


SEVENTEENTH CONGRESS OF THE)
REPUBLIC OF THE PHILIPPINES)
Second Regular Session)



'17 AUG 29 A11 :55

SENATE

S.B. No. 1568

RECEIVED BY: 

Introduced by Senator **SONNY ANGARA**

AN ACT
PROMOTING SUSTAINABLE AND ALTERNATIVE MODES OF
TRANSPORTATION AND OTHER MOBILITY OPTIONS TO IMPROVE AIR
QUALITY, INCREASE EFFICIENCY, REDUCE CONGESTION AND CONTRIBUTE
TO POSITIVE HEALTH IMPACTS IN OUR SOCIETY

The Philippine economy has been performing remarkably well in the past decade, earning the attention and confidence of the global community. But while many already vouch for the country and its growth story, it's fullest potential remains unrealized partly because of its poor transportation system.

The 2016-2017 Global Competitiveness Report of the World Economic Forum identifies "inadequate supply of infrastructure," which includes roads, bridges, and mass transportation, as the second-most problematic factor to doing business in the Philippines. In the World Bank's 2016 Logistic Performance Index, rating a country's trade logistics (i.e. quality of trade infrastructure and transport, etc.), the Philippines ranked 71st out of 160 countries, ahead only of Cambodia (73rd), Myanmar (113th), and Lao PDR (152nd), among ASEAN countries.

Such poor indicators underscore the imperative to formulate and establish an overall action plan to build not just an efficient, world-class transportation system, but also one that is inclusive, accessible, non-polluting, and sustainable.

This is the primary objective of the foregoing measure, which is a counterpart to legislation proposed by Rep. Pia S. Cayetano (2nd District, Taguig City-Pateros). Its passage is earnestly sought.

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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.** – The Act shall be known as the “**Sustainable**
2 **Transportation Act of 2017.**”

3 **SEC. 2. Declaration of Policies.** – In conformity with the provisions of the
4 Constitution to promote general welfare and social justice in all phases of national
5 development, to protect and advance the right of the Filipino people to a balanced
6 and healthful ecology in accord with the rhythm and harmony of nature, and to
7 conserve and develop the patrimony of the nation, and in consonance with signed
8 international agreements such as Aichi Statement of 2005, United Nations Economic
9 Commission for Europe (UNECE) Agreement, United Nations Framework
10 Convention on Climate Change (UNFCCC) Agreement of 1992, UNECE World
11 Forum for Harmonization of Vehicle Regulations (WP 29) and Bangkok Declaration
12 for 2020, the State hereby adopts the following policies relative to the transportation
13 system in our country, whether public or private:

14 a.) The State shall promote a shift towards a safe, cost-effective, efficient, non-
15 congestive, non-pollutive, and healthful locomotion and seamless and

1 inclusive transportation system for the benefit of all citizens, economy and
2 society;

3 b.) The State shall increase mobility options of the general public and promote
4 the use of alternative modes of transportation such as non-motorized
5 transportation, green vehicles and public transportation;

6 c.) The State shall properly plan and establish facilities and infrastructures that
7 will respond to this paradigm shift in the transportation system;

8 d.) The State shall espouse social equity and gender perspective in the
9 formulation of a Sustainable Transport plan, reinforcing existing rules,
10 regulations and laws;

11 e.) The State shall establish its plans and programs in conformity with the overall
12 integrated national land use plan as well as the local comprehensive land use
13 plans; and

14 f.) The State shall encourage the viable use of alternative and cleaner fuels in
15 view of vehicular modernization.

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

18 a.) “Mixed-Use Development” refers to any urban, suburban or village
19 development, or even a single building, that blends a combination of
20 residential, commercial, cultural, institutional, or industrial uses, where those
21 functions are physically and functionally integrated, and that provides
22 pedestrian connections.

23 b.) “Motor Vehicle” means a self-propelled vehicle or any vehicle propelled by
24 any power other than muscular power. The term does not include an electric
25 bicycle.

26 c.) “Public Transportation” refers to a shared passenger transportation service
27 which is available for use by the general public. These include buses, trams,
28 trains, rapid transit and ferries.

