

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

'16 JUL 20 P2:51

SENATE
S.B. No. 647

RECEIVED BY: 

Introduced by: Senator Paolo Benigno "Bam" A. Aquino IV

AN ACT
MANDATING THE DEVELOPMENT OF A NATIONAL SUSTAINABLE TRANSPORT NETWORK
PLAN AND THE CREATION OF A LOCAL BIKEWAYS OFFICE IN ALL LOCAL GOVERNMENT
UNITS, PROMOTING THE SHIFT TO SUSTAINABLE MODES OF TRANSPORTATION, AND FOR
OTHER PURPOSES

EXPLANATORY NOTE

The development of transportation infrastructure is pivotal to the growth of the nation. Wealth and opportunities ply through roads connecting communities, on board vehicles that bear the riches of our land. But it's not without its own consequences. The development derived from every road built also spurs the demand for more vehicles. And when road networks reach their carrying capacities, when they become congested, expedient and convenient transportation is stunted and the emission from motorized vehicles amplify health and environmental hazards.

The State must endeavor to reverse this trend by balancing the demand for transportation and for healthy and livable communities for all. Transportation must be made sustainable. The State must endeavor the reduction of emissions, and the maximization of alternate modes of transportation with little to no harmful impact on our health and the environment.

This measure seeks to develop a National Sustainable Mobility Network Plan through the Department of Transportation and Communication that shall guide LGUs in developing a local version of this plan in coordination with the Local Bikeways Office to be established in all LGUs, creating facilities and programs that shall prioritize and endorse the shift to the use of non-motorized vehicles, public transportation, and intermodal transportation involving both.

Further, programs contained herein are designed to set the tone of for immediate and long-term government support for users of non-motorized transportation, and encourage private sector participation in the goals of this measure.

It is high time that we revisit State policy towards transportation, and for us to champion the new paradigm in the movement of people and things: "Those that have less in wheels must have more in roads."¹

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


Senator Paolo Benigno "Bam" A. Aquino IV

¹Executive Order 774 s. 2008



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

CHAPTER 1
General Provisions

SECTION 1. *Short Title.* - This Act shall be known as the "*Sustainable Transport
Network Act.*"

SECTION 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:

- (a) The State shall promote a shift towards safe, collective, cost-effective, efficient, non-congestive, non-pollutive, and healthful locomotion and a seamless and inclusive transportation system that includes non-motorized transport for the benefit of all citizens, economy, and society;
- (b) The State shall increase mobility options of the general public and promote the use of alternative modes of transportation such as walking, cycling, and public transportation;
- (c) The State shall properly plan and establish facilities and infrastructures that will respond to this paradigm shift in the transportation system; and
- (d) The State shall establish its plans and programs in conformity with the overall integrated national land use plan as well as the local comprehensive land use plans.

1 This plan shall feature a network of transport infrastructure that will cater to the
2 shift to the modes of transportation prioritized by the plan such as redesigned sidewalks,
3 short-term and long-term bicycle parking facilities, public shower and changing facilities,
4 bicycle lanes of varying extent of separation from and integration with motor vehicles
5 and/or pedestrian, and multimodal transit facilities.

6 DOTC shall set out guidelines in the development of the Local Sustainable Transport
7 Network, the actions required to achieve the set targets through the projects and programs
8 that shall create incentives for the shift to modes of transportation prioritized by the plan.

9 DPWH shall ensure that the planning and implementation for all current and future
10 projects under its purview shall be consistent with the goals and guidelines of the National
11 Sustainable Transport Network Plan upon the effectivity of this Act, such as in the
12 improvement of public highways that shall allow for safe travel across the country using
13 non-motorized transport.
14

15 **SECTION 5. Local Sustainable Transport Network Plan.** – All Local Government Units
16 (LGUs) shall submit an integrated land use and transportation plan formulated in
17 consonance with the National Sustainable Transport Network Plan to the Housing and Land
18 Use Regulatory Board (HLURB) and DOTC.

19 The Local Bikeways Office (LBO) created in Section 10 of this Act, in consultation with
20 national and/or local recognized cycling organizations, shall be responsible for the planning
21 and development of the network of infrastructure for cyclists, such as the network of bicycle
22 lanes of varying extent of separation from and integration with motor vehicles or
23 pedestrians, bicycle parking facilities, markings, and signage. The LBO, whenever
24 practicable, shall prioritize the creation of protected and exclusive lanes in roads for non-
25 motorized transport.

