

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

**NINETEENTH CONGRESS**  
**First Regular Session**

House Bill No. 4359



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**Introduced by Representative Hon. Christopher “Toff” V.P. de Venecia**

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**AN ACT**  
**PROMOTING SUSTAINABLE AND ALTERNATIVE MODES OF**  
**TRANSPORTATION AND OTHER MOBILITY OPTIONS**

**EXPLANATORY NOTE**

Despite the Philippines being hailed as one of the fastest-growing economies worldwide, the country faces losing Six (6) Billion Pesos daily by 2030 due to the worsening traffic problem according to a report by the Japan International Cooperation Agency (JICA). In 2018, JICA also reported that traffic congestion in Metro Manila cost the country 3.5 Billion Pesos of lost opportunities per day.

Not only does traffic congestion impair the economy, but it aggravates the already huge contribution of the transport sector to carbon dioxide emissions. Based on the National Emissions Inventory by source conducted in 2018, 74 percent of air pollution in the National Capital Region (NCR) came from mobile sources such as cars, trucks, motorcycles, and buses.

With the rapid progress of urbanization in the country, urban transport systems and infrastructure become more complex, thereby posing more challenges to the overall mobility of the populace.

This bill seeks to address these immediate traffic and transport issues through the establishment of an integrated and efficient transport system by stimulating health consciousness through a culture of walking and cycling and by protecting the environment through subscribing to low-emission modes of transport.

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

A handwritten signature in black ink, appearing to read 'Toff/Venecia', written in a cursive style.

**HON. CHRISTOPHER "TOFF" V.P. VENECIA**

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

Section. 1. *Short Title.* – The Act shall be known as the “Sustainable Transportation Act”

Sec. 2. *Declaration of Policy.* – In conformity with the provisions of the Constitution to promote the general welfare and social justice in all phases of national development, to protect and advance the right of the Filipino people to a balanced and healthful ecology in accord with the rhythm and harmony of nature, and to conserve and develop the patrimony of the nation, the State hereby adopts the following policies relative to the transportation system in our country, whether public or private:

- a.) The State shall promote a shift toward a safe, collective, efficient, non-congestive, non-pollutive, and healthful locomotion and transportation system that includes non-motorized transport.
- b.) The State shall increase mobility options of the general public and promote the use of alternative modes of transportation such as walking, biking, and the use of efficient and low emissions mass transportation system.

- c.) The State shall properly plan and establish facilities and infrastructures that will respond to this paradigm shift in the transportation system.
- d.) The State shall establish its plans and programs in conformity with the overall national land-use plan as well as the local comprehensive land use plans.

Sec. 3. *Definition of Terms.* – The following terms shall have their respective meanings:

- a. "*Bicycle*" refers to a device that a person may ride that is propelled by human power and has two tandem wheels at least one of which is more than 14 inches in diameter.
- b. "*Motor vehicle*" means a self-propelled vehicle or any vehicle propelled by any power other than muscular power. The term does not include an electric bicycle.
- c. "*Public transportation*" means a shared passenger transportation service that is available for use by the general public. These include buses, trams, trains, rapid transit, and ferries.
- d. "*Walkways*" mean paved paths for pedestrians alongside streets.
- e. "*Sustainable transport*" is any means of transport with low impact on the environment, accessible, safe, environment-friendly, and affordable. It includes walking and cycling, transit-oriented development, green vehicles, carpooling, and building or protecting urban transport systems that are fuel-efficient, space-saving, and promote healthy lifestyles.
- f. "*Travel Demand Management*" (TDM) means a set of tools to offer people better travel information and opportunities and help people choose to reduce their need to travel, especially by car.

Sec. 4. *Sustainable Transport Action Plan.* – The Department of Transportation (DOTr), in coordination with the National Economic Development Authority (NEDA) and the Metro Manila Development Authority (MMDA), shall come up with a Sustainable Transport Action Plan which aims to provide a roadmap for a national and local transportation system to be adhered to at all levels throughout the country. The Sustainable Transport Action Plan shall include strategies relating to parking, public transport, cycling,

walking, and transport infrastructure, and will set out the actions required to achieve the mode shift target over a certain period as identified by DOTr and NEDA.

*Sec. 5. Installation of Walkways.* – Adequate sidewalk areas must be maintained on all roads as walkways to allow safe pedestrian passage and for the safe and convenient use of wheelchairs, strollers, and similar mobility aids. For primary and secondary roads, there shall be allotted three (3) meters for the sidewalks. If there is no space allocated for such and the implementation will prove difficult, in lieu thereof, an elevated footbridge must be installed. This shall be provided by the Local Government Unit (LGU) concerned within six (6) months from the effectivity of this Act.