29 d.) “Road Safety Audit” refers to the systematic checking of the safety aspects
30 of new highway and traffic management schemes, including modifications to
31 existing layouts. The main aim is to design out safety problems from the

1 beginning and to reduce future problems. Safety audits should be included
2 during the design, construction and maintenance phases of road projects.

3 e.) "Transit-Oriented Development" (TOD) refers to a mixed-use residential
4 and commercial area designed to maximize access to public transport and
5 often incorporates features to encourage transit ridership. A TOD
6 neighborhood typically has a center with a transit station or stop (train station,
7 metro station, tram stop, or bus stop), surrounded by relatively high-density
8 development with progressively lower-density development spreading
9 outward from the center.

10 f.) "Transportation Demand Management" (TDM) refers to strategies that
11 increase transport system efficiency. TDM gives priority to modes that move
12 people more efficiently and discourages the use of single occupancy vehicles
13 to reduce traffic congestion. It also includes promotion of non-motorized
14 transportation (NMT) through walking and cycling.

15 g.) "Walkways" refers to a continuous way designated for pedestrians and
16 separated from the through lanes for motor vehicles by space or barrier.

17 h.) "Sustainable Transport" refers to any means of transport with low impact
18 on the environment, accessible, safe, environment-friendly, and affordable. It
19 includes walking and cycling, transit oriented development, green vehicles,
20 carpooling, and building or protecting urban transport systems that are fuel-
21 efficient, space-saving and promote healthy lifestyles.

22 **SEC. 4. Sustainable Transport Action Plan.** – The Department of
23 Transportation (DOTr), in coordination with the Department of Environment and
24 Natural Resources (DENR), National Economic Development Authority (NEDA) and
25 other key stakeholders from the national and local levels, as may be deemed
26 necessary, shall prepare a Sustainable Transport Action Plan which aims to provide
27 a roadmap for national and local transportation system to be adhered to at all levels
28 throughout the country.

29 The Sustainable Transport Action Plan shall include strategies relating to the
30 inclusion of non-motorized transport, the development of a seamless and inclusive
31 public transportation system, green infrastructure and facilities, and enforcement of
32 transportation demand management measures. These will set out the actions

1 required to achieve the mode shift target over a certain period of time as identified by
2 DOTr.

3 **SEC. 5. *Integrated Land Use and Transportation Plan.*** – In the preparation
4 and updating of their land use plans, all local government units (LGUs) shall explore
5 the important relationship between land use and transportation and ensure that land-
6 use and transportation decisions be made in conjunction with each other to balance
7 and coordinate the mix of land uses, with the end in view of sustaining a healthy
8 economy, supporting the use of alternative transportation, and enhancing the quality
9 of life. Said plan shall include strategies to avoid unnecessary travel through transit-
10 oriented development. Further, the DOTr shall provide technical assistance to key
11 stakeholders and LGUs in the completion of these integrated land use and
12 transportation plans, upon the request of the LGUs and subject to availability of
13 resources.

14 **SEC. 6. *Establishment of Emission Control and Standards, Road Safety and***
15 ***Inspection and Maintenance.*** – The State shall endeavor to achieve a smoke-free,
16 accident-free and effective road safety management system. In line with this, the
17 existing motor vehicular standards set by the DOTr and the DENR on emission, fuel
18 economy and roadworthiness shall form part of the Sustainable Transport Action
19 Plan as consistent with the objectives of this Act. The DOTr, in coordination with
20 related agencies, shall strictly implement these emission standards and conduct
21 stronger road apprehension:

22 A. *Emission Control and Standards.* – Pursuant to Philippine Clean Air Act of
23 1999 or Republic Act No. 8749, the DOTr, through the Land Transportation
24 Office (LTO), shall conduct the vehicle test for emissions utilizing the Motor
25 Vehicle Inspection Station (MVIS) as well as establish a roadside inspection
26 system to ensure that vehicles comply with the emission standards.

27 B. *Road Safety Program.* – The existing road safety program shall be enhanced
28 and strictly enforced, by adopting a zero-fatality policy, implementing
29 appropriate speed controls and imposing a regular Road Safety Audit (RSA)
30 to influence safety performance on an ongoing basis. The Department of

1 Public Works and Highways (DPWH) shall identify the roads and highways to
2 be audited and shall be responsible for the conduct of the RSAs.

