

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

TWENTIETH CONGRESS
First Regular Session

HOUSE BILL NO. 9862



**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 CREATING A CONGRESSIONAL COMMISSION ON ROAD MOBILITY
TO REVIEW, ASSESS, AND EVALUATE THE STATE OF MOBILITY IN THE
PHILIPPINES AND RECOMMEND INNOVATIVE AND TARGETED POLICY
REFORMS, APPROPRIATING FUNDS THEREFOR, AND FOR OTHER
PURPOSES**

EXPLANATORY NOTE

Mobility is essential to the daily lives of Filipinos. Integrated, accessible, and efficient transportation options are indispensable in enabling citizens to reach places of employment, education, commerce, health and community services, leisure (including public open spaces and parks), and cultural activities. Conversely, the absence of adequate transport options restricts access to opportunities and undermines social and economic participation.

Mobility outcomes, however, are not determined by transport services alone. They are fundamentally shaped by land-use patterns and the design of the built environment, which influence travel demand, distances, accessibility, safety and the viability of public and active transport.

Despite this, conventional transport planning – which has historically prioritized faster transportation, particularly car-based transportation – has often been pursued by the Philippine government at the expense of other modes of transportation, particularly, public transport, walking and cycling. This approach has reflected a focus on transport inputs, such as vehicle movement and capacity of roads to allow vehicle movement, rather than mobility outcomes, including accessibility, safety, efficiency, and equity in the movement of people.

For instance, in Metro Manila, while only an estimated 12% of the population owns

private cars, a disproportionately large share of road space is allocated to car-centric movement.¹ Meanwhile, vehicle sales continue to rise. In 2025, total vehicle sales reached 491,395 units, representing a 3.7% increase from the 473,842 units recorded in 2024, according to joint data released by the Chamber of Automotive Manufacturers of the Philippines, Inc. (CAMPI) and the Truck Manufacturers Association (TMA).²

This car-dependent model also reinforces the country's heavy reliance on diesel and gasoline, which makes transport systems vulnerable to the volatility of fuel prices and supply disruptions, as seen in the 2026 fuel crisis as a result of the Iran war.

The resulting structural imbalance in road space allocation, when combined with dispersed land-use patterns, long travel distances, and built environments that do not support walking, cycling, and public transport access, have contributed to worsening traffic congestion, inequitable mobility outcomes, unsafe conditions for vulnerable road users, especially children, the elderly, persons with disabilities, pedestrians, and cyclists, including heat-related illnesses and risks.

The consequences of these structural imbalances are reflected in road safety outcomes. Road crashes remain among the leading causes of mortality in the Philippines,³ and cost the country an estimated USD 11 billion in 2021, equivalent to roughly 3% of the country's Gross Domestic Product (GDP) in addition to healthcare expenditure of 5.9% of GDP in the same year.⁴

These challenges are encountered across the various government agencies involved in transport planning, infrastructure development, traffic management, environmental protection, housing, and land-use regulation — functions which collectively shape the built environment within which mobility occurs. These agencies include, but are not limited to, the Department of Transportation (DOTr), Department of Public Works and Highways (DPWH), Metropolitan Manila Development Authority (MMDA), Land Transportation Office (LTO), Department of Human Settlements and Urban Development (DHSUD), Department of Economy, Planning, and Development (DepDev), Department of Environment and Natural Resources (DENR), local government units, and other concerned entities. Gaps in coordination among these agencies, overlapping or unclear mandates, and inconsistent standards governing infrastructure, roads, and the hierarchy of road users remain persistent challenges. These constraints hinder the development of a coherent, integrated, and people-centered mobility system in the Philippines.

Recognizing that mobility challenges are systemic and rooted not only in transport operations but also in infrastructure planning, land-use decisions, environmental

¹ Gatarin, et al. (2024). Towards just transitions in cities of the Global South: Civil society and street experiments against the CARMAGEDDON in Metro Manila, Philippines. *Journal of Urban Mobility*, Volume 5, June 2024.

