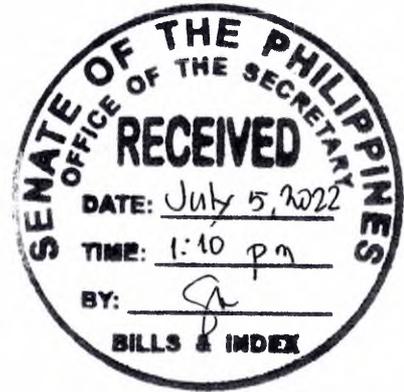


NINETEENTH CONGRESS OF THE )  
REPUBLIC OF THE PHILIPPINES )  
*First Regular Session* )



SENATE

S. No. 20

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Introduced by Senator **PIA S. CAYETANO**

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**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**

EXPLANATORY NOTE

As a party to the United Nations 2030 Agenda for Sustainable Development, the Philippines is committed to promulgate policies that advances the seventeen (17) Sustainable Development Goals (SDGs) under this framework.

SDG 9 (Industry, Innovation, and Infrastructure) seeks to develop quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all (SDG 9.1) as well as upgrade infrastructure and retrofit industries to make them sustainable, with increased resource-use efficiency and greater adoption of clean and environmentally sound technologies and industrial processes, with all countries taking action in accordance with their respective capabilities (SDG 9.4).

SDG 9 recognizes that transportation plays a significant role in spurring economic development and reducing poverty. It is a vital part of the activities, goods, and services required to support and improve people's lives. At the same time, however, the current predominant means of transportation relies heavily on gasoline as fuel, which has known negative effects. Carbon monoxide, a type of toxic gas

emitted by cars and other motor vehicles, is largely responsible for the smog and air pollution in the country, as well as respiratory diseases, headaches, and other ailments. As gasoline prices continue to skyrocket, our continued dependence on imported fossil fuels has a multiplier effect which raises the prices of basic commodities, goods, and services. Further, this has affected the supply of public transport, already unable to keep up with demand as can be seen in the long lines of commuters struggling to get a ride everyday, as jeepney and bus operators are unable to keep up with rising fuel costs.<sup>1</sup>

Additionally, the heavy reliance on motor vehicles promotes an unhealthy lifestyle as the public has become sedentary, refusing to walk or bike even short distances. In practically all of the major cities of the country, this is causing terrible traffic congestion, unnecessary stress, and even countless accidents resulting in loss of life and limb.

It is high time that we revisit this way of thinking and lifestyle, or else our environment and health will continue to suffer. There has to be a balance that will enable people's transport needs to be met in a way that neither harms them nor depletes resources. There are different available mobility options that our government can explore in order to serve our people's changing transport needs, unclog the streets, and improve our efficiency as a nation – such as walking, cycling, use of public transportation, etc. The government must provide for the creation of a safe, convenient, accessible, inexpensive, collective, efficient, non-congestive, non-pollutive, and healthful locomotion and transportation system for the benefit of the Filipino people.

This measure, which was drafted in collaboration with 2009 Ramon Magsaysay awardee, lawyer and environmental activist Atty. Antonio "Tony" Oposa, was first filed by the undersigned in 2011 during the 15th Congress.

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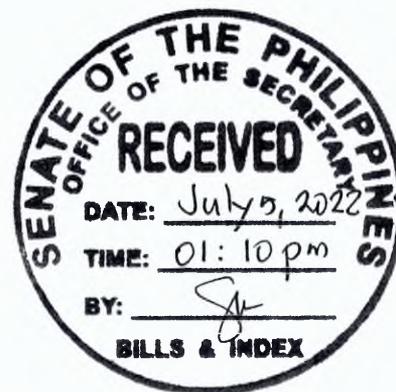
<sup>1</sup> Philstar.com. (2022, June 29). After jeeps, buses might soon halt operations next amid skyrocketing fuel price. <https://www.philstar.com/headlines/2022/06/29/2191792/after-jeeps-buses-might-soon-halt-operations-next-amid-skyrocketing-fuel-price>

This bill seeks to develop sustainable and alternative modes of transportation in order to reduce greenhouse gas emissions, lessen energy consumption, use precious urban areas efficiently, reduce time and travel costs, and promote an active lifestyle. It mandates the Department of Transportation (DOTr), in coordination with the National Economic Development Authority (NEDA), to develop a plan that will encourage this mode shift and promote programs and infrastructure that will pave the way for the same.

