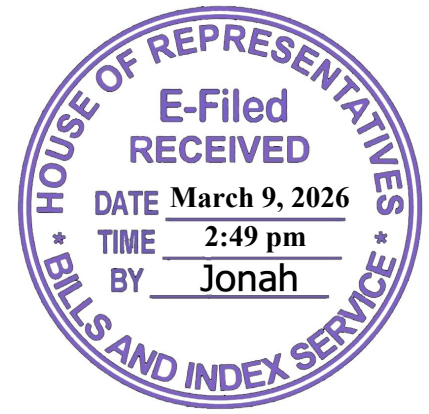


Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City, Metro Manila

TWENTIETH CONGRESS
First Regular Session

HOUSE BILL NO. 8361



Introduced by **ANG PROBINSYANO**
Party-List Representative Alfred Delos Santos

EXPLANATORY NOTE

Article II, Section 16 of the 1987 Constitution declares that the State shall protect and advance the right of the people to a balanced and healthful ecology in accord with the rhythm and harmony of nature. Complementing this mandate, the State is likewise directed to promote a just and dynamic social order and to improve the quality of life for all citizens through responsive and sustainable public policies. These constitutional principles are particularly relevant in addressing the growing challenges of urban mobility, traffic congestion, and air pollution in the country's major cities.

In recent years, the Philippines has experienced a significant increase in motor vehicle use, particularly in highly urbanized areas such as Metro Manila, Metro Cebu, and Metro Davao. According to data from the Land Transportation Office (LTO), the number of registered motor vehicles in the country has steadily increased, contributing to worsening traffic congestion and increased carbon emissions. Studies from the Department of Environment and Natural Resources (DENR) and other environmental monitoring institutions also continue to show that transportation remains one of the largest contributors to urban air pollution. These conditions have significant implications for public health, economic productivity, and environmental sustainability. Moreover, aside from the social disparity, we also have to reconsider the sustainability of our urban transport options. The air quality index in Metro Manila is the 57th spot in the world's most polluted countries.¹ This is in part caused by the great number of vehicles plowing around the Metro, which according to the LTO 2019 Annual Report was at 3,076,088 registered motor vehicles.²

¹ <https://www.iqair.com/world-most-polluted-countries>.

² <https://www.lto.gov.ph/transparency-seal/annual-reports.html>

The need to diversify mobility options has also become more apparent in light of recent urban transport disruptions and increasing commuter demand for safer and more flexible modes of travel. In several cities across the Philippines, particularly during periods of transportation shortages and peak congestion, commuters have increasingly turned to bicycles, electric bicycles (e-bikes), scooters, and other forms of active and micro-mobility transport as practical alternatives for short to medium-distance travel. This shift is consistent with global urban mobility trends, where cities are investing in active transport infrastructure to reduce congestion, improve public health, and lower carbon emissions.

Existing laws and policies already recognize the importance of sustainable transportation. The Philippine Clean Air Act of 1999 (Republic Act No. 8749) mandates the reduction of air pollution from mobile sources, while the Climate Change Act of 2009 (Republic Act No. 9729) and the National Transport Policy under Executive Order No. 230 (2017) emphasize the need for environmentally sustainable transport systems. However, despite these policy directions, the country still lacks a comprehensive national framework specifically dedicated to promoting and institutionalizing active transport and micro-mobility infrastructure, including the safe integration of bicycles, e-bikes, and similar mobility devices into the national transport system.

This proposed measure seeks to address this gap by establishing a national policy that promotes sustainable and inclusive mobility through the development of safe, accessible, and integrated infrastructure for bicycles and other forms of alternative transportation. The measure encourages the development of dedicated lanes, improved road safety measures, and the integration of active mobility into urban transport planning. By doing so, the State can provide commuters with affordable transportation alternatives while simultaneously addressing congestion, improving air quality, and promoting healthier communities.

