

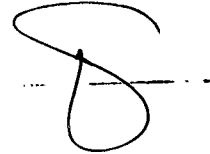
NINETEENTH CONGRESS OF THE)
REPUBLIC OF THE PHILIPPINES)
Third Regular Session)

25 JAN 27 P 7:28

SENATE

S. No. 2966

RECEIVED



Introduced by Senator Jinggoy Ejercito Estrada

**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

The Philippines continues to face significant challenges in its transportation sector that directly impact the daily lives of millions of Filipinos and the nation's economic growth. The Asian Development Bank's 2023 study estimates that Metro Manila alone loses approximately PHP 2.4 billion daily due to traffic congestion, highlighting the urgent need for comprehensive transportation reform.

According to the Philippine Statistics Authority, the transportation sector accounts for approximately 31.5% of the country's total energy consumption and is a major contributor to air pollution in urban areas. The Department of Health reports that respiratory diseases, partly attributed to poor air quality, remain among the leading causes of morbidity in the country.

The ongoing modernization of our public transportation system, while necessary, has also revealed the need for a more inclusive and sustainable approach. Many commuters, particularly those from vulnerable sectors including persons with disabilities, elderly, and low-income families, continue to face difficulties accessing safe and affordable transportation options.

Our current transportation infrastructure predominantly favors private vehicles, resulting in inefficient use of road space and contributing to urban congestion. The World Bank's 2022 Urban Mobility Report ranks Manila among the bottom tier of Asian cities in terms of sustainable urban mobility, emphasizing the need for immediate action.

This bill seeks to establish a comprehensive framework for promoting sustainable transportation in the Philippines. It aims to:

1. Develop an integrated approach to transportation planning that prioritizes public transport, walking, and cycling
2. Reduce transportation-related environmental impacts and improve air quality in urban areas
3. Ensure equitable access to mobility options for all sectors of society
4. Promote energy-efficient and environmentally sustainable transportation modes
5. Create livable communities through transit-oriented development

The proposed measure builds upon existing initiatives while introducing new mechanisms to accelerate the transition toward sustainable mobility. It recognizes that sustainable transportation is not merely about infrastructure development but encompasses social equity, environmental protection, and economic efficiency.

In view of the foregoing, immediate passage of this bill is earnestly sought.

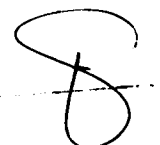

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*Be it enacted by the Senate and the House of Representatives of the Philippines
in Congress assembled:*

1 Section 1. *Short Title.* – This Act shall be known as the "*Sustainable*
2 *Transportation Act*".

3 Sec. 2. *Declaration of Policy.* – 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 Convention
10 on Climate Change (UNFCCC) Agreement of 1992, UNECE World Forum for
11 Harmonization of Vehicle Regulations (WP 29), and Bangkok Declaration for 2020, the
12 State hereby adopts the following policies relative to the transportation system in our
13 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 Action Plan, reinforcing existing
10 rules, regulations and laws;

11 e) The State shall establish its plans and programs in conformity with the
12 overall integrated national land use plan as well as the local comprehensive
13 land use 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
21 those functions are physically and functionally integrated, and that provides
22 pedestrian connections;

23 b) *Motor Vehicle* refers to 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 of
30 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 and
4 commercial area designed to maximize access to public transport and often
5 incorporates features to encourage transit ridership. A TOD neighborhood
6 typically has a center with a transit station or stop (train station, metro
7 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* refer to a continuous way designated for pedestrians and
16 separated from the through lanes for motor vehicles by space or barrier;
17 and
- 18 h) *Sustainable Transport* refers to any means of transport with low impact on
19 the environment, accessible, safe, environment-friendly, and affordable. It
20 includes walking and cycling, transit-oriented development, green vehicles,
21 carpooling, and building or protecting urban transport systems that are fuel-
22 efficient, space-saving and promote healthy lifestyles.

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

30 The Sustainable Transport Action Plan shall include strategies relating to the
31 inclusion of non-motorized transport, the development of a seamless and inclusive
32 public transportation system, green infrastructure and facilities, and enforcement of

1 transportation demand management measures. These will set out the actions required
2 to achieve the mode shift target over a certain period of time as identified by DOTr.

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

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

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

26 b) *Road Safety Program.* - The existing road safety program shall be enhanced
27 and strictly enforced, by adopting a zero-fatality policy, implementing
28 appropriate speed controls and imposing a regular Road Safety Audit (RSA)
29 to influence safety performance on an ongoing basis. The Department of
30 Public Works and Highways (DPWH) shall identify the roads and highways
31 to be audited and shall be responsible for the conduct of the RSAs.

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

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

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

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

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

6 c) *Provision of Bicycle Parking Spaces and Bike Racks.* - The DOTr shall
7 establish guidelines on the minimum supply of bicycle parking spaces and
8 bike racks in buildings and other facilities, taking into consideration the
9 population of the short-term or long-term dwellers in the area. The owners
10 of these establishments shall be required to provide for such.

