

26 September 2019

REPRESENTATIVE WESLIE T. GATCHALIAN

Chairperson
Committee on Trade and Industry
House of Representatives
Batasan Pambansa Complex, Constitution Hills
Quezon City, Philippines

Dear **Representative Gatchalian**:

We are pleased to submit the Department's position on the proposed legislation, entitled:

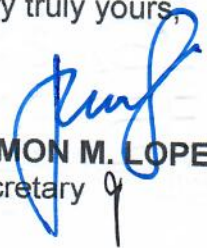
House Bill No. 2214

“An Act Mandating All Commercial/Business Establishments, Hospitals, Government Buildings and Other Similar Establishments to Provide Free Parking Spaces for Bicycles, and Providing Penalties for Violation Thereof”

This is without prejudice to the Department's submission of additional inputs.

With my best regards.

Very truly yours,


RAMON M. LOPEZ
Secretary



OFFICE OF THE SECRETARY

DTI Position on

House Bill No. 2214

“An Act Mandating All Commercial/Business Establishments, Hospitals, Government Buildings and Other Similar Establishments to Provide Free Parking Spaces for Bicycles, and Providing Penalties for Violation Thereof”

The Department recognizes the objective of the proposed legislation to encourage alternative modes of transportation for a healthy environment and populace, specifically bicycles, by necessitating the provision of designated bicycle parking areas in all covered establishments and institutions¹.

The widespread use of bicycles in lieu of motor vehicles results in a variety of private and social benefits, which include the improvement in public health, air quality, carbon balance, and livability of cities.^{2,3} In conjunction with the increasing motor vehicle sales volume in the country reaching 357,410 units in 2018 from 97,063 units in 2005,⁴ the promotion of alternative modes of transportation is both timely and relevant in improving the quality of life and environmental sustainability of cities.

However, the Department views that requiring the installation of fixed structures in all covered establishments and institutions to be designated as bicycle parking areas will entail costs, which may be burdensome to enterprises and businesses given a low demand and utilization for these facilities.

Instead, the government must prioritize in ensuring that public roads, bridges, and highways as well as the mass transport systems are conducive for bicycle use. In doing so, bicycle users will experience a seamless transition from point to point, which will generate the necessary demand for bicycle parking areas in business establishments and other areas they frequent. Recognizing this, businesses may willingly provide such facilities, which may come in a simple form of bike racks in designated areas, in order to attract this segment of their consumer base.

In addition, advocacy campaigns on the use of alternative modes of transportation, especially at the local government level (e.g., carless days) may further encourage the adoption and use of bicycles.

¹ Section 3 (b) of House Bill No. 2214 defines these to include shopping malls, markets, shops, fairs, hospitals, government institutions, and other commercial establishments usually frequented by people.

² Blondiau, T., van Zeebroeck, B., & Haubold, H. (2016). Economic benefits of increased cycling. *Transportation Research Procedia* 14, 2306 – 2313.

³ Krizec K.J. (2007) Estimating the Economic Benefits of Bicycling and Bicycle Facilities: an Interpretive Review and Proposed Methods. In: Coto-Millán P., Inglada V. (eds) *Essays on Transport Economics. Contributions to Economics*. Physica-Verlag HD

⁴ Board of Investments, Chamber of Automotive Manufacturers of the Philippines Inc., and ASEAN Automotive Federation

The Department reiterates its position that improving the overall quality of infrastructure support for bicycles may be more effective in attaining the objective of the proposed legislation to encourage alternative modes of transportation.

Karyapinchay

Bureau of Trade and Industrial Policy Research
16 September 2019

Ref: BTIPR-092019-76