² Philippine Daily Inquirer. Philippine car sales hit new record in 2025. Available at <https://business.inquirer.net/570580/ph-car-sales-hit-new-record-in-2025> (last accessed 23 February 2026).

³ Philippine Statistics Authority (2025). 2025 Causes of Death in the Philippines (Provisional as of 30 November 2025). Available at <https://psa.gov.ph/content/2025-causes-death-philippines-provisional-30-november-2025>.

⁴ Asian Transport Observatory (2025). Philippine Road Safety Profile. Available at <https://asiantransportobservatory.org/analytical-outputs/roadsafetyprofiles/philippines-road-safety-profile-2025/> (last accessed 24 February 2026).

considerations, and the design of the built environment, there is a clear need for a sustained, high-level, and multi-sectoral review of existing policies, regulatory, governance, and institutional frameworks, and other mechanisms related to mobility systems. While various reforms have been introduced across agencies and levels of government, these efforts have often proceeded in a fragmented manner, without the benefit of a dedicated effort within Congress to undertake a comprehensive assessment of the mobility sector and to recommend coherent, evidence-based, and forward-looking legislative and policy interventions.

Accordingly, this measure seeks to create a Congressional Commission on Road Mobility (MOBICOMM). The proposed Commission shall serve as a specialized, cross-sectoral body tasked to review, assess, and evaluate the state of public transport and active transport in the Philippines, and to formulate innovative, targeted, measurable, and time-bound policy and legislative reforms.

The establishment of MOBICOMM will provide Congress with an institutional platform to:

- i. examine structural and systemic issues affecting mobility;
- ii. strengthen policy coherence and inter-agency coordination to promote public and active transport;
- iii. evaluate infrastructure, safety, and accessibility standards;
- iv. promote a people-centered and safety-first mobility framework; and
- v. guide long-term reforms consistent with national development goals and international commitments.

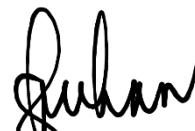
In view of the foregoing, the immediate passage of this bill is earnestly sought.



PERCIVAL V. CENDAÑA
Akbayan Representative



JOSE MANUEL TADEO
"CHEL" I. DIOKNO
Akbayan Representative



DADAH KIRAM ISMULA
Akbayan Representative



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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 "Congressional
2 Commission on Mobility (MOBICOMM) Act."
3

4 **SEC. 2. Declaration of Policy.** — It is the declared policy of the State to protect
5 and promote the right of all people to safe, accessible, inclusive, affordable,
6 sustainable, and reliable mobility.
7

8 The State hereby recognizes that roads, road-based transportation systems, and
9 complementary transport modes are essential public goods that directly affect human
10 dignity, socio-economic equality, inclusive growth, environmental sustainability, public
11 health, and the fulfillment of human rights. The State shall ensure that mobility
12 systems and the built environment shall be planned to maximize accessibility rather
13 than merely increase vehicle movement or road capacity.
14

15 The State shall ensure that mobility-related policies, plans, programs, and investments
16 uphold related constitutional rights, including the rights to life, health, a healthy
17 environment, safety, equality, and development. The State shall pursue related transit-
18 oriented development policies that enhance intermodal connectivity, last-mile
19 accessibility, universal design, and seamless mobility across transport modes, and

1 avoid land use and built environment patterns that create unnecessary travel distances
2 and structural dependence on private motor vehicles.

3
4 The State further recognizes the need to adopt a people-centered hierarchy of road
5 users, consistent with national development policies, where pedestrians and cyclists
6 are accorded the highest priority, followed by public transport and other transport
7 modes. The State hereby recognizes that active transport shall is a fundamental
8 component of the mobility system, requiring safe, continuous, and accessible
9 infrastructure within the built environment.

10
11 The State affirms the rights of nature and the rights of the people to a balanced and
12 healthful ecology, and shall ensure that mobility systems incorporate and maximize
13 the provision of nature-based solutions including native trees and the restoration of
14 our urban forests, amid extreme heat and rain brought about by the climate crisis.

