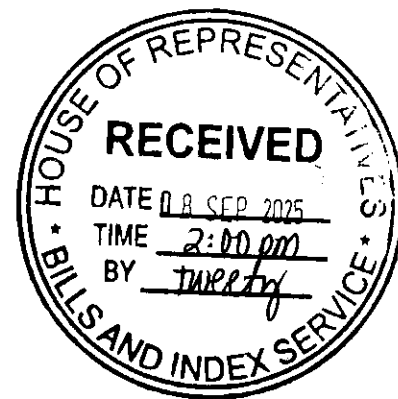


Republic of the Philippines  
HOUSE OF REPRESENTATIVES  
Quezon City, Metro Manila

Twentieth Congress  
First Regular Session

HOUSE BILL NO. **4409**



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Introduced by **Representative RAYMOND ADRIAN SALCEDA**

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**AN ACT**  
**MAINSTREAMING ACTIVE TRANSPORT INTO THE NATIONAL AND LOCAL**  
**MOBILITY SYSTEMS, ESTABLISHING A SAFE PATHWAYS NETWORK, AND**  
**PROVIDING FOR COMPLEMENTARY HEALTH, CLIMATE, AND**  
**INFRASTRUCTURE PROGRAMS**

**EXPLANATORY NOTE**

The right to health and the right to a balanced and healthful ecology are guaranteed under Article II, Sections 15 and 16 of the 1987 Constitution. These rights are inseparable from the right of every Filipino to move safely, inclusively, and sustainably across our communities.

The present mobility system is highly vulnerable to external shocks. The Philippines imports over ninety percent (90%) of its petroleum requirements. In 2022, this accounted for more than USD 17 billion in the import bill. Each increase of ten US dollars (USD 10) per barrel of crude oil translates into an estimated ₱14 billion in additional monthly import costs, cascading into higher transport fares, higher food prices, and greater inflationary pressures on ordinary households. The country's dependence on oil-powered transport creates fragility in our economic system.

Traffic congestion adds another layer of vulnerability. The Japan International Cooperation Agency (JICA) has estimated that traffic in Metro Manila alone results in economic losses of ₱3.5 billion daily, or nearly ₱1.3 trillion annually — equivalent to over five percent (5%) of GDP. This represents lost productivity, wasted fuel, and higher logistics costs for businesses. These losses are not only economic; they are social, in the form of time lost with families, stress, and diminished quality of life.

Vehicular emissions worsen public health burdens. According to the Department of Health, respiratory diseases remain among the top causes of morbidity. The World Bank estimates that air pollution costs the Philippines over USD 2.8 billion annually in foregone

labor income and health expenditures. These are costs that the national budget, the health system, and Filipino families shoulder every year.

The COVID-19 pandemic demonstrated most clearly the lack of redundancy in our mobility system. The suspension of public transport left millions stranded, halted supply chains, and forced many to walk long distances to access work and essential services. GDP contracted by 9.5 percent in 2020 — the sharpest decline in decades. The absence of alternative modes of mobility amplified the severity of the crisis.

Active transport — walking, cycling, and the use of non-motorized and small personal mobility devices — provides systemic resilience. It is not merely an urban amenity, but a strategic instrument of economic, health, and climate policy:

1. **Economic resilience.** By shifting short trips (which account for more than 60 percent of urban journeys) to walking and cycling, congestion is eased, productivity is improved, and oil import dependence is reduced. A robust active transport system lowers inflationary volatility during oil shocks by providing households with non-fuel-based alternatives.
2. **Public health benefits.** Regular physical activity reduces the risk of non-communicable diseases such as diabetes and cardiovascular illnesses, lowering long-term healthcare expenditures. Cleaner air from reduced vehicular use decreases respiratory disease incidence, especially among children and the elderly.
3. **Climate and disaster resilience.** Active transport reduces greenhouse gas emissions and helps the Philippines meet its Nationally Determined Contributions (NDCs) under the Paris Agreement. During disasters, walkways and bicycle lanes provide alternative access for evacuation, relief, and emergency workers when roads are impassable to motorized vehicles.
4. **Inclusive access.** Safe pathways allow schoolchildren, senior citizens, persons with disabilities, and low-income households to travel affordably and safely. The measure strengthens equity in mobility by ensuring that the poor are not left immobile during transport crises.