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

*Pia S. Cayetano*  
PIA S. CAYETANO

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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.* – This Act shall be known as the “Sustainable  
2 Transportation Act.”

3 Sec. 2. *Declaration of Policies.* – In conformity with the provisions of the  
4 Constitution to promote the 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, the State hereby adopts the  
8 following policies relative to the transportation system in our country, whether public  
9 or private:

- 10 a. The State shall promote a shift towards a safe, collective, efficient, non-  
11 congestive, non-pollutive, and healthful locomotion and transportation  
12 system that includes non-motorized transport;
- 13 b. The State shall increase mobility options of the general public and  
14 promote the use of alternative modes of transportation such as walking,  
15 biking and the use of public transportation;
- 16 c. The State shall properly plan and establish facilities and infrastructures  
17 that will respond to this paradigm shift in the transportation system; and

1 d. The State shall establish its plans and programs in conformity with the  
2 overall national land use plan as well as the local comprehensive land  
3 use plans.

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

6 a. *Bicycle.* – refers to a device that a person may ride that is propelled by  
7 human power and has two tandem wheels at least one of which is more  
8 than 14 inches in diameter.

9 b. *Motor vehicle.* – means a self-propelled vehicle or any vehicle propelled  
10 by any power other than muscular power. The term does not include an  
11 electric bicycle.

12 c. *Public transportation.* – means a shared passenger transportation  
13 service which is available for use by the general public. These include  
14 buses, trams, trains, rapid transit and ferries.

15 d. *Walkways.* – means a paved path for pedestrians alongside streets.

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

22 f. *Travel demand management (TDM).* – means a set of tools to offer  
23 people better travel information and opportunities and help people  
24 choose to reduce their need to travel especially by car.

25 Sec. 4. *Sustainable Transport Action Plan.* – The Department of Transportation  
26 (DOTr), in coordination with the National Economic Development Authority (NEDA),  
27 shall come up with a Sustainable Transport Action Plan which aims to provide a  
28 roadmap for national and local transportation system to be adhered to at all levels  
29 throughout the country.

30 The Plan should include a holistic approach that shall take into consideration  
31 not only the impact on infrastructures, but also its effect on health, the environment,  
32 the economy, and the means of livelihood of the people.

1           The Sustainable Transport Action Plan shall include strategies relating to  
2 parking, public transport, cycling, walking and transport infrastructure, and will set out  
3 the actions required to achieve the mode shift target over a certain period of time as  
4 identified by DOTr and NEDA.

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

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

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

28           Sec. 8. *Establishment of a Water Ferry System.* – As much as practicable, the  
29 national agencies and water regulatory bodies in charge of a water body led by the  
30 Department of Environment and Natural Resources (DENR), in coordination with the  
31 DOTr, shall explore the establishment of a ferry system in navigable bodies of water  
32 which may be operated by the said authority or bidden out to a private contractor.

1 The possibility of interconnecting said waterways shall also be considered.

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

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

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

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

24       The designated bicycle lanes shall be for the preferential or exclusive use of  
25 bicycles. These bicycle lanes shall not be obstructed by a parked or standing motor  
26 vehicle or any other stationary object. The bicycle lanes shall be made identifiable by  
27 striping with signing or striping with pavement markings.

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

- 31           a. For non-residential use with gross floor area larger than 7,500 square  
32           feet;

- 1           b. Multiple-family dwellings when 12 or more are provided on a lot; and
- 2           c. Public parking lots.

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

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

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

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

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

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

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

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

*Approved,*