

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

TWENTIETH CONGRESS
First Regular Session

HOUSE BILL NO. 3017



Introduced by Representative Marlyn L. Primicias-Agabas

EXPLANATORY NOTE

Urban congestion, worsening air quality, and a growing public health burden have emerged as urgent, interconnected challenges in many Philippine cities. At the heart of this crisis lies the country's heavy dependence on motor vehicles, which has not only choked city streets but has also significantly contributed to carbon emissions. According to the Department of Environment and Natural Resources (DENR), the transport sector is among the top sources of air pollution and greenhouse gases in Metro Manila. In the absence of inclusive and safe alternative transportation infrastructure, low-income commuters and cyclists are often forced to navigate unsafe and vehicle-dominated roads, further deepening mobility inequality.

The proposed measure, entitled the "*Philippine Bicycle Act*," seeks to address these systemic issues by institutionalizing bicycles as a legitimate, safe, inclusive, and sustainable mode of daily transportation. It recognizes that cycling is not merely a recreational activity but an accessible, climate-resilient, and health-promoting alternative to motorized transport. By providing a legal framework for the development of bicycle-friendly infrastructure—such as protected bike lanes, secured parking, and supporting amenities—this bill aims to mainstream cycling into both national and local transport systems.

This legislative proposal draws strength from the *1987 Philippine Constitution*, particularly *Article II, Section 16*, which affirms the right of the people to a balanced and healthful ecology in harmony with nature. It also supports the State's obligation to promote social justice and equitable access to essential services, including transportation.

The COVID-19 pandemic further underscored the need for resilient and adaptable transportation systems. With the limited availability of public utility vehicles during lockdowns, many Filipino workers—particularly from the lower-income sectors—turned to bicycles as a reliable and affordable means of commuting. This shift revealed both the practicality and potential of bicycle use in daily travel, and underscored the urgency of creating supportive policies and infrastructure that prioritize non-motorized transport.

The timing of this measure coincides with the infrastructure momentum under the "*Build, Build, Build*" program of the previous administration, which offers a strategic opportunity to integrate bike-friendly designs into ongoing and future public works. Developing an interconnected and inclusive transport system that accommodates bicycles will not only benefit

urban commuters, but also rural residents who rely on bicycles for basic mobility—to reach workplaces, access schools, or transport goods to local markets.

Beyond its practical and economic benefits, cycling is also a public health asset. Studies consistently show that regular physical activity, such as cycling, enhances cardiovascular health, boosts immunity, and may even help prevent chronic illnesses, including certain cancers. Encouraging the widespread use of bicycles thus contributes to broader national goals on preventive health and well-being.

To operationalize these goals, the bill mandates the inclusion of bicycles in *the National Transportation Plan*, to be led by the Department of Transportation (DOTr) in coordination with the Department of Public Works and Highways (DPWH) and the National Economic and Development Authority (NEDA). It calls for the formulation of a National Bike Program, which will establish nationwide standards for bike lanes, bicycle networks, and related facilities, tailored to both urban and rural conditions.

In recognition of the unique position of cyclists on the road, the bill enumerates their rights—such as the right to safe passage, protection, and road access—and responsibilities, including the use of safety gear, adherence to traffic laws, and proper bike maintenance. The bill also proposes the creation of Local Bicycle Offices (LBOs) in every city and municipality, tasked with implementing bicycle infrastructure, clearing obstructions, and conducting awareness campaigns.

To promote widespread acceptance and road-sharing practices, the bill mandates the implementation of a *Bicycle Awareness Program* in partnership with the Department of Education (DepEd) and the Commission on Higher Education (CHED). It also establishes a nationwide information campaign with agencies such as the Philippine Information Agency (PIA) and the Philippine National Police (PNP), among others.

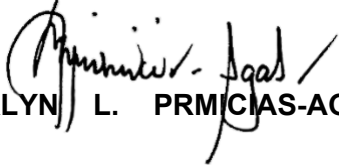
To further incentivize the use of bicycles, the measure offers tax relief to employers who provide bicycles and bike-friendly facilities for employees. Under *Republic Act No. 8424*, or the *Tax Reform Act of 1997*, related expenses shall be deductible from gross income. Furthermore, bicycles given as benefits to employees shall not be subject to fringe benefit tax. Local and foreign enterprises engaged in bicycle production will also be eligible for incentives under *Title XIII* of the *National Internal Revenue Code*.

