



Republic of the Philippines
House of Representatives
Quezon City, Metro Manila

Twentieth Congress
Second Regular Session

HOUSE BILL NO. 10715



Introduced by **REPRESENTATIVE KATRINA REIKO CHUA - TAI**

EXPLANATORY NOTE

The Constitution of the Republic of the Philippines recognizes the fundamental duty of the State to protect the lives, safety, and welfare of its people. It is a basic responsibility of government to promote conditions that preserve human dignity, safeguard the right to life, protect property, and ensure that every person may safely exercise their rights and freedoms within the bounds of law.

Public roads are not just thoroughfares but shared spaces where every citizen holds both privilege and responsibility. Whether behind the wheel, on two wheels, on foot, or riding as a passenger, all road users deserve equal protection and security as they navigate the nation's transportation network. The State is empowered and duty-bound to craft sensible regulations that shield the public from avoidable harm, always upholding fairness, balance, and the principles of due process and equal protection.

Across the Philippines, motorcycles have surged in popularity, prized for their affordability, accessibility, and agility in weaving through traffic-choked streets. For millions of Filipinos, workers, entrepreneurs, commuters, and delivery riders alike—motorcycles are now indispensable. This rise in motorcycle ownership has fueled economic growth, expanded mobility, and opened new doors for livelihood across the nation.

Yet, this swift rise in motorcycle use has brought pressing road safety challenges to the forefront. With millions of motorcycles now registered, they make up a substantial share of the nation's vehicles. The motorcycle industry itself has blossomed, spanning manufacturers, assemblers, dealers, repair shops, and parts suppliers, generating jobs and driving economic activity throughout the country.

Despite these advantages, motorcycle riders face heightened vulnerability on the road, lacking the physical protection afforded to other vehicles. Collisions involving motorcycles too often lead to grave injuries, tragic loss of life, mounting medical bills, damaged property, and far-reaching social and economic repercussions.

Government and international road safety data have recognized road traffic injuries as a continuing public concern in the Philippines. The World Health Organization (WHO) and the Department of Transportation (DOTr) have identified road traffic injuries and fatalities as a major public health issue, with vulnerable road users, including motorcycle riders, accounting for a substantial portion of road deaths. Road crashes also create considerable economic losses through medical costs, emergency response expenses, loss of productivity, disability, and other social costs.

One growing concern affecting motorcycle safety is the practice of unsafe lane splitting and lane filtering. While these maneuvers may be performed responsibly under appropriate conditions and are sometimes used as practical methods of navigating congested traffic, reckless execution of these actions can create dangerous situations. Excessive speed, insufficient clearance, unpredictable movements, disregard of traffic conditions, and improper passing between vehicles may result in collisions involving motorcycles, passenger vehicles, pedestrians, and other road users.

Currently, traffic accident records in the Philippines do not specifically identify incidents caused by unsafe lane filtering or lane splitting. Instead, these cases are often grouped under broader violations like reckless driving or improper overtaking. This lack of precise classification makes it challenging to grasp the true scale of the issue and to design effective, targeted safety solutions.

This proposed measure aims to close this regulatory gap by setting clear legal standards that separate responsible motorcycle lane filtering and lane splitting from hazardous, reckless behavior. It acknowledges the vital role motorcycles play in transportation and the economy, and does not intend to ban responsible riding. Rather, its goal is to curb unsafe actions that put fellow road users in harm's way.

This bill is anchored on the constitutional principles of:

(1) Protection of life and public welfare – by establishing measures that reduce preventable road crashes, injuries, and deaths;

(2) Equal protection of all persons using public roads – by ensuring that motorcycle riders, motorists, pedestrians, cyclists, and passengers are afforded equal protection and safety under the law;

(3) Due process and reasonable regulation – by penalizing only unsafe, reckless, careless, negligent, or imprudent motorcycle practices while recognizing lawful and responsible riding behavior;

(4) Protection of property rights and public interest – by reducing property damage and economic losses arising from avoidable road collisions; and

(5) Promotion of the common good – by ensuring that the freedom to use public roads is exercised with responsibility and respect for the safety and rights of others.

The bill also calls on the Department of Transportation, through the Land Transportation Office and in partnership with the Philippine National Police–Highway Patrol Group, local governments, and other stakeholders, to launch a National Motorcycle Road Safety Awareness and Education Initiative. This program will inform riders, motorists, pedestrians, and the wider public about responsible road use, how to distinguish safe from unsafe motorcycle maneuvers, and the crucial role of shared responsibility in keeping roads safe.

By setting clear standards, ensuring fair enforcement, promoting ongoing education, and encouraging public involvement, this measure strives to cut down motorcycle-related crashes, lower injury and fatality rates, ease the economic strain on government and society, and build safer roads for all Filipinos.

This bill does not limit the lawful use of motorcycles or place undue burdens on responsible riders. Instead, it upholds the State's constitutional duty to protect its people, advance public safety, and guarantee that every road user's rights are honored and protected.

