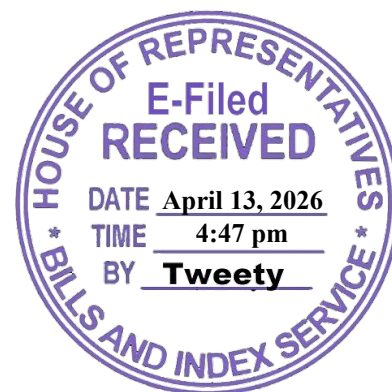


Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City, Metro Manila

TWENTIETH CONGRESS
First Regular Session



HOUSE BILL NO. 8841

**Introduced by AKBAYAN Representatives PERCIVAL V. CENDAÑA,
JOSE MANUEL TADEO "CHEL" I. DIOKNO, and DADAH KIRAM ISMULA and
Dinagat Islands Representative KAKA BAG-AO**

**AN ACT PROMOTING ACTIVE MOBILITY BY ESTABLISHING AND
INTEGRATING A SAFE PATHWAYS NETWORK OF BICYCLE LANES,
CARFREE DAYS, WALKWAYS AND SLOW STREETS, AND PROVIDING
FUNDS THEREOF**

EXPLANATORY NOTE

The ongoing conflict in the Middle East due to the escalation of hostilities between the United States of America, the State of Israel, and the Islamic Republic of Iran has severely affected the global economy by disrupting oil supply chains, especially through critical chokepoints such as the Strait of Hormuz, through which a significant portion of the world's oil passes. As a result, global crude oil prices have surged beyond USD 100 per barrel¹, with projections of further increases should the conflict persist.

The Philippines, importing at least 98% of its oil needs, became the first country to declare an energy emergency after local diesel and petrol prices more than doubled in the country². Fuel prices have risen sharply since the conflict started, with recent projections indicating increases of up to PHP 19.00 per liter for diesel, which will cost PHP 166 per liter of diesel³.

Recent global reports further underscore that the ongoing Middle East conflict is driving up not only energy costs but also food prices and essential commodities, due

¹ Oil price surges, Asian stocks fall as Trump vows to continue Iran attacks (2026) Al Jazeera. Available at: <https://www.aljazeera.com/news/2026/4/2/oil-surges-asian-stocks-plunge-as-trump-vows-to-keep-up-iran-attacks> (Accessed: 04 April 2026).

² Tewari, S. (2026) Marcos promises 'flow of oil' as Philippines declares energy emergency, BBC News. Available at: <https://www.bbc.com/news/articles/c3ex8ez3717o> (Accessed: 04 April 2026).

³ Galang, G.C. (2026) Big-time fuel hike: Diesel to Spike ₱19, gasoline ₱5 next week, Manila Bulletin. Available at: <https://mb.com.ph/2026/04/03/big-time-fuel-hike-diesel-to-spike-19-gasoline-5-next-week> (Accessed: 04 April 2026).

to increased transport and production costs. Countries across Asia, including the Philippines, have already begun implementing emergency measures such as reduced energy consumption, altered work arrangements, and fuel conservation strategies in response to the crisis⁴.

In this context, the urgency of reducing dependence on imported fossil fuels and building resilient, low-cost transportation systems has become even more pronounced. Active mobility—comprising walking, cycling, and other human-powered modes of transport—offers a practical, immediate, and sustainable response to fuel price volatility. By minimizing reliance on oil-dependent transport, active mobility can shield households from recurring fuel shocks while promoting public health, reducing congestion, and lowering greenhouse gas emissions.

Notably, several local government units in the Philippines have already taken proactive steps through local ordinances and programs to promote active mobility:

- Naga City has implemented policies on car-free Sundays⁵, amended their ordinance on bicycles⁶, and created a council which serves as the primary policymaking body on urban transport and mobility in the city⁷.
- Pasig City enacted its Active Transport Ordinance institutionalizing protected bicycle lanes and pedestrian infrastructure⁸.
- Makati City implemented its Bicycle Lane Ordinance and expanded pedestrian-friendly policies in its central business district⁹.
- Quezon City adopted its Green Transport Ordinance, which includes provisions for bike lanes, walkways, and car-free initiatives¹⁰.
- Iloilo City has also established a comprehensive bike lane network through local legislation and executive action, positioning itself as a model for bike-friendly urban development¹¹.

However, these efforts remain fragmented and uneven across the country, highlighting the need for a cohesive national framework.