This bill therefore seeks to mainstream active transport into the Philippine mobility system by establishing a Safe Pathways Network of bicycle lanes, walkways, and slow streets. It ensures integration into local government planning instruments such as the Comprehensive Land Use Plan (CLUP) and Annual Investment Program (AIP), aligning active mobility with the functions of the Department of Transportation (DOTr), Department of Public Works and Highways (DPWH), Department of Health (DOH), Department of Education (DepEd), Climate Change Commission (CCC), and the National Disaster Risk Reduction and Management Council (NDRRMC).

It provides for end-of-trip facilities in government offices, schools, hospitals, and commercial establishments. It authorizes the use of the General Appropriations Act, the 20% Development Fund of LGUs, and public-private partnerships under the PPP Code to finance

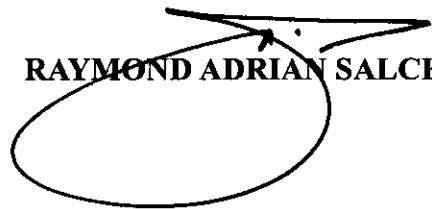
projects. It establishes a performance-based incentive grant system through the Department of Budget and Management (DBM) for LGUs that meet adoption targets in active transport.

The measure further mandates the DOTr to report annually to Congress on measurable impacts: kilometers of Safe Pathways built, adoption rates, fuel import savings, congestion cost reductions, and healthcare savings. In this way, the law will not only institutionalize infrastructure but also enable evidence-based policy adjustments.

The benefits of active transport are therefore multi-systemic: reduced economic losses from congestion, improved productivity, lower oil dependence, reduced health costs, enhanced disaster resilience, and compliance with climate obligations. The fiscal savings in oil imports and health expenditures will, over time, exceed the infrastructure outlays for active mobility.

This is not simply a bicycle bill. It is a resilience and competitiveness bill, embedding active mobility within the economic, health, climate, and disaster systems of the country. It transforms every kilometer of bikeway or walkway into an asset for national security, social equity, and fiscal stability.

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

  
**RAYMOND ADRIAN SALCEDA**

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**MAINSTREAMING ACTIVE TRANSPORT INTO THE NATIONAL AND LOCAL**  
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*Be it enacted by the Senate and House of Representatives of the Philippines in Congress assembled:*

SECTION 1. *Short Title.* This Act shall be known as the “Active Mobility Systems Integration Act of 2025.”

SEC. 2. *Declaration of Policy.* It is hereby declared the policy of the State to:

- (a) Promote active transport as an integral component of the national mobility system to reduce dependence on imported fuels and exposure to global oil price shocks;
- (b) Encourage walking, cycling, and the use of other non-motorized and electric personal mobility devices as sustainable, inclusive, and health-promoting modes of transport;
- (c) Integrate active transport into disaster risk reduction and climate adaptation strategies by providing redundant and resilient mobility systems;
- (d) Advance the constitutional right to health and to a balanced and healthful ecology, while contributing to the achievement of the Sustainable Development Goals; and
- (e) Institutionalize the responsibilities of national government agencies (NGAs), local government units (LGUs), and the private sector in the development, maintenance, and promotion of active transport.

SEC. 3. *Definition of Terms.* For purposes of this Act:

- (a) Active transport refers to physical activity undertaken as a means of transport, such as walking, cycling, and the use of other non-motorized vehicles and personal mobility devices;
- (b) Electric personal mobility devices refer to individual transport devices powered by small electric motors, such as e-bikes and e-scooters, excluding motorcycles and tricycles;
- (c) End-of-trip facilities refer to facilities that support active transport users at their destinations, such as secure bicycle racks, shower and changing rooms, repair stations, and lockers;
- (d) Safe Pathways Network refers to the system of bicycle lanes, walkways, and slow streets established under this Act;
- (e) Slow streets refer to local roads designated for priority use of pedestrians, cyclists, and non-motorized vehicles, where motor vehicle access is restricted or speed limits are reduced by the LGU; and
- (f) Redundant mobility systems refer to transport options that remain functional during fuel shortages, public transport disruptions, or disaster events.

