

THIRTEENTH CONGRESS OF THE REPUBLIC)
OF THE PHILIPPINES)
First Regular Session)

'04 JUN 30 P12:14

SENATE

RECEIVED BY: 

S. No. 42

Introduced by Senator Flavio

EXPLANATORY NOTE

This bill seeks to require all main roads and highways to be provided with bicycle lanes to encourage the use of bicycles. This will help ease traffic and transport problems as well as lessen air pollution in all major urban areas in the country.

In a third world country like the Philippines with an acute transportation shortage and an ever-worsening air pollution problem, foot-powered bicycles may yet become one of the most efficient, inexpensive and practical means of public transport. This is true in major cities in Asia, particularly Hongkong, Taiwan, Bangkok and Beijing. In these places, people by the thousands, in business suits or workmen's clothing, pedal their way to their offices or places of work.


Like most Asians, Filipinos make good cyclists. For want of specifically designed lanes in our streets and highways, scores of traffic accidents resulting in the death of not a few bicycle riders have been reported. It is argued that if buses and jeepneys are given specific lanes, there is no reason why the same should not be made available to bicycles.

The benefits to be derived from the popular use of bicycles are many. On environmental safety, the renowned Worldwatch International, an environmental group based in Washington stated that "... a bicycle in every garage ... along with a solar heater in every roof ... are imperatives for an ecologically safe future." For, indeed, what energy is expended in bicycle riding shall not come from chemicals or gasoline which exudes noxious fumes as pollutants but from the natural energies of man. This, of course, spells exercise for the physical fitness buffs. And more, the Philippines might just come up with a pool of powerful cyclists who may reap honors for the country in future international competitions.

A more important benefit would be the decrease in the number of motor vehicles choking traffic arteries in our cities. In Metro Manila alone, 1,879,563 motor vehicles were officially registered in 1992, an increase from 1985's 1,120,172 figure. Yet while the number of vehicles increase, the city's roads registered a negligible expansion and has remained semi-constant at 2,692 kilometers, with passenger jeepneys dominating the roads, plus private vehicles, slow-moving cargo trucks, vans and gigantic trailers. The result is always bedlam in all main thoroughfares. On ordinary busy days, travel time is reduced to a mere 7 to 10 kilometers per hour.

This bill, therefore, is a legislative response to the need to conserve energy, minimize air pollution and provide commuters with an alternative mode of transport.

In view of its significance, early passage of this bill is earnestly requested.


JUAN M. FLAVIER
Senator

THIRTEENTH CONGRESS OF THE REPUBLIC)
OF THE PHILIPPINES)
First Regular Session)

'04 JUN 30 P12:14

SENATE

S. No. 42

RECEIVED BY: 

Introduced by Senator Flavier

AN ACT
PROVIDING FOR BICYCLE LANES IN ALL MAIN ROADS AND HIGHWAYS
THROUGHOUT THE COUNTRY, PROVIDING PENALTIES FOR VIOLATION
THEREOF, AND FOR OTHER PURPOSES

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

SECTION 1. All main roads and highways shall be provided with bicycle lanes under the supervision of the Department of Public Works and Highways.

SEC. 2. The District Engineers shall place marks on existing main roads and highways to indicate the lanes for bicycles. Thereafter, no new main roads or highway shall be approved and constructed without the required bicycle lanes.

SEC. 3. Penalties. – Any public works official who fails or refuses to mark the existing main roads and highways or approve the construction of main roads or highways without the required bicycle lanes in their designs shall be punished by a fine of not less than Ten thousand pesos (P10,000.00) nor more than Thirty thousand pesos (P30,000.00) or suspension, if found guilty in an appropriate administrative investigation.

SEC. 4. Appropriations. – The amount necessary for the marking of existing main roads and highways shall be charged to the appropriations of the Department of Public Works and Highways under the current General Appropriations Act. Thereafter, the amount necessary for the maintenance of the lanes shall be included in the annual General Appropriations Act.

SEC. 5. Separability Clause. -- If for any reason any provision of this Act is declared unconstitutional or invalid, such parts not affected shall remain in full force and effect.

SEC. 6. Repealing Clause. -- All laws, orders, decrees, rules and regulations or part thereof inconsistent with the provisions of this Act are hereby repealed or modified accordingly.

SEC. 7. Effectivity. -- This Act shall take effect fifteen (15) days after its complete publication in at least two (2) newspapers of general circulation.

Approved,