*Sec. 6. Public Transportation.* – The DOTr shall provide guidelines that will promote a shift towards public transportation as a primary mobility option to the general public, within twelve (12) months from the effectivity of this Act. Better public transportation initiatives shall be studied and implemented in an effort to reduce the impact of the declining oil economy on our environment and financial markets as well as help reduce energy costs, pollution, and even urban poverty.

*Sec. 7. Commissioning of a “Bus Rapid Transit (BRT) System.”* – The Department of Transportation (DOTr) shall, within twelve (12) months from the effectivity of this Act, come up with a study commissioning the creation of a Bus Rapid Transit System which will organize buses into one efficient long-distance transportation system with coordinated schedules, rates, routes, and pick-up and drop-off points. The LGU and the private sector, including but not limited to mall owners and bus companies, can be tapped to put up or use existing facilities such as parks, parking lots, and bus depots that will serve as large collective transportation terminals where people can park their cars and bikes and take the buses to their destinations.

*Sec. 8. Establishment of a Water Ferry System.* – As much as practicable, the national agencies and water regulatory bodies in charge of a water body led by the Department of Environment and Natural Resources (DENR), in coordination with the DOTr, shall explore the establishment of a ferry system in navigable bodies of water which may be operated by

the said authority or bid out to a private contractor. The possibility of interconnecting said waterways shall also be considered.

*Sec. 9. Travel Demand Management Programs.* – The DOTr, in coordination with the Department of Labor and Employment (DOLE), Department of Education (DepEd), Department of Trade and Industry (DTI), and one representative each from the civil society, transport sector, and the youth, shall come up with guidelines on travel demand management programs that will reduce the volume of cars and motorized transport in the roads as well as enhance and encourage students and workers to use the public transport system. These shall include, but are not limited to, the following:

- a.) carpool, vanpool, or car-share projects;
- b.) congestion pricing measures;
- c.) programs to promote telecommuting;
- d.) flexible work schedules, or satellite work centers;
- e.) transport program for government employees; and
- f.) intelligent transportation systems or other operational improvements that are certified by the Department of Environment and Natural Resources (DENR) to reduce greenhouse gas emissions.

This shall be completed within twelve (12) months from the effectivity of this Act.

*Sec. 10. Designation of Bike Lanes.* – A portion of the roadway or highway shall be designated as “bike lanes” by the LGU having jurisdiction over such roadway or highway, in coordination with the Department of Public Works and Highways (DPWH), within six (6) months from the effectivity of this Act.

The designated bike lanes shall be for the preferential or exclusive use of bicycles. These bike lanes shall not be obstructed by a parked or standing motor vehicle or other stationary objects. The bike lanes shall be made identifiable by striping with signing or striping with pavement markings.

The DPWH, in coordination with the DOTr is tasked to provide an adequate measurement of the bike lanes to ensure safe biking.

Sec. 11. *Provision of Bicycle Parking Spaces and Bike Racks.* – Bicycle parking spaces and bike racks are hereby required to be provided by owners of establishments that are:

- a.) For non-residential use with a gross floor area larger than 7,500 square feet;
- b.) Multiple-family dwellings when 12 or more are provided on a lot;
- c.) Public parking lots.

The DOTr shall establish guidelines on the minimum supply of bicycle parking spaces in buildings and other facilities, taking into consideration the population of the short-term or long-term dwellers in the area, within six (6) months from the effectivity of this Act.

Sec. 12. *Facilities.* – The DOTr, in coordination with the DPWH and the LGUs concerned, shall carry out an investment program that will encourage a mode shift to sustainable transport within selected communities by providing safe and convenient options to bicycle and walk for routine travel, and for other purposes. This shall be completed within twelve (12) months from the effectivity of this Act.

Sec. 13. *Education and Research Programs.* – The DOTr shall conduct studies and research, and eventually, supply information to the car-owning and riding public as well as commuters on aspects of sustainable transport that are relatively new. It shall also provide technical assistance and other resources to government agencies and the private sector involved in the transport system.

Sec. 14. *Financing.* – The DOTr, in coordination with the DENR, shall explore the possibility of accessing a growing range of global environment funds to be able to assist in the funding of sustainable public transport systems and less polluting energy supplies. Public-private partnerships shall also be encouraged in the development of transportation improvements.

Sec. 15. *Implementing Agency.* – The DOTr shall be the main implementing agency for this Act.

Sec. 16. *Separability Clause.* – Should any provision herein be subsequently declared invalid or unconstitutional, the same shall not affect the validity or the legality of the other provisions not so declared.

Sec. 17. *Repealing Clause.* – All laws, presidential decrees, executive orders, rules and regulations, other issuances, and parts thereof, which are inconsistent with the provisions of this Act, are hereby repealed and modified accordingly.

Sec. 18. *Effectivity.* – This Act shall take effect fifteen (15) days after publication in at least (2) newspapers of general circulation.

*Approved,*