

SEVENTEENTH CONGRESS
CONGRESS OF THE PHILIPPINES
First Regular Session
HOUSE OF REPRESENTATIVES

House Bill No. 582

HOUSE OF REPRESENTATIVES	
RECEIVED	
DATE:	30 JUN 2016
TIME:	9:10 AM
BY:	<i>[Signature]</i>
REGISTRATION UNIT BILLS AND INDEX SERVICE	

Introduced by REPRESENTATIVE PIA S. CAYETANO

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 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 – 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
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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 of 2016.**”
3
- 4 **SEC. 2. *Declaration of Policies.*** – In conformity with the provisions of the
5 Constitution to promote general welfare and social justice in all phases of national
6 development, to protect and advance the right of the Filipino people to a balanced
7 and healthful ecology in accord with the rhythm and harmony of nature, and to
8 conserve and develop the patrimony of the nation, and in consonance with signed
9 international agreements such as Aichi Statement of 2005, United Nations Economic
10 Commission for Europe (UNECE) Agreement, United Nations Framework
11 Convention on Climate Change (UNFCCC) Agreement of 1992, UNECE World
12 Forum for Harmonization of Vehicle Regulations (WP 29) and Bangkok Declaration
13 for 2020 the State hereby adopts the following policies relative to the transportation
14 system in our country, whether public or private:
15
- 16 a.) The State shall promote a shift towards a safe, cost-effective, efficient, non-
17 congestive, non-pollutive, and healthful locomotion and seamless and
18 inclusive transportation system for the benefit of all citizens, economy and
19 society;
20 b.) The State shall increase mobility options of the general public and promote
21 the use of alternative modes of transportation such as non-motorized
22 transportation, green vehicles and public transportation;
23 c.) The State shall properly plan and establish facilities and infrastructures that
24 will respond to this paradigm shift in the transportation system;
25 d.) The State shall espouse social equity and gender perspective in the
26 formulation of a Sustainable Transport plan, reinforcing existing rules,
27 regulations and laws;

- 1 e.) The State shall establish its plans and programs in conformity with the overall
2 integrated national land use plan as well as the local comprehensive land use
3 plans; and
4 f.) The State shall encourage the viable use of alternative and cleaner fuels in
5 view of vehicular modernization.
6

7 **SEC. 3. *Definition of Terms.*** – The following terms shall have their respective
8 meanings:
9

10 a.) "Mixed-Use Development" refers to any urban, suburban or village
11 development, or even a single building, that blends a combination of
12 residential, commercial, cultural, institutional, or industrial uses, where those
13 functions are physically and functionally integrated, and that provides
14 pedestrian connections.

15 b.) "Motor vehicle" means a self-propelled vehicle or any vehicle propelled by
16 any power other than muscular power. The term does not include an electric
17 bicycle.

18 c.) "Public transportation" refers to a shared passenger transportation service
19 which is available for use by the general public. These include buses, trams,
20 trains, rapid transit and ferries.

21 d.) "Road Safety Audit" refers to the systematic checking of the safety aspects
22 of new highway and traffic management schemes, including modifications to
23 existing layouts. The main aim is to design out safety problems from the
24 beginning and to reduce future problems. Safety audits should be included
25 during the design, construction and maintenance phases of road projects.

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

33 f.) "Transportation demand management" (TDM) refers to strategies that
34 increase transport system efficiency. TDM gives priority to modes that move
35 people more efficiently and discourages the use of single occupancy vehicles
36 to reduce traffic congestion. It also includes promotion of non-motorized
37 transportation (NMT) through walking and cycling

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

40 h.) "Sustainable transport" refers to any means of transport with low impact on
41 the environment, accessible, safe, environment-friendly, and affordable. It
42 includes walking and cycling, transit oriented development, green vehicles,
43 carpooling, and building or protecting urban transport systems that are fuel-
44 efficient, space-saving and promote healthy lifestyles.
45

46 **SEC. 4. *Sustainable Transport Action Plan.*** – The Department of Transportation
47 and Communication (DOTC), in coordination with the Department of Environment
48 and Natural Resources (DENR), the National Economic Development Authority
49 (NEDA) and other key stakeholders from the national and local levels as may be
50 deemed necessary, shall prepare a Sustainable Transport Action Plan which aims to

