

Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

EIGHTEENTH CONGRESS
Second Regular Session

House Bill No. **10396**



Introduced by
ANAKALUSUGAN REPRESENTATIVE MICHAEL T. DEFENSOR

EXPLANATORY NOTE

The Covid-19 pandemic, already two years running, made cycling a necessary transportation option, especially for persons authorized outside of residence like our medical frontliners, during the first Enhanced Community Quarantine. It is also one of the “safer” fitness regimens now that most gym facilities are closed. The present fuel price spike makes it also a practical mode of transportation. Cycling produce no air or noise pollution; they do not consume fossil fuels; there is a marked reduction in traffic congestion; easier parking; greater maneuverability; it provides the cyclist with exercise and relieves stress; it is cheaper and there is negligible damage to roads. Thus, the possible benefits of the establishment of a nationwide bicycle program would be vast.

To support such a program, the proper infrastructure must be created. This bill seeks to establish bike-friendly communities throughout the Philippines. Cities are thought to be bicycle-friendly when they: (1) create a safe and easy environment for cycling; (2) educate the community on bicycle safety and laws; (3) enforce rules and regulations surrounding traffic and marked lanes. This bill also seeks to direct the Secretary of Transportation to develop a comprehensive plan and program to ensure the safety not only of cyclists, but all other commuters.

This bill is an updated version of the one filed in the Senate by the late Senator Miriam Defensor Santiago during the 16th Congress.


MICHAEL “MIKE” T. DEFENSOR
Anakalusugan Party-List Representative

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ANAKALUSUGAN REPRESENTATIVE MICHAEL T. DEFENSOR

AN ACT ESTABLISHING BIKE-FRIENDLY COMMUNITIES

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 “Bike-Friendly Communities
2 Act.”

3 SECTION 2. *Definitions.* – For purpose of this Act, the term –

4 A. “Bike” or “Bicycle” means a non-motorized vehicle consisting of a light
5 frame mounted on two wire-spoked wheels one behind the other and having a seat, handlebars
6 for steering, brakes, and two pedals;

7 B. “Cyclist” means a person who rides a bicycle;

8 C. “DOT” means the Department of Transportation; and

9 D. “Secretary” means the Secretary of the Department of Transportation.

10 SECTION 3. *Establishing Bike-Friendly Communities through a National Bike*
11 *Program.* – The Secretary shall establish a bike program under the Department of
12 Transportation to promote safe biking in all cities and municipalities. The program shall
13 include the construction and maintenance of bicycle lanes, parking, and support facilities. The
14 Secretary shall also create an educational and awareness program on traffic safety. The
15 Secretary may enlist the assistance of other departments or government agencies to carry out
16 this section.

17 SECTION 4. *Bicycle Lanes.* – There shall be designated bicycle lanes in all primary
18 and secondary roads that shall serve as exclusive access for bicycle riders. Motor vehicles are
19 prohibited from being driven or parked on any bicycle lane.

1 The bicycle lanes shall be separated by a physical barrier and shall be clearly identified
2 with signs and/or pavement markings. In cases where the installation of a physical barrier is
3 not feasible, the lane for bicycles shall be identified through reflectorized yellow painted lines.
4 Bicycle lanes must never compromise the mobility and safety of pedestrians.

5 The bicycle lanes should traverse across all towns and cities and connect to all major
6 forms of transport, including airports and piers.

7 Cyclists shall be required to bike within the lanes, unless no bike lanes have been
8 designated on such roads yet. Cyclists must obey all traffic rules and regulations except those
9 which are not applicable to bicycles.

10 SECTION 5. *Bicycle Parking.* – All public places, government offices, schools, major
11 business establishments, including malls, banks, restaurants, hospitals, and the like, are hereby
12 required to provide bicycle racks for bicycle parking.

