

Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

TWENTIETH CONGRESS
First Regular Session

HOUSE BILL NO. **6840**



Introduced by **HON. JORGE DANIEL S. BOCOBO**

EXPLANATORY NOTE

“Commit your works to the Lord, and your plans will be established.”

– Proverbs 16:3

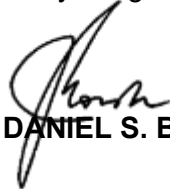
An efficient transportation system is the lifeblood of a thriving economy. It connects workers to jobs, farmers to markets, students to schools, and communities to services. Yet the current state of urban mobility in many parts of the Philippines—marked by traffic congestion, unreliable public transport, and inadequate pedestrian and cycling infrastructure—costs the country billions in lost productivity each year. It also diminishes quality of life, exacerbates air pollution, and deepens inequality by limiting access to opportunity.

The proposed Sustainable Transportation Act seeks to promote a safe, efficient, and people-centered mobility system through the adoption of sustainable modes of transport such as walking, cycling, and public transit. It mandates the formulation of a Sustainable Transport Action Plan, to be jointly developed by the Department of Transportation and relevant agencies, which shall serve as a national and local roadmap for improving mobility, integrating infrastructure, and aligning transport initiatives with environmental, health, and economic goals. It likewise calls for the development of walkways, bicycle lanes, and improved public transport systems, including the possible establishment of Bus Rapid Transit and Water Ferry networks, to expand safe and affordable mobility options. The measure further provides for travel demand management programs and access to climate-related financing to support sustainable infrastructure.

Sustainable transportation is not merely an environmental concern; it is a strategic economic investment. Every minute saved in traffic, every kilometer traveled more safely and cleanly, translates into higher productivity, lower costs, and a better standard of living. By reducing congestion and reliance on fossil fuels, this Act seeks to create cleaner, healthier, and more equitable communities that support long-term economic growth.

In seeking the peace and prosperity of our cities, this measure envisions a Philippines where mobility fuels growth, where citizens move freely and safely, and where development serves both people and the planet.

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


JORGE DANIEL S. BOCOBO

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AN ACT
PROMOTING SUSTAINABLE AND ALTERNATIVE MODES OF TRANSPORTATION AND
MOBILITY OPTIONS TO IMPROVE AIR QUALITY, INCREASE EFFICIENCY, REDUCE
CONGESTION, AND PROMOTE PUBLIC HEALTH

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 “Sustainable Transportation Act.”

Sec. 2. Declaration of Policies. – It is the policy of the State to promote the general welfare and social justice in all phases of national development, to 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 hereby adopts the following policies relative to the transportation system in our country, whether public or private:

- a) Promote a shift towards a safe, collective, efficient, non-congestive, non-pollutive, and healthful locomotion and transportation system that includes non-motorized transport;
- b) Increase mobility options of the general public and promote the use of alternative modes of transportation such as walking, biking, and the use of public transportation;
- c) Properly plan and establish facilities and infrastructures that will respond to this paradigm shift in the 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* refers to any human-powered vehicle with two tandem wheels, at least one of which has a diameter greater than 14 inches and is designed to be ridden by a person;
- b) *Motor vehicle* refers to any self-propelled vehicle or any vehicle powered by a source other than muscular power. This does not include an electric bicycle;
- c) *Public transportation* refers to shared passenger transportation services that are available for use by the general public. These include, but is not limited to, buses, trams, trains, rapid transit, and ferries;
- d) *Walkways* refer to a paved path for pedestrians alongside streets, these may include, but is not limited to, sidewalks, footpaths, pedestrian overpasses, or underpasses, and other similar facilities that ensure safe and convenient movement on foot;
- e) *Sustainable transport* refers to any means of transport that is accessible, safe, environment-friendly, and affordable. It includes, but is not limited to, walking, cycling, transit-oriented development, green vehicles, carpooling, and building or protecting urban transport systems that are fuel-efficient, space-saving, and promote healthy lifestyles; and

- f) *Travel demand management* refers to a set of tools to offer people better travel information and opportunities to help people choose to reduce their need to travel, especially by car.

Sec. 4. Sustainable Transport Action Plan. – The Department of Transportation (DOTr), in coordination with the Department of Economy, Planning, and Development (DEPDev), shall establish a Sustainable Transport Action Plan which aims to provide a roadmap for national and local transportation system, to be adhered to at all Local Government Units (LGUs) throughout the country.

The plan should take a holistic approach, taking into consideration not only the impact on infrastructures, but also its effect on health, environment, economy, and livelihood of the people.

It shall also include strategies to improve parking, public transport, cycling, walking, and transport infrastructure, among others. An action plan shall also be drafted, with a timeline in achieving the target transition to alternative modes of transportation, as identified by DOTr and DEPDev.

Sec. 5. Installation of Walkways. – Adequate sidewalk areas must be maintained on all roads as walkways, to allow safe pedestrian passage, and for the safe and convenient use of wheelchairs, strollers, and other similar mobility devices.

For primary and secondary roads, there shall be an allotted three (3) meters for the Sidewalks. If the allocation of space for such infrastructure is not feasible and implementation proves impractical, an elevated footbridge shall be installed in its place. The concerned local government unit (LGU) shall be responsible for its construction within six (6) months from the effectivity of this Act.