3 **SEC. 7. Use of Alternative Energy and Cleaner Fuels.** – The Department of
4 Energy (DOE), in coordination with the DOTr and the DENR, shall formulate
5 strategies towards vehicular modernization and use of alternative energy and
6 cleaner fuels, such as but not limited to Compressed Natural Gas (CNG) fueled
7 buses and electric motor powered vehicles, pursuant to the Philippine
8 Standardization Law or Republic Act No. 4109, Philippine Clean Air Act of 1999 or
9 Republic Act No. 8749 and the Biofuels Act of 2006 or Republic Act No. 9367. The
10 availability, viability, safety, sustainability, energy resilience and fuel efficiency of
11 these alternative energy and cleaner fuels shall be taken into consideration, as well
12 as transparency and route measured capacity in relation to the issuance of
13 provisional authorities or franchises.

14 **SEC. 8. Non-Motorized Transportation.** – The DOTr shall develop policies and
15 guidelines that promote non-motorized transportation such as walking and bicycling,
16 and variants such as the use of strollers, small-wheeled transport (skates,
17 skateboards, push scooters and hand carts) and wheelchair travel to meet public
18 transportation demand. Said policies and guidelines shall include design principles
19 for supporting facilities and infrastructures that will espouse a seamless
20 transportation system such as, but not limited to, exclusive pedestrian and bike
21 lanes, safe street crossings and access ramps for persons with disabilities (PWDs)
22 to ensure inclusive non-motorized transportation.

23 *A. Installation of Walkways.* – Each LGU shall maintain adequate sidewalk areas
24 on roads frequented by pedestrians as walkways to allow safe pedestrian
25 passage and for the safe and convenient use of wheelchairs, strollers and similar
26 instruments. For primary and secondary roads, there shall be allotted three (3)
27 meters for the sidewalks. If there is no space allocated for such and the
28 implementation will prove difficult, in lieu thereof, either an elevated footbridge or
29 underground walkway must be installed.

1 B. *Designation of Bike Lanes.* – Each LGU shall designate a bike lane measuring
2 at least one (1)-meter wide on the rightmost portion of major roads within its
3 jurisdiction which shall be clearly marked as such and segregated from all
4 vehicular traffic lanes by a yellow dividing line. Currently designated bike lanes
5 shall be assessed for safety and connectivity and shall be subject to measures
6 that will improve the same.

7 The designated bike lanes shall be for the preferential or exclusive use of
8 bicycles. All motorized vehicular traffic shall not be allowed to use the bike lane at
9 any time of the day. The right of way of bikers shall be paramount at all times and
10 may not be obstructed by a parked or standing motor vehicle or other stationary
11 object, even in intersections.

12 C. *Provision of Bicycle Parking Spaces and Bike Racks.* – The DOTr shall
13 establish guidelines on the minimum supply of bicycle parking spaces and bike
14 racks in buildings and other facilities, taking into consideration the population of
15 the short-term or long-term dwellers in the area. The owners of these
16 establishments shall be required to provide for such.

17 **SEC. 9. *Public Transportation.*** – The DOTr shall provide guidelines that will
18 promote a shift towards seamless and inclusive public transportation as a primary
19 mobility option to the general public, especially the poor, including the elderly,
20 PWDs, women, youth, and children. Better public transportation initiatives shall be
21 studied and implemented in an effort to reduce the impact of fossil fuel on our
22 environment and financial markets, provide high quality but affordable transport
23 services as well as help reduce energy costs and pollution. Further, a unified and
24 automated fare collection shall, as much as possible, be established amongst all the
25 available forms of public transportation.

26 The DOTr shall conduct a Land Transportation Rationalization Study which will
27 scientifically determine the actual need for public transportation in the various routes.
28 This study shall objectively determine the actual number of public buses, jeeps, taxis
29 and other public utility vehicles (PUVs) needed by the public in a certain route, road,
30 street, locality or area. After completion, the study will be used as the basis for the

1 Land Transportation Franchising and Regulatory Board's (LTFRB) issuance of the
2 franchises for all the PUVs and grant of authority to operate as a vehicle for hire.