26 DOTC and HLURB shall provide technical assistance to all LGUs, and may provide
27 financial assistance for the planning and implementation of infrastructure contained in the
28 Local Sustainable Transport Network Plan of LGUs through grants in Section 7 of this Act.
29 State agencies and departments, such as the Department of Health (DOH) and Department
30 of Environment and Natural Resources (DENR), are hereby mandated to provide LGUs
31 technical assistance for aspects of the programs and projects that are consistent with the
32 mandate of the agency or department.

33 **SECTION 6. Consistency of Planning and Implementation.** – The State and its
34 instrumentalities shall not provide approval and funding to any infrastructure project that
35 shall negatively affect such plans and projects contained in the National Sustainable
36 Transport Network Plan.

37 All State agencies and departments are hereby mandated to ensure that current and
38 planned infrastructure projects are either in line with, or not detrimental to such projects
39 contained in, and in line with, the National Sustainable Transport Network Plan.

- 1 (c) Collect and provide data necessary for the annual report of DOTC on the
2 implementation of the National Sustainable Transport Network Plan;
- 3 (d) Construct and maintain the bikeway network, and the safe and strategically located
4 infrastructure, such as parking facilities and signage, in the network bikeways and
5 roads accessible to users such as cyclists, pedestrians, and PWDs;
- 6 (e) Facilitate the planting of trees in designated areas of the bikeway network in
7 coordination with the Department of Environment and Natural Resources (DENR);
- 8 (f) Provide assistance to government and non-government institutions in complying
9 with the regulations under this Act;
- 10 (g) Establish partnership with local and foreign organizations for the implementation of
11 programs related to the promotion of the use of bicycles, and multimodal
12 transportation involving such;
- 13 (h) Coordinate with pertinent government agencies and departments in the promotion
14 of cycling, and non-motorized transport, and multimodal transportation involving
15 such; and
- 16 (i) In case mandated by the LGU, encourage the registration of bicycles, and determine
17 the manner of such registration, and maintain a bicycle registry.

18 In case a bicycle registration shall be contemplated by a LGU, they are hereby
19 encouraged to implement an optional bicycle registration, and make information from such
20 accessible to the LBO. LGUs are encouraged to provide benefits and incentives to registered
21 bicycle users, without restricting access to facilities, such as short-term parking facilities for
22 bicycles, which may be inimical to the promotion of non-motorized and multimodal
23 transportation.

24 **CHAPTER 4**
25 **Cyclist-Friendly Regulations and Facilities**

26 **SECTION 12. *Bicycle Parking in Government Offices.*** – All government offices shall
27 be required to provide a bicycle parking facility, and must prioritize types of bicycle parking
28 facilities that can accommodate the most number of bicycles until practicable.

29 **SECTION 13. *Shower Facilities.*** – All government offices shall be required to provide
30 a shower and changing facility, primarily for the employees and guests of the government
31 office who travel by cycling, or through non-motorized transport.

32 **SECTION 14. *Commercial Establishments.*** – Commercial establishments are hereby
33 prohibited from creating any restrictive policies and regulations that may discriminate
34 against cyclist, such as but not limited to dress code and bicycle parking prohibitions.

35 All commercial establishments shall be required to allow for the parking of bicycles,
36 and such other non-motorized modes of transportation, at least at the vicinity of the
37 entrance of the establishment.

38 Commercial establishments who may wish to identify or provide types of bicycle
39 parking facilities appropriate for their facilities may seek the assistance of the LBO of the
40 LGU that has jurisdiction over the establishment.

1 Commercial establishments shall be prohibited from providing bicycle parking
2 facilities, whether fixed or movable, that in any way may obstruct or impede on the use of
3 sidewalks and paths for pedestrian and users of non-motorized vehicles.

4 **CHAPTER 5**
5 **Incentives**

6 **SECTION 15. *Cyclist Government Employees.*** – Government employees who shall
7 regularly and mainly use bicycles or other non-motorized vehicles as means transport to and
8 from their respective government offices and residence shall be entitled to an annual tax
9 deduction of two thousand five hundred pesos (PHP 2,500) from their gross income.