In line with international environmental efforts and the Philippines' commitments under the *Paris Agreement*, the bill institutionalizes the observance of *National Car-Free Days* every second Sunday of April and September. These occasions promote public awareness and community participation in reducing car use, reclaiming public space, and advocating sustainable mobility.

To ensure accountability, the bill imposes penalties on violations, including fines for unauthorized use of bike lanes by motorists and sanctions for public officials who neglect their duty to include bike lanes in infrastructure projects.

By enacting the *Philippine Bicycle Act*, Congress will not only uphold the constitutional mandate for a healthful and balanced ecology—it will also pave the way for a future marked by equitable mobility, cleaner cities, and more resilient communities. This measure reflects a decisive shift away from car-centric urban planning toward a transportation policy that is people-centered, inclusive, and sustainable.

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


MARLYN L. PRMICIAS-AGABAS

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HOUSE BILL NO. 3017

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AN ACT
REGULATING THE USE OF BICYCLE AS AN ALTERNATIVE MODE OF
TRANSPORTATION, DEFINING THE RIGHTS OF BICYCLE RIDERS, ESTABLISHING
REQUISITE INFRASTRUCTURE FACILITIES, AND APPROPRIATING FUNDS THEREFOR

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 "*Philippine Bicycle Act.*"

SEC. 2. *Declaration of Policy.* - In conformity with the provisions of the Constitution to promote the general welfare and social justice in all phases of national development, protect, and advance the right of the Filipino people to a balanced and healthful ecology in accord with the rhythm and harmony of nature, and to conserve and develop the patrimony of the nation, the State shall:

- a. Protect the welfare and safety of the commuting public and all road users;
- b. Promote a shift towards a safe, collective, efficient, non-congestive, and non-pollutive locomotion and transportation system that includes the use of bicycles;
- c. Ensure that the needs and safety of all road users, particularly the pedestrians and cyclists, are fully integrated into the planning, design, operation, and maintenance of the country's transportation system; and
- d. Establish its plans and programs in conformity with the overall national land use plan as well as the local comprehensive land use plans.

SEC. 3. *Definition of Terms.* - As used in this Act:

- a. *Bicycle or bike* refers to a non-motorized vehicle consisting of a light frame mounted on two wheels, one behind the other, and having a seat, handlebars for steering, brakes, and two pedals;
- b. *Bicycle lane or bikeway* refers to any longitudinal strips designated for the passage of a bicycle;
- c. *Cyclist* refers to a person who drives or operates a bicycle;
- d. *Motor vehicle* refers to any vehicle driven by a motor or engine and operates on a road or highway; and

e. *Primary and secondary roads* refer to major roads classified as such by the Department of Public Works and Highways (DPWH).

SEC. 4. Inclusion of Bicycle as a Mode of Transportation in the National Transportation Plan. - Within six (6) months from the issuance of rules and regulations implementing the provisions of this Act, the Department of Transportation (DOTr), in coordination with the DPWH and National Economic and Development Authority (NEDA), shall come up with a National Bike Program, hereinafter referred to as the "Program." The Program shall provide a roadmap for both national and local bicycle transportation system to be adhered to at all levels throughout the country.

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

SEC. 5. Local Bicycle Office. - A Local Bicycle Office (LBO) is hereby created in every city or municipality and shall have the following powers, functions, and responsibilities:

- 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 or 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 infrastructures; and
- f. Conduct education and information drives on the benefits of using bicycles in coordination with the Land Transportation Office (LTO) in order to promote the usage of the same.

The staffing pattern of the LBO shall be determined by the city or the municipality concerned, subject to the personnel services (PS) limitations provided for under Section 325 (a) of Republic Act No. 7160 or the Local Government Code of 1991.

SEC. 6. Designation of Bicycle Lanes. - There shall be designated bicycle lanes in all primary and secondary roads for the exclusive use of cyclists.

The bike 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 bicycles shall be identified through reflectorized yellow painted lines. The specifications and designs 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.

