Whenever possible, the local active transport strategy shall include a local active
38 transport plan providing for a seamless network of bicycle lanes and slow streets for
39 all active transport users. The strategy shall include the establishment of open streets
40 and bike share system to encourage the use of active transportation.

41
42 **SEC. 13. Design and Construction of Permanent Bicycle Lanes and**
43 **Walkways.** – Permanent bicycle lanes and walkways shall be designated or
44 constructed with safety as the paramount concern. As much as practicable,
45 permanent bicycle lanes and walkways shall be physically separated from the main
46 road through physical barriers or shall be elevated or otherwise constructed separately
47 from the main road.

48
49 In areas where the physical separation of bicycle lanes and walkways is not
50 possible, the roads shall be adapted, as far as practicable, for shared use with active
51 transport users. Painted road markers may also be used for roads with limited space.

1
2 The DPWH, in coordination with the DOTr and LGUs, shall revise its manuals
3 and guidelines for road design and construction to include non-motorized vehicles and
4 electric personal mobility devices in the allocation of road space on national and local
5 roads, and to promote the safety of active transport and electric personal mobility
6 device users.

7
8 **SEC. 14. *Rights of Cyclists.*** – All cyclists shall enjoy:

- 9
10 a) the right to own a bicycle and use the same subject to such limitations as may
11 be provided by law;
12
13 b) the right to ride on any designated bicycle lane or any public road or street that
14 has no designated bicycle lanes unless, by law or regulation, there is a specific
15 prohibition that such road or street cannot be used for bicycles; and
16
17 c) the rights granted to drivers of motorized vehicles, except those that by their
18 nature are inapplicable, while riding a bicycle on a bicycle lane.
19

20 **SEC. 15. *Obligation of Cyclists to Remain in the Bicycle Lane; Exceptions.***

21 – Every person riding a bicycle on a designated bicycle lane shall remain inside such
22 lane, exercising due care when passing a standing vehicle or a vehicle proceeding in
23 the same direction. However, a cyclist riding a bicycle on a bicycle lane may move out
24 of the lane under any of the following circumstances:

- 25
26 a) Whenever overtaking or passing another bicycle, vehicle or pedestrian within
27 the lane or occupying the bicycle lane if such overtaking or passing cannot be
28 done safely within the lane;
29
30 b) When preparing for a turn at an intersection or exiting into another road or
31 driveway; and
32
33 c) When reasonably necessary to leave the bicycle lane to avoid debris or
34 hazardous conditions.
35

36 **SEC. 16. *Prohibition on the Use of Bicycle Lanes by Motor Vehicles,***
37 ***Exceptions.*** – Whenever a bicycle lane has been established on a road, no motor
38 vehicle shall be driven on such bicycle lane, except when necessary to enter or leave
39 such road or to make a turn.
40

41 **SEC. 17. *Incentives.*** – In order to encourage the use of bicycle as a mode of
42 transportation, this Act grants the following tax reliefs and benefits:

- 43
44 a) Full deduction of expenses from gross income for providing employees with
45 bicycles, bicycle-related equipment and bike-friendly facilities: Provided, that in
46 order to avail the full deduction for the grant of bicycles, the cost for each bicycle
47 shall not exceed the average cost of bicycle that meets the minimum standards
48 of safety;
49
50 b) Exemption from the tax on fringe benefits of bicycles provided to supervisors
51 and managerial employees which value does not exceed the average cost of
52 the bicycle that meets the minimum standards of safety; and

- 1
2 c) Deductions from gross income of the donor for all grants, bequests,
3 endowments, expenses, and contributions used actually, directly, and
4 exclusively by recipient companies and business establishments for bike-
5 friendly programs and facilities.
6

7 Any provision of law to the contrary notwithstanding, foreign and local enterprises
8 engaged or proposing to engage in the manufacture or assembly of bicycles may avail
9 of the incentives provided under Title XIII (Tax Incentives) of the National Internal
10 Revenue Code of 1997, as amended.
11