Importantly, the proposed policy does not conflict with existing laws and instead complements the objectives of the Clean Air Act, the Climate Change Act, and the National Transport Policy, by strengthening the country's commitment to environmentally sustainable transportation solutions.

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



ALFRED C. DELOS SANTOS
Representative, Ang Probinsyano Partylist

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AN ACT
CREATING A NATIONAL POLICY ON SUSTAINABLE URBAN MOBILITY AND
THE USE OF ALTERNATIVE SUSTAINABLE MODES OF TRANSPORTATION

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 “Sustainable Urban Mobility Act.”

SECTION 2. *Declaration of Policy.* – It is the policy of the State to protect and advance the right of the people to a balanced and healthful ecology in accord with the rhythm and harmony of nature. It is likewise the policy of the State to ensure that transportation and other modes of mobility are effective and sustainable to foster economic growth.

SECTION 3. *Definitions.* – For purposes of this Act, the following terms shall mean:

- a) National Sustainable Urban Mobility Plan is a plan which provides for, but is not limited to, a reliable alternative sustainable mode of transportation and creates opportunities for access to the said alternative sustainable modes of transportation for the masses;
- b) Local sustainable transport plans refer to plans made by the local government units (LGUs) to implement the national sustainable urban mobility plan that is tailored fit to the geographical characteristics, capacity, and other factors unique to their locality.

c) Alternative sustainable modes of transportation include bicycles, kick scooters, electric scooters, e-bikes, green bikes, and other similar modes of transportation using manual movement, electricity, or clean fuel;

SECTION 4. *Creation of the National Sustainable Urban Mobility Council.* – There shall be created a National Sustainable Urban Mobility Council (NSUMC). The NSUMC shall be composed of the following:

- a) Secretary, Department of Transportation (DOTr);
- b) Secretary, Department of Public Works and Highways (DPWH);
- c) Secretary, Department of Environment and Natural Resources (DENR);
- d) Secretary, Department of Labor and Employment (DOLE);
- e) Secretary, Department of Science and Technology (DOST);
- f) Secretary, Department of Trade and Industry (DTI)
- g) Representative; Metro Manila Development Authority (MMDA);
- h) Representative, Land Transportation Office (LTO);
- i) At least two (2) experts on urban planning, provided that one (1) is from the University of the Philippines School of Urban and Regional Planning; and
- j) Three (3) Representatives from bicycle riders organizations.

Each committee member shall designate a permanent and alternate representative who shall have the authority to decide for and on behalf of the department, agency, or office he or she is representing and to perform other functions as necessary.

The Committee shall be assisted by a Secretariat headed by the MMDA which shall provide technical and administrative assistance to the Committee. The Secretariat shall be composed of personnel from the MMDA as well as from the member agencies of the Committee.

The Committee shall, within one (1) year from the effectivity of this Act, formulate a comprehensive national policy for the transformation of urban transportation and mobility, placing in the forefront the development of urban road designs which allow for safe and fast travel using alternative sustainable modes of transportation.

SECTION 5. *Urban Road Design for Alternative Sustainable Modes of Transportation.* – The NSUMC, led by DOST and DPWH, in coordination with other relevant agencies, and in consultation with other organizations whether private or public, shall create a new urban road design. The DPWH and DOST shall also seek the assistance of professionals in urban planning and design.

The design shall consider the safety and unhampered travel of people who opt to use alternative sustainable modes of transportation. The elements of the

design shall, as far as practicable, consider the use of locally available and environment-friendly materials. The design shall also be geared towards greener urban roads through additional structures or installations within or along urban roads.

SECTION 6. *Construction of Bike Lanes* – The DPWH, in coordination with LGUs, shall construct the bike lanes and all other related structures according to the design created under the preceding section.

SECTION 7. *Construction of Bike and Alternative Sustainable Modes of Transport Parking Areas.* – The DPWH shall, as far as practicable, construct bike and Alternative Sustainable Modes of Transport (ASMT) parking areas for public places and buildings.