SEC. 7. Bicycle Parking Facilities. - All public places, government offices, schools, major business establishments, including malls, banks, restaurants, hospitals, and the like, are hereby required to provide bicycle racks for bicycle parking.

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

SEC. 8. Other Related Bicycle Facilities. - In addition to the bike lanes and bike parking, the following facilities shall be provided to ensure that cyclists can travel safely and to lessen if not avoid collision incidents with pedestrians and other vehicles:

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

SEC. 9. Bike Parks. - Each city or municipality, through the LBO and the City or Municipal Engineers Office, are encouraged to create and establish a bicycle park where facilities such as bikeways, bicycle parking areas and similar infrastructures are available. The bicycle parks may be funded by the local government unit concerned through their respective revenues raised from the miscellaneous incomes like parking and license fees.

SEC. 10. Rights of Cyclists. - All cyclists shall enjoy:

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

SEC. 11. Obligations and Responsibilities of Cyclists. - Every cyclist must comply the following duties and obligations, in addition to such other responsibilities as may be provided for in the National Bike Program:

- a. Ensure that the bicycle is fully-equipped with basic bike accessories and in good running condition at all times and before using the same;
- b. Make sure to be equipped with basic protective gear, such as a helmet and other accessories such as reflectors and bike lights while riding a bicycle; and
- c. Adhere to the applicable traffic rules and traffic signs and drive responsibly with extreme care and caution.

SEC. 12. Limitations on the Use of Bicycles. - The use of bicycles shall be subject to the following limitations and such other limitations as may be provided in the National Bike Program:

- a. The number of persons that shall ride a bicycle shall not exceed the designed capacity of the same, except when another regular seat is attached to it or when the bicycle is used to tow a trailer;
- b. Any person riding a bicycle shall observe safe and proper road usage at all times, including the regulations stipulated under this Act, to ensure the person's safety and that of other motorists;
- c. Bicycles may not be parked in areas other than those specifically designated as such by the LBO, except in the absence thereof;
- d. A cyclist shall use the designated bicycle lanes for safe navigation or the rightmost lane when there is no designated bicycle lane. Except in certain circumstances as may be provided in the implementing rules and regulation of this Act or by the LBO, a cyclist shall not use a bicycle on any sidewalk; and

e. A cyclist shall not carry anything on the bicycle that will prohibit its proper operation. The carriage of such things in a bicycle shall be placed in a basket, bag, rack, or trailer designed for that purpose in a manner that they can be carried safely.

SEC. 13. *Obligation of Cyclists to Remain in the Bicycle Lane; Exceptions.* - Every person riding a bicycle upon a designated bikeway shall remain inside such lane, exercising due care when passing a standing vehicle or a vehicle proceeding in the same direction. However, a cyclist riding a bicycle upon a bikeway may move out of the lane under any of the following circumstances:

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

SEC. 14. *Flagging of Unsafe or Ill-equipped Bicycles and Dangerous Driving.* - A uniformed police officer or any deputized traffic officer may stop, inspect, and test drive a bicycle that is suspected to be unsafe or improperly equipped. Such officer may also stop any cyclist operating a bicycle in a reckless or dangerous manner.

SEC. 15. *Operation of Bicycle on Roads Without Designated or Exclusive Bike Lanes; Overtaking Distance Requirement.* - In the case of roads without designated bicycle lanes, all cyclists must occupy the rightmost lane of the road.

The driver of a motor vehicle overtaking or passing a bicycle traveling in the same direction shall maintain a minimum overtaking distance of one and a half meter (1.5m) between any part of such motor vehicle and any part of the bicycle or the cyclist: *Provided, however,* That the DOTR may, in consultation with the DPWH, representatives of cyclist organizations and other stakeholders, provide in the rules and regulations to be issued to implement this Act exceptions to the minimum overtaking distance or a lesser requirement on certain roads taking into consideration the width of the road, the volume of vehicular traffic and other circumstances affecting the movement of road users.

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

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

- a. Expenses incurred by employers in providing their employees by way of benefits bicycles, related equipment and bike-friendly facilities shall be deductible in full from their gross income;
- b. All grants, bequests, endowments, expenses, contributions made to and used actually, directly, and exclusively by companies, business establishments, and other institutions for bike-friendly programs and bicycle facilities shall be considered as allowable deductions from gross income; and
- c. Bicycles granted by employers to its managerial and supervisory employees in compliance with this Act shall not be taxable as fringe benefits as provided for under Republic Act No. 8424 or the Tax Reform Act of 1997.