12 **SEC. 18. *External Financing.*** – The DOTr shall, in coordination with the
13 Department of Environment and Natural Resources (DENR) and Department of
14 Finance (DOF), explore the possibility of accessing a range of global financial sources,
15 through public-private partnership (PPP) or other financial schemes, to support the
16 creation and maintenance of sustainable or low-emission public transport systems.
17

18 **SEC. 19. *Observance of the Carless Day.*** – To promote the use of bicycles,
19 the country shall participate in the annual celebration of World Car-Free Day by
20 designating every second Sunday of September as a carless day. The country shall
21 also observe a National Car-Free Day every second Sunday of April.
22

23 The Secretary of DOTr is hereby mandated to determine the primary and
24 secondary roads which shall be carless during these annual celebrations.
25

26 **SEC. 20. *Penalties.*** – The following penalties shall be imposed upon the
27 persons who act in violation of this Act:
28

- 29 a) Unless otherwise specifically provided, any person who violates any provision
30 of this Act shall suffer a penalty of fine in an amount not less than Five thousand
31 pesos (P5,000.00) nor more than Ten thousand pesos (P10,000.00). If such
32 violation causes damage or injury to a person or property, then the appropriate
33 provisions of the Civil Code or the Revised Penal Code (RPC) shall apply. When
34 the offender is a corporation, the officers responsible for the violation shall be
35 meted with the penalties herein provided;
36
- 37 b) Any public works official who approves the construction of main roads or
38 highways without the required bicycle lanes in their designs shall be punished
39 by a fine of not less than Ten thousand pesos (P10,000.00) nor more than Thirty
40 thousand pesos (P30,000.00) or suspension, or both, if found guilty in an
41 appropriate administrative investigation. The same penalty applies to a public
42 works official who is duty-bound or responsible for providing the required bicycle
43 lane marking on existing primary or secondary roads and highways but refuses
44 or fails to do so; and
45
- 46 c) Any person who shall violate Section 16 of this Act shall be penalized with:
47 i. A fine of Five thousand pesos (P5,000.00) for the first offense;
48 ii. A fine of Ten thousand pesos (P10,000.00) for the second offense;
49 iii. A fine of Fifteen thousand pesos (P15,000.00) and suspension of driver's
50 license for three (3) months for the third offense;
51 iv. A fine of Twenty thousand pesos (P20,000.00) and revocation of driver's
52 license for the fourth offense.

1
2 *Provided, That the DOTr, through the LTO, may increase the amount of fine herein*
3 *imposed once every five (5) years in the amount not exceeding ten percent (10%) of*
4 *the existing rates which shall take effect fifteen (15) days publication in at least two (2)*
5 *newspapers of general circulation.*
6

7 The foregoing penalties shall be imposed without prejudice to other liabilities under
8 the RPC or any special law, arising out or on occasion of any violation of the
9 abovementioned section, when applicable.
10

11 **SEC. 21. Information and Education Campaign; Bicycle Awareness**
12 **Program.** – the DOTr, in coordination with other government agencies and the private
13 sector, shall establish an information and education campaign on the importance of a
14 shift to a sustainable and healthy mode of transportation, and the establishment and
15 use of the Safe Pathways Network. The campaign shall be designed for all present
16 and potential active transport users, traffic enforcers, motorists, non-motorized vehicle
17 and electric personal mobility device users, the commuting public, and the community
18 in general.
19

20 The Secretary of DOTr, in cooperation with the Department of Education
21 (DepEd), the Commission on Higher Education (CHED) and the LGUs, shall establish
22 an educational program to increase awareness of bike safety and road sharing. The
23 program shall be designed for cyclists, traffic enforcers, motorists, and all road users.
24 The program shall include:
25

- 26 a) Traffic education and enforcement;
- 27 b) Motorist Awareness and Road-Sharing; and
- 28 c) Bicycle and pedestrian safety.
- 29

