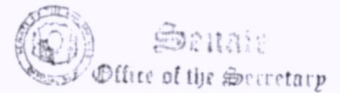


EIGHTEENTH CONGRESS OF THE )  
REPUBLIC OF THE PHILIPPINES )  
*First Regular Session* )



**SENATE**  
S. No. 66

'19 JUL -1 P1 :42

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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

Transport plays a significant role in spurring economic development and reducing poverty. Transport is a vital part of the activities, goods, and services required to support and improve people's lives. At the same time, however, it also consumes resources and imposes negative side 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. The fuel used to run cars and motor vehicles is costing the Philippines more than One Billion Pesos a day. Our dependence on imported fossil fuels has a multiplier effect in the prices of basic commodities, goods and services. 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 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 not

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 – walking, cycling, use of public transportation, etc. The government must provide for the creation of a safe, convenient, inexpensive, collective, efficient, non-congestive, non-pollutive, and healthful locomotion and transportation system for the benefit of the Filipino people.

This bill seeks to develop sustainable and alternative modes of transportation in order to reduce greenhouse gas emissions, lessen energy consumption, use precious urban area efficiently, reduce time and travel costs as well as promote an active lifestyle. It mandates the Department of Transportation and Communication (DOTC), 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



**SENATE**

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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**

*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.”

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 and  
6 healthful ecology in accord with the rhythm and harmony of nature, and to conserve  
7 and develop the patrimony of the nation, the State hereby adopts the following policies  
8 relative to the transportation system in our country, whether public or private:

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

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

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

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

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

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

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

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

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

23           *Sec. 8. Establishment of a Water Ferry System.* – As much as practicable, the  
24 national agencies and water regulatory bodies in charge of a water body led by the  
25 Department of Environment and Natural Resources (DENR), in coordination with the  
26 DOTr, shall explore the establishment of a ferry system in navigable bodies of water  
27 which may be operated by the said authority or bidden out to a private contractor. The  
28 possibility of interconnecting said waterways shall also be considered.

29           *Sec. 9. Travel Demand Management Programs.* – The DOTr, in coordination with  
30 the Department of Labor and Employment (DOLE), Department of Education (DepEd),  
31 Department of Trade and Industry (DTI) and one representative each from the civil  
32 society, transport sector and the youth, shall come up with guidelines on travel demand  
33 management programs that will reduce the volume of cars and motorized transport in

1 the roads as well as enhance and encourage students and workers to use the public  
2 transport system. These shall include, but is not limited to, the following:

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

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

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

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

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

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

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

30 *Sec. 12. Facilities.* – The DOTr, in coordination with the DPWH and the LGUs  
31 concerned, shall carry out an investment program that will encourage a mode shift to  
32 sustainable transport within selected communities by providing safe and convenient

1 options to bicycle and walk for routine travel, and for other purposes. This shall be  
2 completed within twelve (12) months from the effectivity of this Act.

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

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

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

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

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

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

Approved,