15
16 The State affirms the complementary roles of national and local governments, the
17 public and private sectors, communities, and transport workers in fostering people-
18 centered, safe, and sustainable mobility systems.

19
20 **SEC. 3. Definition of Terms.** — For purposes of this Act:

- 21
22 (a) Active Transport – shall refer to the modes of transportation that require or
23 primarily involve human physical activity, including walking, cycling, and the use
24 of mobility assistive devices;
25
26 (b) Built Environment – shall refer to all human-made or -modified physical
27 components of communities, including land development patterns, transport
28 networks, public spaces, utilities, infrastructure, and other structures.
29
30 (c) Mobility – shall refer to the ability of persons, as enabled or constrained by the
31 built environment, transport systems, and public infrastructure planned,
32 designed, regulated, and managed by government, to move safely, efficiently,
33 affordably, inclusively, and sustainably, and to access opportunities, services, and
34 destinations necessary for personal, social, and economic well-being.
35
36 (d) Mobility System – shall refer to framework of roads, streets, transport services,
37 public spaces, land-use structures, policies, regulations, and institutional
38 arrangements planned, designed, regulated, and managed by government,
39 which together enable or constrain the ability of persons and goods to move and
40 access destinations.

41
42 **SEC. 4. State Principles on Mobility.** — The State recognizes that mobility
43 systems, public transport, active transport, roads, and the built environment shall be
44 planned, designed, constructed, regulated, and managed in accordance with the
45 following principles:

- 46
47 (a) People-Centered. — Mobility policies, programs, and the design of roads and the
48 built environment shall prioritize the safe, equitable, and dignified movement of

1 persons, particularly vulnerable road users, including pedestrians, cyclists, children,
2 older persons, and persons with disabilities, while addressing imbalances and
3 inequities arising from car-oriented planning approaches and allocation of public
4 safety.

5
6 (b) Multimodal and Integrated. — Mobility systems and the built environment shall be
7 designed within an integrated and balanced transport network comprising public
8 transport, active transport, freight and logistics, and private motor vehicles.

9
10 (c) Accessible and Inclusive. — The planning and design of mobility systems and the
11 built environment shall prioritize access of people to destinations, services, and
12 opportunities, rather than solely increasing vehicle movement or road capacity.
13 Mobility systems and the built environment shall be designed or redesigned to
14 eliminate physical, economic, and social barriers and ensure universal accessibility and
15 universal design, particularly for persons with disabilities, older persons, children, and
16 other vulnerable users, in roads, streets, sidewalks, public spaces, terminals, vehicles,
17 and related infrastructure.

18
19 (d) Sustainable and Climate-Resilient. — Mobility planning, infrastructure investments,
20 and the development of the built environment shall minimize environmental impacts,
21 promote resource efficiency, support cleaner transport technologies, and strengthen
22 resilience to climate-related risks.

23
24 (e) Safe and Health-Promoting. — Mobility systems and the built environment shall
25 adopt a safety-first approach consistent with the Safe System framework, and be
26 designed to reduce road crash fatalities and serious injuries, and promote public health
27 through safe and supportive conditions for active transport, including walking and
28 cycling.

29
30 (f) Green Infrastructure and Nature-Based Solutions - Mobility systems and built
31 environment shall prioritize the provision of green infrastructure, including the
32 provision of native trees and the restoration of our urban forests, amid extreme heat
33 and rain brought about by the climate crisis.

34
35 **SEC. 5. Creation of the Commission.** — There is hereby created a Congressional
36 Commission on Mobility (MobiComm), hereinafter referred to as the Commission, to
37 undertake a comprehensive national review and evaluation of the performance of the
38 Philippine road-based transport, road infrastructure and related built environment
39 policies and practices, for the purpose of recommending transformative, concrete, and
40 targeted reforms in governance, standards, planning, regulation, investment, and
41 implementation, with a view to achieving safe, accessible, inclusive, affordable,
42 efficient, and sustainable mobility outcomes for all.