3 A. *Commissioning of a "Bus Rapid Transit (BRT) System."* – The DOTr shall
4 prepare a study commissioning the creation of a Bus Rapid Transit (BRT) System
5 which will organize buses into one efficient long-distance transportation system
6 with coordinated schedules, rates, routes, and pick-up and drop-off points. The
7 LGU and the private sector, including but not limited to, mall owners and bus
8 companies, may be tapped in order to put up or use existing facilities such as
9 parks, parking lots, and bus depots that will serve as large collective
10 transportation terminals where people can park their cars and bikes and take the
11 buses to their destinations.

12 B. *Establishment of a Water Ferry System.* – As much as practicable, the national
13 agencies and water regulatory bodies in charge of a water body led by the
14 DENR, in coordination with the DOTr, shall study and initiate the establishment of
15 a ferry system in navigable bodies of water

16 **SEC. 10. *Transportation Demand Management Programs.*** – The DOTr, in
17 coordination with the Department of Labor and Employment (DOLE), Department of
18 Education (DepEd), Department of Trade and Industry (DTI) and one representative
19 each from the civil society, transport sector and the youth, shall come up with
20 guidelines on transport demand management programs that will reduce the volume
21 of cars and motorized transport in the roads as well as enhance and encourage
22 students and workers to use the public transport system. These shall include, but is
23 not limited to, the following:

- 24 a.) carpool, vanpool, or car-share projects;
- 25 b.) car ownership policies in relation to parking and air pollution;
- 26 c.) congestion pricing measures;
- 27 d.) programs to promote telecommuting;
- 28 e.) flexible work schedules, or satellite work centers;
- 29 f.) transport program for government employees; and
- 30 g.) intelligent transportation systems.

1 **SEC. 11. *Facilities.*** – The DOTr, in coordination with the DPWH and the LGUs
2 concerned, shall carry out an investment program that will encourage a shift to
3 sustainable transport within selected communities by providing safe and convenient
4 options to bicycle and walk for routine travel, and for other purposes. Transit-oriented
5 development, supporting facilities for non-motorized transportation, intermodal
6 connectivity and public transportation shall be developed in accordance with the land
7 use and transportation plan.

8 **SEC. 12. *Public Health Program.*** – An Inter-Agency Taskforce composed of the
9 DOTr and the DOH shall be created to lead the formation and the implementation of
10 a Transportation and Health Impacts Program. The taskforce shall formulate
11 strategies for the reduction of the negative health and environmental impacts of
12 transportation to road users. These strategies shall include but not be limited to
13 strengthening of public health services, formulation of the necessary department
14 administrative orders and required regular general and audio-logical check up for
15 road users and affected communities. Further, the taskforce shall regularly monitor
16 and evaluate these strategies.

17 **SEC. 13. *Education and Research Programs.*** – The DOTr and NEDA shall
18 conduct studies and researches, and eventually supply information to the car-owning
19 and-riding public as well as commuters on aspects of sustainable transport that are
20 relatively new. Technical assistance may be provided to other government agencies
21 and private sector representatives involved in the transport system.

22
23 The DOTr shall also conduct continuous public consultations and social impact
24 assessments among stakeholders affected by the Sustainable Transport Action
25 Plan. Social safety nets shall be carefully studied, formulated and implemented, as
26 needed.

27 **SEC. 14. *Financing.*** – The DOTr, in coordination with the key stakeholders
28 deemed necessary, shall explore the possibility of accessing a growing range of
29 global environment funds in order to be able to assist in the funding of sustainable

1 public transport systems. Public-private partnerships shall also be encouraged in the
2 development of transportation improvements.

3 Further, seventy- five percent (75%) of the seven and one half percent (7.5%)
4 allotted in the Special Vehicle Pollution Control Fund (SVPCF) provided for in
5 Section 7 of Republic Act No. 8794 or An Act Imposing A Motor Vehicle User's
6 Charge On Owners Of All Types Of Motor Vehicles And For Other Purposes shall be
7 retained by the DOTr for the implementation of this Act.

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

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

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

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

Approved,