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

20 The DOTr shall conduct a Land Transportation Rationalization Study which will
21 scientifically determine the actual need for public transportation in the various routes.
22 This study shall objectively determine the actual number of public buses, jeeps, taxis
23 and other public utility vehicles (PUVs) needed by the public in a certain route, road,
24 street, locality or area. After completion, the study will be used as the basis for the
25 Land Transportation Franchising and Regulatory Board's (LTFRB) issuance of the
26 franchises for all the PUVs and grant of authority to operate as a vehicle for hire.

27 a) Commissioning of a "Bus Rapid Transit (BRT) System." - The DOTr shall
28 conduct a study commissioning the creation of a Bus Rapid Transit (BRT)
29 System which will organize buses into one efficient long-distance
30 transportation system with coordinated schedules, rates, routes, and pick-
31 up and drop-off points. The LGU and the private sector, including but not
32 limited to, mall owners and bus companies, may be tapped in order to put

1 up or use existing facilities such as parks, parking lots, and bus depots that
2 will serve as large collective transportation terminals where people can park
3 their cars and bikes and take the buses to their destinations.

4 b) *Establishment of a Water Ferry System.* - As much as practicable, the
5 national agencies and water regulatory bodies in charge of a water body led
6 by the DENR, in coordination with the DOTr, shall study and initiate the
7 establishment of a ferry system in navigable bodies of water.

8 *Sec. 10. Transportation Demand Management Programs.* – The DOTr, in
9 coordination with the Department of Labor and Employment (DOLE), Department of
10 Education (DepEd), Department of Trade and Industry (DTI), and one representative
11 each from the civil society, transport sector, and the youth, shall come up with
12 guidelines on transport demand management programs that will reduce the volume
13 of cars and motorized transport in the roads as well as enhance and encourage
14 students and workers to use the public transport system. These shall include, but Is
15 not limited to, the following:

- 16 a) carpool, vanpool, or car-share projects;
- 17 b) car ownership policies in relation to parking and air pollution;
- 18 c) congestion pricing measures;
- 19 d) programs to promote telecommuting;
- 20 e) flexible work schedules, or satellite work centers;
- 21 f) transport program for government employees; and
- 22 g) intelligent transportation systems.

23 *Sec. 11. Facilities.* – The DOTr, in coordination with the DPWH and the LGUs
24 concerned, shall carry out an investment program that will encourage a shift to
25 sustainable transport within selected communities by providing safe and convenient
26 options to bicycle and walk for routine travel, and for other purposes. Transit-oriented
27 development, supporting facilities for non-motorized transportation, intermodal
28 connectivity and public transportation shall be developed in accordance with the land
29 use and transportation plan.

30 *Sec. 12. Public Health Program.* – An Inter-Agency Task Force composed of the
31 DOTr and the DOH shall be created to lead the formation and the implementation of
32 a Transportation and Health Impacts Program. The Task Force shall formulate

1 strategies for the reduction of the negative health and environmental impacts of
2 transportation to road users. These strategies shall include, but not be limited to
3 strengthening of public health services, formulation of the necessary department
4 administrative orders and required regular general and audio-logical check-up for road
5 users and affected communities. Further, the Task Force shall regularly monitor and
6 evaluate these strategies.

7 Sec. 13. *Education and Research Programs.* – - The DOTr and NEDA shall
8 conduct studies and researches, and eventually supply information to the car-owning
9 and-riding public as well as commuters on aspects of sustainable transport that are
10 relatively new. Technical assistance may be provided to other government agencies
11 and private sector representatives involved in the transport system. The DOTr shall
12 also conduct continuous public consultations and social impact assessments among
13 stakeholders affected by the Sustainable Transport Action Plan. Social safety nets shall
14 be carefully studied, formulated and implemented, as needed.

15 Sec. 14. *Financing.* – The DOTr, in coordination with the key stakeholders
16 deemed necessary, shall explore the possibility of accessing a growing range of global
17 environment funds in order to be able to assist in the funding of sustainable public
18 transport systems. Public-private partnerships shall also be encouraged in the
19 development of transportation improvements.

20 Further, seventy- five percent (75%) of the seven and one half percent (7.5%)
21 allotted in the Special Vehicle Pollution Control Fund (SVPCF) provided for in Section
22 7 of Republic Act No. 8794 or An Act Imposing A Motor Vehicle User's Charge On
23 Owners Of All Types Of Motor Vehicles And For Other Purposes shall be retained by
24 the DOTr for the implementation of this Act.

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

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

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

1 Sec. 18. *Effectivity.* – This Act shall take effect fifteen (15) days after its
2 publication in the Official Gazette or in any two (2) newspapers of general circulation
3 in the Philippines.

Approved,