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

SEC. 18. *External Financing.* - The DOTr shall, in coordination with the Department of Environment and Natural Resources (DENR) and Department of Finance (DOF), explore the possibility of accessing a range of global financial sources to support the creation and maintenance of sustainable or less-polluting public transport systems.

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

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

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

a. Unless otherwise specifically provided, any person who violates any provision of this Act shall suffer a penalty of fine in an amount not less than Five thousand pesos (P5,000.00) nor more than Ten thousand pesos (P10,000.00). If such violation causes damage or injury to person or property, then the appropriate provisions of the Civil Code or the Revised Penal Code (RPC) shall apply. When the offender is a corporation, the officers responsible for the violation shall be meted with the penalties herein provided.

b. Any public works official who approves the construction of main roads or highways without the required bicycle lanes in their designs shall be punished by a fine of not less than Ten thousand pesos (P10,000.00) nor more than Thirty thousand pesos (P30,000.00) or suspension, or both, if found guilty in an appropriate administrative investigation. The same penalty applies to a public works official who is duty-bound or responsible for providing the required bicycle lane marking on existing primary or secondary roads and highways but refuses or fails to do so.

c. Any person who shall violate Section 16 of this Act shall be penalized with:

- i. A fine of Five thousand pesos (P5,000.00) for the first offense;
- ii. A fine of Ten thousand pesos (P10,000.00) for the second offense;
- iii. A fine of Fifteen thousand pesos (P15,000.00) and suspension of driver's license for three (3) months for the third offense; and
- iv. A fine of Twenty thousand pesos (P20,000.00) and revocation of driver's license for the fourth offense.

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

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

SEC. 21. *Bicycle Awareness Program.* - The Secretary of DOTr, in cooperation with the Department of Education (DepEd), the Commission on Higher Education (CHED), and the local government units (LGUs), shall establish an educational program to increase awareness on bike safety and road sharing. The program shall be designed for cyclists, traffic enforcers, motorists, and all road users. The program shall include:

- a. Traffic education and enforcement;
- b. Motorist Awareness and Road-Sharing; and
- c. Bicycle and pedestrian safety.

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

SEC. 23. *Appropriations.* - The amount necessary for the implementation of this Act shall be included in the annual General Appropriations Act. The LGUs concerned may provide the necessary funds for the operations and maintenance of the LBO in their respective annual budgets.

SEC. 24. *Implementing Rules and Regulations.* - Not later than thirty (30) days after this Act takes effect, a Committee shall be convened to formulate rules and regulations for the efficient implementation of this Act. The Committee shall be composed of the following as *ex-officio* members:

- a. Secretary of Transportation or the Secretary's authorized representative, who shall serve as Chairperson of the Committee;
- b. Secretary of Public Works and Highways or the Secretary's authorized representative;
- c. Secretary of the Interior and Local Government or the Secretary's authorized representative;
- d. LTO representative;
- e. DENR representative;
- f. DOH representative;
- g. DTI representative;
- h. DOLE representative;
- i. DOF representative;
- j. DBM representative;
- k. NEDA representative;
- l. BIR representative;
- m. DepEd representative;
- n. CHED representative;
- o. Representative of the UP-National Center for Transportation Studies;
- p. Professor of the UP School of Urban and Regional Planning;
- q. PNP representative;
- r. MMDA representative; and
- s. Two (2) representatives from bicycle organizations.

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

SEC. 25. *Separability Clause.* - If any portion or provision of this Act is declared invalid or unconstitutional, the remaining parts or provisions not affected thereby shall remain in full force and effect.

SEC. 26. *Repealing Clause.* - All laws, decrees, executive orders, presidential issuances and other administrative rules and regulations or parts thereof which are inconsistent with this Act are hereby repealed, amended, or modified accordingly.

SEC. 27. *Effectivity.* - This Act shall take effect fifteen (15) days after its publication in the Official Gazette or in a newspaper of general circulation.

Approved,