43
44 **SEC. 6. Composition of the Commission.** — The Commission shall be composed
45 of ten (10) Members, with five (5) Members each from the Senate and five (5)
46 Members from the House of Representatives.

47
48 The Chairperson of the Senate Committee on Public Services and the Chairperson of

1 the House Committee on Transportation shall be the Co-Chairpersons of the
2 Commission.

3
4 The Members shall include:

- 5
6 (a) The Chairperson of the Senate Committee on Public Works;
7 (b) The Chairperson of the House Committee on Public Works and Highways;
8 (c) The Chairperson of the Senate Committee on Health;
9 (d) The Chairperson of the House Committee on Health; and
10 (e) Two (2) additional Members each from the Senate and the House of
11 Representatives, to be designated by the Senate President and the Speaker of
12 the House of Representatives, respectively.

13
14 Provided, That at least one (1) of the five (5) members from each House shall
15 represent the Minority as designated by the Minority Leader of each House.

16
17 The Members of the Commission shall receive no compensation. Travel,
18 communications, and other necessary expenses shall be allowed, subject to existing
19 laws, rules, and regulations.

20
21 **SEC. 7. Duration of the Commission.** — The Commission shall accomplish its
22 mandate until the end of the Twenty-First (21st) Congress in 2031. It shall submit a
23 comprehensive mid-term report by the end of the Twentieth (20th) Congress in 2028,
24 and a Final Report at the end of its term in 2031, to guide continuing reforms beyond
25 the life of the Commission. Upon recommendation of the Commission and as may be
26 provided by law, its term may be extended beyond 2031. The Commission shall
27 organize itself and commence its mandate upon the effectivity of this Act.

28
29 **SEC. 8. Powers and Functions of the Commission.** — The Commission shall have
30 the following powers and functions:

- 31
32 (a) Review, assess, and evaluate the state of mobility in the Philippines, including
33 transportation systems, public transport services, active transport
34 infrastructure, logistics and freight systems, traffic management, and the built
35 environment conditions, land-use patterns, and transit-oriented development
36 approaches that influence accessibility, safety, efficiency, equity, and
37 sustainability, and the relevant policies and regulations of the Department of
38 Transportation (DOTr), Department of Public Works and Highways (DPWH),
39 Land Transportation Office (LTO), Land Transportation Franchising and
40 Regulatory Board (LTFRB), Metropolitan Manila Development Authority
41 (MMDA), Department of Health (DOH), Department of the Environment and
42 Natural Resources, Department of Economy, Planning, and Development
43 (DEPDev), Department of the Interior and Local Government (DILG), local
44 government units (LGUs), Department of Human Settlements and Urban
45 Development (DHSUD), National Council on Disability Affairs (NCDA), Philippine
46 Commission on Women (PCW), Council for the Welfare of Children (CWC),
47 Climate Change Commission (CCC), Department of Finance (DOF) and other

1 concerned agencies involved in the delivery of transport, health, safety,
2 infrastructure, climate, and urban and regional planning;
3

4 (b) Recommend improvements for the harmonization and coordination of policies
5 and programs among the above-named agencies and other sectors, particularly
6 those affecting mobility, public transport, active transport, road safety,
7 accessibility, built environment planning, land use planning, climate resilience,
8 and public health.
9

10 (c) Formulate short- and long-term policy and program recommendations that
11 consist of specific, targeted, measurable, and time-bound solutions to include
12 the following:

- 13 (i) National mobility and accessibility frameworks, plans, performance
14 targets, and key performance indicators;
- 15 (ii) Reforms in transport governance, regulation, and institutional inter-
16 agency coordination;
- 17 (iii) Integration of mobility, built environment design, and land-use planning,
18 including transit-oriented development strategies, in relevant policies,
19 programs, and plans;
- 20 (iv) Integration of native trees and urban forests in street design;
- 21 (v) Development of safe, continuous, and connected active transport
22 networks, including walking and cycling infrastructure;
- 23 (vi) Strengthening of public transport systems, intermodal connectivity, and
24 last-mile access;
- 25 (vii) Adoption and enforcement of universal accessibility and universal design
26 standards, particularly for persons with disabilities and other vulnerable
27 users;
- 28 (viii) Integration of land use, housing, and employment access into mobility
29 planning, including parking policy reform, curb management, and
30 demand management tools such as congestion pricing and parking
31 levies, where appropriate;
- 32 (ix) Public health protections in mobility systems, including air quality, noise,
33 heat mitigation, and safe access to public open spaces;
- 34 (x) Disaster resilience and continuity of mobility, including mobility
35 contingency planning and network redundancy, with particular regard to
36 persons with disabilities and other vulnerable groups;
- 37 (xi) Decarbonization and fleet transition pathways for public transport,
38 including charging/energy planning, emissions standards, and worker
39 safeguards for a just transition;
- 40 (xii) Implementation of the Safe System approach to reduce road crash
41 deaths and serious injuries;
- 42 (xiii) Institutional capacity-building for national agencies, LGUs, and transport
43 operators, on mobility, built environment planning, transit-oriented
44 development, universal accessibility and universal design standards, and
45 the Safe System approach;
- 46 (xiv) Financing, resource allocation, and sustainable investment frameworks
47 for mobility and built environment;

- (xv) Data governance reforms, including the identification, collection, integration, and management of critical datasets (e.g., crashes, speeds, volumes, exposure, accessibility, emissions, and travel demand);
 - (xvi) Digitalization initiatives supporting mobility efficiency, including intelligent transport systems and interoperable fare collection;
 - (xvii) Workforce protection, professionalization, and capacity-building for the transport sector;
 - (xviii) Professional education and capacity reforms, including the review of curricula and professional standards in engineering, planning, and allied built-environment professions to strengthen people-centered mobility, universal design, road safety, and climate-responsive design, and to correct car-centric design norms; and
 - (xix) Implementation of applicable policy documents such as but not limited to the Philippine Road Safety Action Plan 2023-2028 and the National Transport Policy;
- (d) Approve the workplan for the conduct of the national review, assessment and harmonization tasks and the budget for the programs of the Commission and all disbursements therefrom, including compensation of all personnel;
- (e) Hire and appoint employees and personnel on temporary, contractual, or on consultancy basis;
- (f) Conduct hearings and receive testimonies, reports, and expert advice on the status of the Philippine mobility system, transport system, and built environment, with a priority for the experience and perspectives of commuters and vulnerable road users, in order to make evidence-based diagnoses of systemic problems affecting mobility in the country and develop and design people-centered solutions, consistent with the Safe System approach, and aligned with universal design principles, and evolving standards;
- (g) Summon by subpoena any public official or private person to testify before it, or require by subpoena duces tecum the production of necessary documents, as may be necessary, in aid of legislation;
- (h) Secure from any department, bureau, office or instrumentality of the government such assistance, including technical information, preparation and production of reports, and the submission of recommendations or plans, as may be required; and
- (i) Conduct multi-stakeholder consultations, using proper mechanisms and guidance, and adopt and promote open data principles in the publication of non-confidential information, including consultation outputs, mobility indicators, performance metrics, and research findings;
- (j) Collaborate with civil society organizations, research institutions, and the private academe to share knowledge and best practices on sustainable mobility, road safety, universal design, transit-oriented development, and climate-

1 resilient transport, and to develop evidence-based solutions that integrate
2 international standards with locally generated knowledge;

3
4 (k) Review and act upon the recommendations of the Technical Secretariat or
5 Standing Committees, or both, as it may deem appropriate;

6
7 (l) Report to Congress its accomplishments on a quarterly basis, including its
8 findings and recommendations on actions to be taken by Congress,
9 departments, LGUs, and other government agencies concerned with mobility,
10 transport, road safety, health, climate, and urban planning. At the end of its
11 mandate, the Commission shall provide a Final Report including a
12 comprehensive roadmap with clear key performance indicators and a results
13 framework to address the mobility and road safety crisis, guided by the
14 principles stated in Section 4 of this Act.