This proposed measure seeks to establish and integrate a Safe Pathways Network composed of protected bicycle lanes, expanded walkways, slow streets, and institutionalized car-free days, supported by dedicated funding and strong coordination between national government agencies and LGUs.

By promoting active mobility in the context of recurring global oil shocks and geopolitical instability, this measure will:

- Reduce the country's vulnerability to external fuel supply disruptions;

⁴ Malacañang imposes energy-saving measures for all ... (2026) Presidential Communications Office. Available at: https://pco.gov.ph/news_releases/malacanang-imposes-energy-saving-measures-for-all-government-agencies (Accessed: 04 April 2026).

⁵ Naga City Executive Order No. 065, series of 2025

⁶ Naga City Ordinance No. 2025-128

⁷ Naga City Executive Order No. 038, series of 2025

⁸ Pasig City Ordinance No. 55, Series of 2020 (Active Transport Ordinance).

⁹ Makati City Ordinance No. 2018-089 (Bicycle Lane Ordinance) and related issuances.

¹⁰ Quezon City Ordinance No. SP-2980, S-2020 (Green Transport Ordinance).

¹¹ Iloilo City bike lane program and local issuances (City Government of Iloilo).

- Provide cost-effective transport alternatives amid rising fuel prices;
- Support household resilience against inflation;
- Improve public health and quality of life;
- Reduce traffic congestion and environmental pollution; and
- Advance the country's commitments to sustainable and climate-resilient development.

In light of the ongoing Middle East conflict and its profound impact on energy security and economic stability, the passage of this bill is not only timely but imperative.

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



PERCIVAL V. CENDAÑA
Akbayan Representative



JOSE MANUEL TADEO
"CHEL" I. DIOKNO
Akbayan Representative



DADAN KIRAM ISMULA
Akbayan Representative



KAKA BAG-AO
Dinagat Islands Representative

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**AN ACT PROMOTING ACTIVE MOBILITY BY ESTABLISHING AND
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*Be it enacted by the Senate and House of Representatives of the Philippines in
Congress assembled:*

1 **SECTION 1. *Short Title.*** – This Act shall be known as the "Active Mobility Act".
2

3 **SEC. 2. *Declaration of Policy.*** – The Constitution mandates the State to protect
4 and advance the right of the Filipino people to a balanced and healthful ecology in
5 accord with the rhythm and harmony of nature, to protect and promote the right to
6 health of the people and instill health consciousness among them.
7

8 The State also affirms the need for infrastructure and a change in mindset to
9 encourage and accommodate sustainable and healthy modes of active transport such
10 as walking, biking, and the use of other non-motorized vehicles and to provide safe
11 and convenient pathways for commuters. It further acknowledges the need to
12 integrate active transport infrastructures to improved public transportation.
13

14 Establishing and integrating active transport with public transportation will result in
15 reduced carbon emissions, reduced road congestion, less use of energy and resources,
16 as well as less dependence on oil, lightening the impact of oil price shocks. It will also
17 provide multiple health benefits and enhance the quality of life.
18

19 **SEC. 3. *Definition of Terms.*** – For purposes of this Act, these terms are defined as
20 follows:

- 21 (a) *Active mobility* refers to physical activity undertaken as a means of transport,
22 such as walking or cycling and the use of other non-motorized vehicles;
23 (b) *Electric personal mobility devices* refer to any electric motorized device
24 exclusively used for transporting an individual. This includes electric bicycles

- 1 and electric kick scooters, excluding motorcycles, tricycles, and other similar
2 modes of transport;
- 3 (c) *End-of-trip facilities* refer to facilities that cater to active transport users needs
4 at their destinations, which may include shower and changing rooms, short-
5 and long-term bicycle parking, bicycle repair stations, and lockers, among
6 others;
- 7 (d) *Non-motorized vehicles* refer to all forms of transportation that do not rely on
8 an engine or motor for movement, including, but not limited to, bicycles and
9 small wheeled non-motorized transport, such as skateboards, push scooters,
10 and handcarts; and
- 11 (e) *Slow streets* refer to local roads providing safe and convenient access and use
12 by restricting motor vehicle access, use, or speed limits on certain days or hours
13 in the day, or any combination of such measures as may be determined by the
14 concerned local government unit (LGU), and prioritizing access and use by
15 pedestrians, cyclists, and other non-motorized vehicle users.