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



KATRINA REIKO CHUA-TAI



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Introduced by **REPRESENTATIVE KATRINA REIKO CHUA-TAI**

1 **AN ACT**
2 **REGULATING UNSAFE MOTORCYCLE LANE SPLITTING AND LANE FILTERING**
3 **PRACTICES, PROMOTING RESPONSIBLE MOTORCYCLE OPERATION,**
4 **PROVIDING PENALTIES THEREFOR, AND AMENDING FOR THIS PURPOSE**
5 **REPUBLIC ACT NO. 4136, OTHERWISE KNOWN AS THE “LAND**
6 **TRANSPORTATION AND TRAFFIC CODE”**

7
8 *Be it enacted by the Senate and House of Representatives of the Philippines in Congress*
9 *assembled:*

10
11 SECTION 1. ***Short Title.*** - This Act shall be known as the “**Motorcycle Road Safety and**
12 **Responsible Lane Filtering Act.**”

13 SEC. 2. ***Declaration of Policy.*** - It is hereby declared the policy of the State to protect the
14 lives, safety, and welfare of all road users by promoting responsible motorcycle operation,
15 improving traffic discipline, and preventing road crashes caused by reckless, careless, negligent,
16 or imprudent driving practices.

17 The State recognizes the important role of motorcycles as an efficient mode of
18 transportation, particularly in areas experiencing heavy traffic congestion. Accordingly, this Act
19 shall regulate unsafe motorcycle lane splitting and lane filtering practices without unnecessarily
20 restricting responsible and lawful motorcycle operations.

1 The State shall adopt a balanced approach that encourages mobility while ensuring that
2 every motorcycle rider exercises due care, observes traffic regulations, and respects the safety of
3 other motorists, pedestrians, cyclists, and road users.

4 SEC. 3. ***Definition of Terms.*** - For purposes of this Act, the following terms are herein
5 defined as follows:

6 **“Motorcycle”** – A two-wheeled motor vehicle designed to operate on public roads and
7 powered by an engine or motor.

8 **“Lane Splitting”** – The movement of a motorcycle between lanes of vehicles traveling in
9 the same direction, particularly when traffic is slow-moving or temporarily stopped.

10 **“Lane Filtering”** – The careful movement of a motorcycle between stationary or slow-
11 moving vehicles, usually during traffic congestion or while approaching an intersection,
12 for the purpose of safely positioning within traffic flow.

13 **“Safe Lane Filtering or Lane Splitting”** – A motorcycle maneuver performed with
14 reasonable speed, adequate clearance, proper consideration of surrounding traffic
15 conditions, and without creating an unreasonable risk to persons or property.

16 **“Unsafe Lane Filtering or Lane Splitting”** – A motorcycle maneuver performed
17 recklessly, carelessly, negligently, or imprudently, resulting in or creating a substantial risk
18 of collision, injury, death, or property damage.

19 **“Reckless Motorcycle Maneuver”** – Any intentional or negligent act involving disregard
20 for traffic conditions, road safety rules, or the safety of other persons using the road.

21 SEC. 4. ***Recognition of Responsible Lane Filtering and Lane Splitting.*** - Motorcycle lane
22 filtering and lane splitting shall not, by themselves, constitute a violation of law when performed
23 safely and responsibly.

1 A motorcycle rider shall be deemed to have performed a responsible maneuver when:

- 2 a. The motorcycle is operated at a safe speed appropriate to existing traffic conditions;
- 3 b. Sufficient space and clearance are maintained between vehicles;
- 4 c. The maneuver does not force other road users to suddenly brake, swerve, or take
- 5 evasive action;
- 6 d. The rider observes traffic signals, road markings, and applicable traffic regulations;
- 7 and
- 8 e. The rider exercises due care and consideration for other road users.
- 9 f. The Land Transportation Office (LTO), in coordination with concerned agencies,
- 10 shall establish detailed technical standards for safe motorcycle lane filtering and lane
- 11 splitting.

12 SEC. 5. **Prohibited Acts.** - It shall be unlawful for any motorcycle rider to engage in unsafe

13 lane filtering or lane splitting, including but not limited to the following:

- 14 a. Passing between vehicles at an unsafe speed or without sufficient clearance;
- 15 b. Weaving unpredictably between lanes or vehicles in a manner that endangers other road
- 16 users;
- 17 c. Performing lane filtering or lane splitting while disregarding traffic conditions, road
- 18 hazards, or surrounding vehicle movements;
- 19 d. Using sidewalks, pedestrian lanes, opposing lanes, emergency lanes, or prohibited
- 20 areas to bypass traffic;
- 21 e. Performing maneuvers that compel other road users to suddenly change direction, stop,
- 22 or take evasive action;

- 1 f. Operating a motorcycle in a reckless, careless, negligent, or imprudent manner while
2 attempting to pass between vehicles; or
- 3 g. Committing any similar act that creates an unreasonable risk of collision, injury, death,
4 or property damage.