15
16 (m) Recommend additional legislation to further the objectives of this Act;

17
18 (n) Formulate the necessary rules and guidelines for the effective implementation
19 of this Act; and

20
21 (o) Exercise all other powers necessary to achieve the purposes of this Act.

22
23 **SEC. 8. National Evaluation and Scope.** — Pursuant to Section 4 of this Act, the
24 national assessment and evaluation shall cover, but not be limited to, the following
25 priority areas of review:

26
27 (a) Identification, standardization, and institutionalization of critical data points,
28 indicators, and service-oriented key performance measures necessary to
29 advance people-centered mobility, road safety, accessibility, and built
30 environment outcomes;

31
32 (b) Examination of the roles, mandates, and coordination mechanisms among the
33 DOTr, DPWH, LTO, LTRB, including the of institutional arrangements to ensure
34 coherence between mobility, transport, infrastructure, land use, and built
35 environment policies;

36
37 (c) Development and institutionalization of capacity-building programs, training
38 modules, and professional education reforms to strengthen mobility
39 governance, Safe System implementation, universal accessibility, inclusive
40 design, and the technical, operational, and social capacity of the transport
41 workforce and related professions;

42
43 (d) Review and evaluation of land transportation regulatory and service delivery
44 structures, including service contracting mechanisms, franchising policies, LGU-
45 led models, and potential legislative amendments to improve reliability, safety,
46 financial sustainability, and commuter welfare;

47

- (e) Assessment of labor, welfare, and wage protection mechanisms for transport workers, ensuring fair, sustainable, and dignified working conditions consistent with labor and social protection standards;
- (f) Identification of strategies to enhance the climate resilience and environmental sustainability of mobility systems and the built environment, including safeguards for transport workers and users, and the transition toward low-emission and energy-efficient transport solutions;
- (g) Mainstreaming of mobility and accessibility solutions for vulnerable and disadvantaged groups, including persons with disabilities, women, children, older persons, and indigenous peoples, through accessibility audits, universal design standards, and inclusive policy frameworks;
- (h) Strengthening of road crash data governance, safety monitoring systems, and institutional adoption of the Safe System approach across policies, infrastructure, regulation, and enforcement, consistent with national road safety strategies;
- (i) Evaluation of education, training, and behavioral programs promoting commuter dignity, safety culture, gender sensitivity, disability inclusion, and professional accountability among operators and regulators;
- (j) Exploration and evaluation of innovative, equitable, and sustainable financing mechanisms for mobility and built environment improvements, including but not limited to land value capture, congestion management tools, lifecycle motor vehicle taxation, public-private partnerships, and interoperable fare systems;
- (k) Identification of policy, financial, and institutional support mechanisms for LGUs, cooperatives, and operators to enable equitable modernization, accessibility compliance, and service improvements; and
- (l) Development of policy and infrastructure recommendations supporting safe, interconnected, universally accessible, and multimodal networks for pedestrians, cyclists, public transport users, freight, and emerging mobility modes within the built environment.

SEC. 9 Standing Committees. — The members of the Commission shall establish from among themselves standing committees, which may be chaired by members of the Commission or experts and community representatives drawn from multisectoral groups, and shall engage resource persons from the public and private sectors as may be necessary.

The Standing Committees shall, at a minimum, include committees or designated focus areas on:

- (a) Active Mobility, including pedestrians, bicycles, and micro-mobility;
- (b) Motorcycles and Other Powered Two- and Three-Wheelers;

- (c) Public Transport and Collective Mobility, including service quality and decarbonization;
- (d) Road Safety and Safe System Implementation;
- (e) Green infrastructure, and the incorporation of native trees, urban forests, and nature-based solutions in street design;
- (f) Inclusion and Universal Accessibility, particularly for persons with disabilities, children, women, and older persons; and
- (g) Such other sectors or themes as the Commission may deem necessary.