10 **SECTION 16. *Private Business Entities.*** – Companies, business establishments,
11 including private academic institutions shall be entitled to tax deduction from their gross
12 income equivalent to expenses incurred by employers or schools in providing their
13 employees or students, by way of benefits, bicycles, and non-motorized vehicles, eligible
14 equipment, and cyclist-friendly facilities.

15 DOTC shall provide the Bureau of Internal Revenue (BIR) with a guideline for
16 expenses that shall be deemed eligible for inclusion in the computation of the tax
17 deduction.

18 **SECTION 17. *Incentive Requirements.*** – For the purposes of this Act, the qualified
19 persons, companies, business establishments, and private academic institutions desiring to
20 avail of the benefits of this Act shall substantiate their claim for incentives with sufficient
21 evidence such as logbook entries, official receipts, affidavits, or other adequate records
22 which may be prescribed by the BIR.

23 **CHAPTER 6**
24 **Programs**

25 **SECTION 18. *Academic Curriculum.*** – It shall be the duty of all public and private
26 basic education schools to provide their students with basic training on the use of bicycle,
27 including such technical skills related to its use, and information on the health and
28 environmental impact of the use of bicycles and non-motorized transport; Provided, that
29 students suffering from any physical or mental disability which may render them unable to
30 engage in activities related to bicycle use shall be exempt from such activities detrimental to
31 their health.

32 The Department of Education (DepEd), in coordination with the Department of
33 Health (DOH) and cycling organizations, shall be tasked to develop a curriculum, to be
34 integrated in Health and Physical Education classes that shall aim to achieve the following:

- 35 (a) Equip students with the proper skills to operate and maintain a bicycle;
36 (b) Inform students of road regulations and road practices for cyclists, and drivers of
37 motorized vehicles and pedestrians interacting with cyclists; and

1 (c) Inform students of the environmental and health benefits that may be accrued by
2 persons, and communities in the increased use of non-motorized modes of
3 transportation.

4 It shall be the responsibility of DepEd to determine the appropriate grade levels
5 where this program shall be introduced, and the corresponding content appropriate for
6 identified level(s) of education.

7 **SECTION 19. Proper Road Practice.** – DOTC, in coordination with the Land
8 Transportation Office (LTO), and in consultation with representatives from recognized
9 cycling organizations, shall determine the proper road practices designed for cyclists, drivers
10 of motorized vehicles, pedestrians, and PWDs, to guide their safe and convenient
11 interaction in shared roads, paths, or sidewalks.

12 DOTC, in coordination with LTO and representatives from recognized cycling
13 organizations, shall undertake an information campaign to disseminate information on
14 proper road practices to drivers of motorized vehicles, cyclists and drivers of non-motorized
15 transport, pedestrians, and PWDs. Such materials to be disseminated must include
16 information on signage and markings related to the new and current infrastructure in the
17 National and Local Sustainable Transport Network Plans.

18 **SECTION 20. Driver's License Test.** – LTO shall be required to update the test
19 required for all driver's license application, and instructional materials pertinent to such
20 test, after the determination of proper road practices, and any new markings and signage in
21 Section 19.

22 LTO shall ensure that would be drivers are educated and tested on their knowledge
23 of proper road practice and attitude towards vulnerable road users such as cyclists,
24 pedestrians, and PWDs, and by their knowledge of related new markings and signage.

25 **SECTION 21. National Bike-to-Work Day.** – The second Monday of September of
26 each year shall be designated as National Bike-to-Work Day.

27 To ensure the meaningful observance of the National Bike-to-Work Day an annual
28 program of activities that would promote the use of bicycles, and other non-motorized
29 transportation shall be prepared by the DOTC, in coordination with DOH, DENR, and DILG.

30 All government agencies, including government-owned and controlled corporations
31 (GOCCs), the private sector, and other non-government entities, are encouraged to afford
32 sufficient time and opportunities for their employees, especially those who are cyclists, to
33 engage and participate in activities conducted by government and non-government entities
34 in observance of this day.

35 **SECTION 22. National Car-Free Day.** – The Sunday immediately preceding the
36 National Bike-to-Work Day shall be designated as the National Car-Free Day.