SEC. 4. *Establishment of the Safe Pathways Network.* Within three (3) years from the effectivity of this Act, the Department of Transportation (DOTr) and the Department of Public Works and Highways (DPWH), in coordination with LGUs, shall establish a nationwide Safe Pathways Network consisting of:

- (a) Bicycle Lanes. – Permanent, physically separated bicycle lanes shall be designated along national and local roads wherever practicable. Pop-up or temporary lanes may be deployed during emergencies or special circumstances;
- (b) Walkways. – Walkways shall be provided to connect residential areas to schools, workplaces, markets, transport terminals, hospitals, and other public facilities; and
- (c) Slow Streets. – LGUs shall identify and designate slow streets, prioritizing areas near schools, health facilities, and commercial districts.

SEC. 5. *Integration into Local and National Planning.*

- (a) All LGUs shall integrate Safe Pathways Networks into their Comprehensive Land Use Plans (CLUPs), Comprehensive Development Plans (CDPs), and Annual Investment Programs (AIPs);
- (b) The DOTr and DPWH shall incorporate active transport infrastructure into the National Transport Policy, the Philippine Development Plan, and the National Infrastructure Program; and
- (c) The Climate Change Commission (CCC) and the National Disaster Risk Reduction and Management Council (NDRRMC) shall include Safe Pathways Networks in climate adaptation and disaster resilience frameworks.

SEC. 6. *End-of-Trip Facilities.* All government offices, schools, hospitals, public markets, transport terminals, and commercial establishments shall, as far as practicable, provide end-of-trip facilities to support active transport users.

SEC. 7. *Fiscal Provisions.*

- (a) The amounts necessary to implement this Act shall be included in the annual General Appropriations Act (GAA);
- (b) LGUs may utilize their twenty percent (20%) Development Fund for active transport projects;
- (c) The Department of Budget and Management (DBM) shall establish performance-based grants for LGUs that meet adoption targets in active transport usage; and
- (d) Public-private partnerships for end-of-trip facilities and infrastructure shall be encouraged under the Public-Private Partnership Code of the Philippines.

SEC. 8. *Role of the Public and Private Sectors.*

- (a) The DOTr and DPWH shall issue design standards and guidelines for active transport infrastructure;
- (b) The Department of Health (DOH) shall integrate active transport into national health promotion programs;
- (c) The Department of Education (DepEd) shall develop Safe Routes to School programs;
- (d) The CCC and NDRRMC shall mainstream active transport into climate change adaptation and disaster risk reduction plans; and
- (e) The private sector shall be encouraged to invest in end-of-trip facilities, active mobility programs for employees, and partnerships with LGUs for infrastructure development.

SEC. 9. *Information, Education, and Advocacy.* The DOTr, in coordination with the DOH, DepEd, LGUs, and civil society organizations, shall implement nationwide campaigns promoting the benefits of active transport.

SEC. 10. *Monitoring and Reporting.* The DOTr shall submit an annual report to Congress on the status of implementation, including:

- (a) Kilometers of bicycle lanes, walkways, and slow streets established;
- (b) Adoption rates of active transport modes;
- (c) Estimated savings in fuel imports and congestion costs;
- (d) Healthcare savings from increased physical activity and reduced air pollution; and

(e) Compliance of LGUs and government agencies.

SEC. 11. *Implementing Rules and Regulations.* Within ninety (90) days from the effectivity of this Act, the DOTr and DPWH, in coordination with the DOH, DepEd, CCC, NDRRMC, Department of the Interior and Local Government (DILG), and relevant stakeholders, shall promulgate the implementing rules and regulations of this Act.

SEC. 12. *Separability Clause.* If any provision of this Act is declared unconstitutional, the remaining provisions shall not be affected thereby.

SEC. 13. *Repealing Clause.* All laws, decrees, executive orders, and rules inconsistent with this Act are hereby repealed or modified accordingly.

SEC. 14. *Effectivity.* This Act shall take effect fifteen (15) days after its publication in the Official Gazette or in a newspaper of general circulation.

Approved,