The standing committees shall conduct consultations with relevant agencies such as the CCC, NCDA, PCW, CWC, as well as civil society, and transport worker and/or commuter groups, to ensure that issues of safety, accessibility, inclusivity, health, and sustainability are fully integrated into the work of the Commission.

Section 10. Technical Secretariat. — A Technical Secretariat, to be headed by an Executive Director, shall be organized to provide technical, policy, research, and administrative support to the Commission in the exercise of its powers and the performance of its functions under Section 7 of this Act.

The Technical Secretariat shall co-exist with, and serve for the duration of, the Commission.

Section 11. Executive Director. — The Executive Director, to be appointed by the Commission, must be a recognized expert with experience in the fields of mobility, transport governance, road safety, and/or or sustainable and inclusive infrastructure planning, with demonstrated capacity in management and policy development. He or she shall work full-time and shall have the rank, privileges, and emoluments of an Executive Director IV (Salary Grade 29).

Section 12. Research partnerships and grants. — The Philippine Institute for Development Studies (PIDS) shall serve as the primary research arm of the Commission. During the course of the Commission's existence, it shall undertake evidence-based studies, data analysis, and policy research on mobility, transport systems, road safety, infrastructure, climate resilience, and sustainable development, in order to support the formulation of national mobility and transport policy recommendations.

In the performance of this mandate, the PIDS shall collaborate with relevant sectoral representatives, transport workers' groups, commuter and civil society organizations, and other academic and research institutions, to ensure that its studies and policy inputs are informed by both technical expertise and user experience, including commuter and community perspectives.

1 The Commission and PIDS may undertake research partnerships with academic
2 institutions, civil society organizations, and individual researchers, and provide grants
3 or commission research in line with the purposes of this Act.

4
5 **Section 13. Mobility Legislation and Policy Advisory Council.** —
6 A Mobility Legislation and Policy Advisory Council (Advisory Council) is hereby created
7 to provide the Commission with expert assistance and advice. The members of the
8 Advisory Council shall be invited to participate in all meetings of the Commission.

9
10 The Senate President and the Speaker of the House of Representatives shall appoint
11 recognized experts from the following sectors to form part of the Advisory Council:

- 12 • Two (2) members from the academe or research institutions specializing in
13 road-based transport, mobility, and/or urban planning;
14
- 15 • Two (2) members from the transport sector, including representatives from duly
16 recognized transport cooperatives, public transport operators, or transport
17 industry associations;
18
- 19 • Two (2) members from relevant national government agencies;
20
- 21 • Two (2) members from local government units with established mobility offices
22 or transport programs; and
23
- 24 • Two (2) members from civil society organizations, commuter groups, or
25 development partners engaged in mobility, road safety, and sustainable
26 transport.

27
28 No final report shall be adopted by the Commission without written inputs from the
29 Advisory Council.

30
31 **Section 14. Appropriations.** — The amount necessary for the initial implementation
32 of this Act, including its research grants program shall be charged against the available
33 appropriations of the Senate and the House of Representatives. Thereafter, the
34 amounts necessary for its continuous implementation, including any deficiency in the
35 current year, shall be included in the annual General Appropriations Act, subject to
36 existing budgeting, accounting, and auditing rules and regulations.

37
38 **Section 15. Separability Clause.** — If any provision or part of this Act is declared
39 invalid or unconstitutional, the remaining provisions not affected shall remain in full
40 force and effect.

41
42 **Section 16. Repealing Clause.** — All laws, executive orders, presidential decrees,
43 administrative orders, rules and regulations, issuances, or parts thereof inconsistent
44 with or contrary to the provisions of this Act are hereby repealed or amended
45 accordingly.

46
47 **Section 17. Effectivity.** — This Act shall take effect fifteen (15) days after its
48 publication in the *Official Gazette* or in a newspaper of general circulation.

Approved,