30 **SEC. 22. Nationwide Public Information Campaign.** – The DOTr and its
31 attached agencies shall, in coordination with the Philippine Information Agency (PIA),
32 DepEd, CHED, Department of the Interior and Local Government (DILG), Department
33 of Health (DOH), Philippine National Police (PNP), Metropolitan Manila Development
34 Authority (MMDA) and private agencies and organizations, undertake a nationwide
35 information, education and communication campaign for a period of six (6) months
36 upon the promulgation of the rules and regulation implementing the provisions of this
37 Act.
38

39 **SEC. 23. Reportorial Requirement.** – The DOTr shall submit an annual report
40 to Congress on the establishment and use of the Safe Pathways Network for purposes
41 of policy formulation and determining funding requirements. The report shall include
42 relevant data such as the number of users of active transport and electric personal
43 mobility devices, and mapping of the Safe Pathways Network in the country.
44

45 To this end, LGUs shall submit to the DOTr the relevant information needed to
46 formulate the report.
47

48 **SEC. 24. Appropriations.** – The amount necessary for the implementation of
49 this Act shall be included in the annual General Appropriations Act. The LGUs
50 concerned shall provide the necessary funds to carry out its mandate under the
51 provisions of this Act in their respective annual budgets.
52

1 The amount necessary for the establishment and construction of safe pathways
2 network under the jurisdiction of LGUs shall be charged against the twenty percent
3 (20%) national tax allotment of LGUs earmarked for local development projects.
4

5 **SEC. 25. Implementing Rules and Regulations.** – Not later than ninety (90)
6 days after this Act takes effect, a Committee shall be convened to formulate rules and
7 regulations for the efficient implementation of this Act. The Committee shall be
8 composed of the following as ex-officio members:
9

- 10 a) Secretary of Transportation or the Secretary's authorized representative, who
11 shall serve as Chairperson of the Committee;
- 12 b) Secretary of Public Works and Highways or the Secretary's authorized
13 representative, as Co-Chairperson;
- 14 c) Secretary of the Department of Interior and Local Government or the Secretary's
15 authorized representative, as Co-Chairperson;
- 16 d) Secretary of Health or the Secretary's authorized representative, as Co-
17 Chairperson;
- 18 e) representative of the LTO;
- 19 f) representative of the DENR;
- 20 g) representative of the Department of Trade and Industry;
- 21 h) representative of the Department of Labor and Employment;
- 22 i) representative of the DOF;
- 23 j) representative of the Department of Budget and Management;
- 24 k) representative of the NEDA;
- 25 l) representative of the Bureau of Internal Revenue;
- 26 m) representative of the DepEd;
- 27 n) representative of the CHED;
- 28 o) representative of the Department of Human Settlements and Urban
29 Development (DSHUD);
- 30 p) representative of the University of the Philippines National Center for
31 Transportation Studies;
- 32 q) professor of the University of the Philippines School of Urban and Regional
33 Planning;
- 34 r) representative of the PNP;
- 35 s) representative of the MMDA;
- 36 t) two (2) representatives from a registered bicycle organization to be appointed
37 by the Secretary of Transportation; and
- 38 u) two (2) representatives from a registered Non-Governmental Organization
39 advocating active transport to be appointed by the Secretary of Transportation.
40

41 Within six (6) months following the effectivity of this Act, the Secretary of
42 Transportation shall promulgate the IRR of this Act.
43

44 **SEC. 26. Separability Clause.** – If any portion or provision of this Act is
45 declared invalid or unconstitutional, the remaining parts or provisions not affected
46 thereby shall remain in full force and effect.
47

48 **SEC. 27. Repealing Clause.** – All laws, decrees, executive orders, presidential
49 issuances and other administrative rules and regulations or parts thereof which are
50 inconsistent with this Act are hereby repealed, amended or modified accordingly.
51

1 **SEC. 28. *Effectivity.*** – This Act shall take effect fifteen (15) days after its
2 publication in the Official Gazette or in a newspaper of general circulation.
3
4

5 Approved.