16
17 **SEC. 4. Safe Pathways Network.** – Within twelve (12) months from the effectivity
18 of this Act, the Safe Pathways Network shall be established for the use of active
19 transport: *Provided*, That the use of electric personal mobility devices may be allowed
20 subject to the guidelines set by the LGUs, in consultation with the Department of
21 Transportation (DOTr) and Department of Public Works and Highways (DPWH).

22
23 The Safe Pathways Network shall consist of the following:

- 24 (a) *Bicycle lanes*. LGUs, in consultation with the DOTr and the DPWH, shall identify
25 and create a network of bicycle lanes, which may be temporary or permanent
26 in nature. The temporary lanes alternatively known as pop-up lanes shall be
27 set up, whenever necessary, including during emergency situations: *Provided*,
28 That along national roads in Metro Manila, the DOTr, in coordination with the
29 DPWH and the Metro Manila Development Authority (MMDA), shall be the lead
30 implementing agency. Pop-up bicycle lanes may be marked with removable
31 tapes and mobile signs, which can easily be placed and removed as necessary.
32 Other physical barriers may also be used.

33
34 The bicycle lanes shall, as much as practicable, directly connect users to
35 essential destinations, such as medical facilities, public and private facilities
36 frequented by people, schools, and other similar places that may be identified.
37 Motorcycles, tricycles, and other similar modes of transport, whether powered
38 by fossil fuel or electricity, are prohibited from using the bicycle lanes unless
39 otherwise designed for sharing with such modes of transport.

- 40
41 (b) *Walkways*. Walkways shall be designated or constructed for the use of
42 pedestrians, including the use of strollers and other children's mobility
43 equipment. Walkways may also be shared with non-motorized vehicles and
44 electric personal mobility devices, subject to the guidelines set by the LGUs and
45 taking into account the safety of pedestrians.

- 46
47 (c) *Slow streets*. To complement the network of bicycle lanes, LGUs shall create a
48 designated network of people-oriented slow streets, which may be temporary

1 or permanent that will provide safe and convenient access and use of specific
2 local roads. Speed limits, access on certain days or hours in the day by
3 motorized vehicles in slow streets, or any combination of such measures shall
4 be determined by the concerned LGU. Motor vehicles of residents, delivery and
5 trash collection vehicles servicing the area of the slow streets, and emergency
6 services shall have access to slow streets subject to restrictions to be imposed
7 by the LGU.

8
9 Slow streets shall be clearly marked with signage specifying the restrictions.
10 LGUs shall identify priority areas for implementation within their jurisdiction.
11 LGUs shall conduct a formal coordination with the DPWH Regional Office in
12 cases where a proposed slow street intersects with or affects a national road.
13 The DOTr and DPWH may provide assistance in the identification of slow
14 streets.

15
16 LGUs shall seek written concurrence or a formal position from the concerned
17 DPWH Regional Office prior to adopting or enforcing measures affecting speed,
18 access, or traffic circulation, while also providing a clear, time-bound process
19 to prevent undue delays.

20
21 **SEC. 5. Active Mobility Infrastructure Responsibility.** – LGUs shall coordinate
22 with public and private institutions within their jurisdiction frequented by the public,
23 such as but not limited to healthcare facilities and institutions, schools, churches, and
24 government offices, to establish bicycle lanes, walkways and slow streets that can
25 connect and provide safe access for the employees, customers and clients of such
26 institutions as well as the general public, and to encourage the establishment of end-
27 of-trip facilities within such institutions. Special attention shall be given towards the
28 safety of healthcare workers and patients who use active transport to hospitals and
29 other healthcare facilities.

30 The DPWH shall be the lead agency on active mobility infrastructure on national roads,
31 including facilities for pedestrians, cyclists, and electric personal mobility devices. The
32 DPWH and LGUs shall have clear lines of communication, coordination, and decision-
33 making between to ensure that projects are not delayed by jurisdictional uncertainty.
34 LGUs shall retain responsibility for local roads and play a critical role in planning,
35 implementation, and maintenance, but always within a nationally consistent
36 framework led by DPWH.

37 **SEC. 6. Traffic Rules and Regulations.** – All users of non-motorized vehicles and
38 electric personal mobility devices shall, as far as applicable, obey traffic signals, signs
39 and markers, road pavement markings, right-of-way, and other traffic rules and
40 regulations.