5 SEC. 6. *Liability for Resulting Injury, Death, or Damage.* - When unsafe lane filtering
6 or lane splitting results in a collision causing bodily injury, death, or damage to property, the
7 offender shall be subject to the penalties provided under this Act without prejudice to prosecution
8 under the Revised Penal Code, civil laws, and other applicable laws.

9 SEC. 7. *Penalties.* - Any person found guilty of violating this Act shall suffer the following
10 penalties:

11 **First Offense:**

12 A fine of Five Thousand Pesos (₱5,000.00) to Ten Thousand Pesos (₱10,000.00),
13 mandatory attendance in an accredited motorcycle road safety seminar, and completion of
14 a rider education program.

15 **Second Offense:**

16 A fine of Ten Thousand Pesos (₱10,000.00) to Twenty Thousand Pesos (₱20,000.00) and
17 suspension of the offender's driver's license for three (3) months.

18 **Third and Subsequent Offenses:**

19 A fine of Twenty Thousand Pesos (₱20,000.00) to Fifty Thousand Pesos (₱50,000.00) and
20 suspension or revocation of the offender's driver's license, subject to applicable
21 administrative proceedings.

22 **Aggravated Violations:**

1 If the violation results in serious physical injury or death, the offender shall likewise be
2 liable under applicable criminal laws.

3 SEC. 8. *Amendment to Republic Act No. 4136.* - A new provision shall be inserted into
4 Republic Act No. 4136, otherwise known as the “Land Transportation and Traffic Code,” to read
5 as follows:

6 **“Unsafe Motorcycle Lane Filtering and Lane Splitting.”**

7 “Any motorcycle rider who performs lane filtering or lane splitting in a reckless, careless,
8 negligent, or imprudent manner that creates an unreasonable risk of collision, injury, death,
9 or property damage shall be subject to penalties provided by law.

10 Responsible and safe lane filtering or lane splitting performed in accordance with standards
11 established by competent authorities shall not constitute a violation.”

12 SEC. 9. *Implementing Rules and Regulations.* - Within ninety (90) days from the
13 effectivity of this Act, the Department of Transportation (DOTr), through the Land Transportation
14 Office (LTO), in coordination with the Philippine National Police–Highway Patrol Group (PNP-
15 HPG), local government units, and other concerned agencies, shall promulgate the necessary rules
16 and regulations for the effective implementation of this Act.

17 The implementing rules shall establish:

- 18 a. Standards for safe lane filtering and lane splitting;
- 19 b. Enforcement procedures;
- 20 c. Training requirements for traffic enforcement personnel;
- 21 d. Guidelines for evidence gathering and violation assessment; and
- 22 e. Other measures necessary for effective implementation.

1 SEC. 10. *National Motorcycle Road Safety Awareness and Education Initiative.* - The
2 Department of Transportation (DOTr), through the Land Transportation Office (LTO), in
3 coordination with the Philippine National Police–Highway Patrol Group (PNP-HPG), local
4 government units, motorcycle organizations, and other stakeholders, shall establish a National
5 Motorcycle Road Safety Awareness and Education Initiative.

6 The Initiative shall inform motorcycle riders, motorists, pedestrians, and the general public
7 regarding the purpose, objectives, and provisions of this Act.

8 The Initiative shall utilize official government websites, social media platforms, digital
9 communication channels, public service announcements, road safety seminars, driver's education
10 programs, and community-based campaigns.

11 The Initiative shall include:

- 12 a. Educational materials explaining safe and unsafe lane filtering and lane splitting;
- 13 b. Information on rider responsibilities and road safety practices;
- 14 c. Public awareness regarding penalties and legal consequences;
- 15 d. Motorcycle accident prevention education; and
- 16 e. Promotion of cooperation among all road users.

17 SEC. 11. *Monitoring and Evaluation.* - The implementing agencies shall periodically
18 assess the effectiveness of this Act through monitoring of:

- 19 a. Motorcycle-related traffic violations;
- 20 b. Road crash statistics;
- 21 c. Public awareness levels; and
- 22 d. Compliance with established safety standards.

1 The agencies shall recommend improvements whenever necessary.

2 SEC. 12. **Funding.** - Funds necessary for the implementation of this Act shall be included
3 in the annual appropriations of the Department of Transportation and other concerned agencies,
4 subject to existing budgeting, accounting, and auditing laws, rules, and regulations.

5 SEC. 13. **Separability Clause.** - If any provision of this Act is declared unconstitutional or
6 invalid, the remaining provisions not affected thereby shall remain in full force and effect.

7 SEC. 14. **Repealing Clause.** - All laws, decrees, orders, rules, and regulations inconsistent
8 with the provisions of this Act are hereby repealed, amended, or modified accordingly.

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

11 Approved,