Private corporations shall also allot a secured space within or near their premises to be used as bicycle and ASMT parking areas.

SECTION 8. *Provision of Alternative Sustainable Modes of Transportation for government employees.* – Every LGU of a city or municipality classified as an urban area shall allot an amount for the purchase of alternative sustainable modes of transportation for its employees and issue the same to those who express their desire to avail of the said benefit. LGUs of cities or municipalities not classified as urban areas may also implement such programs.

Government agencies and departments, including government-owned and controlled corporations, shall likewise allot an amount for the purchase of alternative sustainable modes of transportation for its employees.

LGUs, government agencies, and departments, including government-owned and controlled corporations shall also provide lockers and a shower facility inside their premises for employees availing of the benefit.

The ownership of the alternative sustainable modes of transportation purchased under this provision shall not pass on to the employees and shall be a benefit available only while the person is employed as a civil servant. However, all costs paid by the employee for the necessary repair and upgrade of the alternative sustainable mode of transportation given to him or her shall be reimbursed by the issuing LGU or agency, provided that the claim for reimbursement is filed within thirty (30) days from the date indicated in the receipt.

SECTION 9. *Provision of Alternative Sustainable Modes of Transportation for Private Sector Employees.* – Private companies not classified as MSMEs shall make available the same benefits of provision and reimbursement for necessary costs to their employees who wish to use alternative sustainable modes of transportation in their travel to and from work. Employers shall also provide

lockers and a shower facility inside their premises for employees availing of the benefit.

MSMEs, including startups, may also provide the same benefits to their employees as far as practicable based on their financial situation. The DOTr, in partnership with the DTI, shall extend assistance to MSMEs wishing to provide this benefit to their employees by launching an ASMT Purchase Program where the DOTr shall subsidize the cost of ASMTs up to thirty percent (30%) of the price. The availing MSME shall be given the option to pay the remaining amount either in full payment or under an installment plan with no interest.

The ownership of the alternative sustainable modes of transportation purchased under this provision shall not pass on to the employees of private companies and MSMEs, and shall be a benefit available only while the person is employed, unless otherwise agreed upon by the employer and employee.

All costs paid by the employee for the necessary repair and upgrade of the alternative sustainable mode of transportation given to him or her shall be reimbursed by the issuing company, provided that the claim for reimbursement is filed within thirty (30) days from the date of indicated the receipt unless otherwise agreed upon.

SECTION 10. *Mandatory Inclusion of Bike Riders Road Safety Awareness Module for All Applicants of Driver's License.* – The Land Transportation Office (LTO) shall include a specialized section or module emphasizing the different safety measures that vehicle drivers should know and practice on the road to ensure the safety of bike riders and riders of other alternative sustainable modes of transportation in the requirements before an applicant may be granted with a new driver's license.

License renewal applicants shall be given the same specialized section or module before issuance of the renewed license. The LTO shall consult with bicycle organizations for the content and structure of the specialized section or module.

SECTION 11. *Educating the Public on the Benefits of Alternative Sustainable Modes of Transportation.* - The DOTr shall create and launch an information campaign to educate the public on the benefits of alternative sustainable modes of transportation as well as encourage them to switch to these options.

SECTION 12. *Appropriations.* – Such amount as may be necessary for the initial implementation of this Act shall be charged against the concerned agencies' appropriation for the present year. Thereafter, the succeeding appropriation for the continuation and completion of the projects provided for in this Act shall be included in the annual General Appropriations Act (GAA).

SECTION 13. *Separability Clause.* – If any provision or part of this Act is held invalid or unconstitutional, the remaining provisions or parts unaffected shall remain in full force and effect.

SECTION 14. *Repealing Clause.* – All laws, executive orders, presidential decrees or issuances, letters of instruction, administrative orders, rules, and regulations contrary to or inconsistent with the provisions of this Act are hereby repealed, amended, or modified accordingly.

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

Approved,