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

44
45 **SEC. 7. Bicycle Racks and other End-of-Trip Facilities.** – All public places,
46 government offices, schools, places of work, mass transit and public utility vehicle

1 terminals, and commercial establishments, including but not limited to malls, banks,
2 and hospitals, shall provide, as far as practicable, secure bicycle or multi-use racks
3 and other end-of-trip facilities, as needed.
4

5 **SEC. 8. *Public Transportation Integration.*** – The routes with Safe Pathways
6 Network shall be integrated with the public transportation system including but not
7 limited to the Metro Rail Transit, Light Rail Transit, trains, ferry, buses, and other
8 public utility vehicles.
9

10 **SEC. 9. *Car-free Days.*** – Within six (6) months from the effectivity of this Act, LGUs
11 shall create an ordinance designating at least one major road under its jurisdiction as
12 “car-free” for designated hours at least once a week. Motor vehicles shall be prohibited
13 from accessing the designated road on the specified day in order to promote active
14 mobility such as walking and cycling.
15

16 **SEC. 10. *Role of Public and Private Sectors.*** – Both the public and private sectors
17 shall promote active transport as a sustainable and healthy means of transportation
18 and develop the Safe Pathways Network as provided under Section 4 of this Act, by
19 putting up the necessary infrastructure facilities and programs. Further, the said
20 sectors shall also provide, as far as practicable, additional support, benefits, subsidies,
21 and training that will promote active transport.
22

23 LGUs shall incorporate the creation of the Safe Pathways Network and their
24 corresponding infrastructure in their local development plans.
25

26 Private sector establishments shall provide secure, accessible, and adequate bicycle
27 parking based on demand forecasting, weather-protected racks, shower and changing
28 facilities, lockers, and basic bicycle repair stations, as well as safe and well-lit
29 connections to the Safe Pathways Network. In addition, private establishments shall
30 be encouraged to adopt complementary programs such as employee incentives for
31 active commuting, flexible workplace policies, and information or awareness
32 campaigns.

33 **SEC. 11. *Information and Education Campaign.*** – The DOTr, in coordination
34 with other government agencies and the private sector, shall establish an information
35 and education campaign on the importance of a shift to a sustainable and healthy
36 mode of transportation, and the establishment and use of the Safe Pathways Network.
37 The campaign shall be designed for all present and potential active transport users,
38 traffic enforcers, motorists, non-motorized vehicle and electric personal mobility
39 device users, the commuting public, and the community in general.
40

41 **SEC. 12. *Design and Construction of Permanent Bicycle Lanes and***
42 ***Walkways.*** – Permanent bicycle lanes and walkways shall be designated or
43 constructed with safety as the paramount concern. As much as practicable, permanent
44 bicycle lanes and walkways shall be physically separated from the main road through
45 physical barriers, or shall be elevated or otherwise constructed separately from the
46 main road.

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

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

10
11 **SEC. 13. *Repair and Maintenance of Active Mobility Infrastructure.*** The
12 concerned agencies, specifically the LGUs, the DPWH, and the DOTr, shall incorporate
13 active mobility infrastructure into their respective annual maintenance projects.
14 Further, any government or private entity performing road works or utility repairs that
15 affect active mobility infrastructure shall restore such assets to their original or
16 improved standard.

17
18 **SEC. 14. *Reportorial Requirement.*** – The DOTr shall submit an annual report to
19 Congress on the establishment and use of the Safe Pathways Network for purposes
20 of policy formulation and determining funding requirements. The report shall include
21 relevant data such as the number of users of active transport and electric personal
22 mobility devices, and mapping of the Safe Pathways Network in the country. To this
23 end, LGUs shall submit to the DOTr the relevant information needed to formulate the
24 report.

25
26 **SEC. 15. *Sources of Funding.*** – The funds necessary for the implementation of this
27 Act shall be sourced from the amounts set aside by LGUs for infrastructure projects
28 within their jurisdiction, as well as from the appropriations of the DOTr and DPWH
29 under the General Appropriations Act, and the Special Road Fund from the Motor
30 Vehicle User’s Charge as provided under Republic Act No. 8794, as amended.

31
32 **SEC. 16. *Separability Clause.*** – If any provision of this Act is declared
33 unconstitutional or otherwise invalid, the validity of the other provisions shall not be
34 affected thereby.

35
36 **SEC. 17. *Repealing Clause.*** – All other laws, decrees, orders, rules and regulations,
37 other issuances, or parts thereof inconsistent with the provisions of this Act are hereby
38 repealed or modified accordingly.

39
40 **SEC. 18. *Effectivity.*** – This Act shall take effect fifteen (15) days after its publication
41 in the *Official Gazette* or in a newspaper of general circulation.

Approved,