13 Bicycle parking should be secure, visible, accessible, and not in the way of pedestrians
14 or motor vehicles.

15 SECTION 6. *Bicycle Infrastructure.* – In addition to the bicycle lanes and bicycle
16 parking areas, support facilities shall be established to ensure that cyclists and their bicycles
17 can travel safely and to lessen the possibility of collisions with pedestrians. These facilities
18 include, but are not limited, to the following:

- 19 A. Sidewalk improvements;
- 20 B. Traffic calming and speed reduction improvements;
- 21 C. Pedestrian and bicycle crossing improvements;
- 22 D. Traffic signage pertaining to bicycles;
- 23 E. Off-street pedestrian and bicycle facilities; and
- 24 F. Traffic diversion improvements.

25 SECTION 7. *Educational Program.* – The Secretary, in cooperation with the
26 Department of Education, the Commission on Higher Education, and local governments, shall
27 establish an educational program to increase awareness on bike safety and road sharing. The
28 program shall be designed for traffic enforcers, motorists, cyclists, and the commuting public.
29 The program shall include:

- 30 A. Traffic education and enforcement;
- 31 B. Motorist Awareness and Road-Sharing; and
- 32 C. Bicycle and pedestrian safety.

1 SECTION 8. *Bike to Work.* – The DOT shall establish a program that gives incentives
2 to private and government offices that encourage their employees to ride their bicycles to work
3 by providing for bicycle facilities within their establishments, lockers, and showers.

4 SECTION 9. *Penalties.* – A. Any person or establishment who violates the provisions
5 of this Act shall be punished by a fine not exceeding one thousand pesos (P10,000.00). When
6 the offender is a corporation, the officers responsible for the violation shall be meted said
7 penalties.

8 B. Any public works official who fails or refuses to mark the existing main roads and
9 highways or approve the construction of main roads or highways without the required bicycle
10 lanes in their designs shall be punished by a fine of not less than ten thousand pesos
11 (P10,000.00) nor more than thirty thousand pesos (P30,000.00) or suspension, or both, if found
12 guilty in an appropriate administrative investigation.

13 SECTION 10. *Grants.* – In carrying out the provisions of this Act, the Secretary may
14 make grants to local government units, and non-governmental organizations that the Secretary
15 determines are suitably equipped and organized to carry out the objectives and requirements of
16 this Act. A local government unit that receives a grant under this section may sub-allocate grant
17 funds to a nonprofit organization to carry out the program.

18 SECTION 11. *Implementing Rules and Regulations.* – Within thirty (30) days after this
19 Act takes effect, a committee shall be created to formulate the implementing rules and
20 regulations of this Act. The committee shall be composed of the following:

21 A. The Secretary of Transportation and Communication, or an authorized
22 representative, who shall serve as chair of the committee;

23 B. A representative from the Department of Public Works and Highways;

24 C. A representative from the Department of Environment and Natural
25 Resources;

26 D. A professor from the University of the Philippines School of Urban and
27 Regional Planning;

28 E. Two (2) representatives from various bicycle organizations; and

29 F. A representative from the MMDA.

30 Within six (6) months after this Act takes effect, the Secretary of Transportation and
31 Communication shall promulgate and disseminate the implementing rules and regulations.

32 SECTION 12. *Appropriation.* – To carry out the provisions of this Act, such amount as
33 may be necessary is hereby authorized to be appropriated from the National Treasury.
34 Thereafter, the amount necessary for the continuous operation of the Bike Program shall be
35 included in the annual appropriation of the DOTC.

1 SECTION 13. *Separability Clause.* – If any provision or part hereof is held invalid or
2 unconstitutional, the remainder of the law or the provision not otherwise affected shall remain
3 valid and subsisting.

4 SECTION 14. *Repealing Clause.* – Any law, presidential decree or issuance, executive
5 order, letter of instruction, administrative order, rule or regulation contrary to or is inconsistent
6 with the provision of this Act is hereby repealed, modified, or amended accordingly.

7 SECTION 15. *Effectivity Clause.* – This Act shall take effect fifteen (15) days after its
8 publication in at least two (2) newspapers of general circulation.

9 Approved,