Sec. 6. Public Transportation. – The DOTr shall provide guidelines that will promote a shift towards public transportation as the primary mobility option to the general public, within twelve (12) months from the effectivity of this Act. The government shall study and implement best practices in public transportation to address the impacts of being a petroleum-based economy, including environmental degradation, financial instability, high energy costs, pollution, and urban poverty.

Sec. 7. Establishment of a “Bus Rapid Transit (BRT) System.” – The DOTr within twelve (12) months from the effectivity of this Act, shall conduct a study on the creation of a Bus Rapid Transit System which will organize buses into one efficient long-distance transportation system with coordinated schedules, rates, routes, and pick-up and drop-off points. The LGU and the private sector, including but not limited to, mall owners and bus companies, can be engaged with to develop or utilize existing facilities such as parks, parking lots, and bus depots, which will serve as large collective transportation terminals where people can park their cars, bikes, and other mobility devices to take the buses to their destinations.

Sec. 8. Establishment of a Water Ferry System. – As much as practicable, the national agencies and water regulatory bodies with jurisdiction over a body of water, led by the Department of Environment and Natural Resources (DENR), in coordination with the DOTr, shall explore the establishment of a ferry system in navigable bodies of water which may be operated by the said authority or bidden out to a private contractor. The possibility of interconnecting said waterways shall also be considered to enhance route efficiency and accessibility.

Sec. 9. Travel Demand Management Programs. – The DOTr, in coordination with the Department of Labor and Employment (DOLE), Department of Education (DepEd),

Department of Trade and Industry (DTI) and one representative each from the civil society, transport sector and the youth, shall come up with guidelines on travel demand management programs that will reduce the volume of cars and motorized transport in the roads, as well as enhance and encourage students and workers to use the public transport system. These shall include, but are not limited to, the following:

- a) Carpool, vanpool, and other car-share projects;
- b) Congestion pricing measures;
- c) Programs to promote telecommunication;
- d) Flexible work schedules, or satellite work centers;
- e) Transport program for government employees; and
- f) Intelligent transportation systems or other operational improvements that are certified by the DENR to reduce greenhouse gas emissions.

This shall be completed within twelve (12) months from the effectivity of this Act.

Sec. 10. Designation of Bicycle Lanes. – A portion of the roadway or highway shall be designated as “bicycle lanes” by the LGU having jurisdiction over such roadway or highway, in coordination with the Department of Public Works and Highways (DPWH), within six (6) months from the effectivity of this Act.

The designated bicycle lanes shall be for the preferential or exclusive use of bicycles. The bicycle lanes shall be made identifiable by striping with signing or striping with pavement markings. As much as practicable, permanent bicycle lanes and walkways shall be physically separated from the main road through physical barriers, or shall be elevated or otherwise constructed separately from the main road.

These bicycle lanes shall not be obstructed by a parked or standing motor vehicle or any other stationary object.

Sec. 11. Provision of Bicycle Parking Spaces and Bike Racks. – Owners of the following establishments are hereby required to provide bicycle racks and parking spaces:

- a) For non-residential use with gross floor area larger than seven thousand five hundred (7,500) square feet;
- b) Multiple-family dwellings when twelve (12) or more are provided on a lot; and
- c) Public parking lots.

The DOTr shall establish guidelines on the minimum supply of bicycle parking spaces in buildings and other facilities, taking into consideration the population of the short-term or long-term dwellers in the area, within six (6) months from the effectivity of this Act.

Sec. 12. Facilities. – The DOTr, in coordination with the DPWH and the LGUS concerned, shall carry out an investment program that will encourage the construction of different facilities to promote convenient and safe options to bike and walk for routine travel and for other purposes, to promote a shift to sustainable transport within selected communities. This shall be completed within twelve (12) months from the effectivity of this Act.

Sec. 13. Education and Research Programs. – The DOTr shall undertake studies and research initiatives on emerging trends on sustainable development. It shall disseminate relevant information to car owners, drivers, and commuters to promote awareness and behavioral shift toward sustainable mobility. The DOTr shall also provide technical assistance and other necessary resources to government agencies and private sector stakeholders involved in the development and operation of the transport system.

Sec. 14. Financing. – The DOTr, in coordination with the DENR, shall explore and pursue opportunities to access international environmental financing mechanisms and climate-related funding sources. These funds shall be utilized to support the development of sustainable public transport systems and the promotion of cleaner, less polluting energy sources. Public-private partnerships shall also be encouraged in the development of transportation improvements.

Sec. 15. Separability Clause. – If any portion or provision of this Act is declared unconstitutional, the remainder of this Act and any provisions not affected thereby shall remain in force and effect.

Sec. 16. Repealing Clause. – Any law, presidential decree or issuance, executive order, letter of instruction, rule or regulation inconsistent with the provisions of this Act is hereby repealed or modified accordingly.

Sec. 17. Effectivity Clause. – This Act shall take effect fifteen (15) days following its complete publication in the Official Gazette or a newspaper of general circulation.

Approved,