



Republic of the Philippines  
Province of Leyte

**SANGGUNIANG PANLALAWIGAN**

RECEIVED  
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DATE 12-23-2020  
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EXCERPT FROM THE MINUTES OF THE 65<sup>TH</sup> SESSION HELD BY THE SANGGUNIANG PANLALAWIGAN OF LEYTE, AT THE SESSION HALL, LEGISLATIVE BUILDING, PROVINCIAL CAPITOL GROUNDS, TACLOBAN CITY, LEYTE ON NOVEMBER 20, 2020.

**PHYSICALLY PRESENT:**

- |                                   |                                       |
|-----------------------------------|---------------------------------------|
| 1. Atty. Carlo P. Loreto          | Vice Governor/Presiding Officer       |
| 2. Hon. Gina E. Merilo            | 1 <sup>st</sup> District Board Member |
| 3. Hon. Raissa J. Villasin        | 2 <sup>nd</sup> District Board Member |
| 4. Hon. Ma. Corazon E. Remandaban | 3 <sup>rd</sup> District Board Member |
| 5. Hon. Mesias P. Arevalo         | 4 <sup>th</sup> District Board Member |
| 6. Hon. Emmanuel L. Gacis         | 5 <sup>th</sup> District Board Member |
| 7. Engr. Nolie C. Caña            | Ex-Officio Member/LnBP President      |

**VIRTUALLY PRESENT:**

- |  |   |
|--|---|
| 1. Atty. Florante A. Cayunda, Jr.      | Floor Leader                                  |
| 2. Hon. Ranulfo S. Abellanosa          | 1 <sup>st</sup> District Board Member         |
| 3. Hon. Trinidad G. Apostol            | 2 <sup>nd</sup> District Board Member         |
| 4. Atty. Anna Victoria Veloso – Tuazon | 3 <sup>rd</sup> District Board Member         |
| 5. Hon. Maria Carmen Jean Torres-Rama  | 4 <sup>th</sup> District Board Member         |
| 6. Hon. Jo Vanille Chua – Merilo       | Ex-Officio Member/<br>SK Federation President |

**ABSENT:**

- |                           |  |
|---------------------------|--|
| 1. Hon. Chiqui Ruth C. Uy | Ex-Officio Member/<br>PCL Federation President<br>(On Official Business) |
|---------------------------|--|

**RESOLUTION NO. 2020-792**

CERTIFIED PHOTO-COPY  
DATE FEB 10 2022  
BY MA. VICTORIA T. BARRIGUEZ  
10-11  
94-Leyte

A RESOLUTION APPROVING ON THIRD AND FINAL READING, PROVINCIAL ORDINANCE NO. 2020-16, ENTITLED "MANDATING ALL COMPONENT LOCAL GOVERNMENT UNITS OF THE PROVINCE OF LEYTE TO ESTABLISH A NETWORK OF BICYCLE LANES AND IMPROVED PEDESTRIAN WALKWAYS TO SUPPORT PEOPLE'S MOBILITY IN THE NEW NORMAL AND FOR OTHER PURPOSES."

Handwritten signatures and initials at the bottom of the page, including a signature labeled "Nanna" and another labeled "over-".

**Sponsored by** : **Atty. Carlo P. Loreto**  
**Atty. Anna Victoria Veloso – Tuazon**

**Co-Sponsors** : **Hon. Ranulfo S. Abellanos**  
**Hon. Gina E. Merilo**  
**Hon. Trinidad G. Apostol**  
**Hon. Raissa J. Villasin**  
**Hon. Ma. Corazon E. Remandaban**  
**Hon. Maria Jean Torres-Rama**  
**Hon. Mesias P. Arevalo**  
**Hon. Florante A. Cayunda, Jr.**  
**Hon. Emmanuel L. Gacis**  
**Hon. Nolie C. Caña**  
**Hon. Jo Vanille Chua – Merllo**  
**Hon. Chiqui Ruth C. Uy**

**WHEREAS**, on 8 March 2020, President Rodrigo Roa Duterte declared a State of Public Health Emergency throughout the country due to COVID-19, and enjoined all government agencies and local government units (LGUs) to render full assistance and cooperation and mobilize the necessary resources to undertake critical, urgent and appropriate responses and measures to curtail and eliminate the COVID -19 threat;

**WHEREAS**, on 17 March 2020, the Inter-Agency Task Force (IATF) and the Department of Transportation (DOTr) suspended all forms of public transportation, as the entire island of Luzon was placed under "Enhanced Community Quarantine" (ECQ).

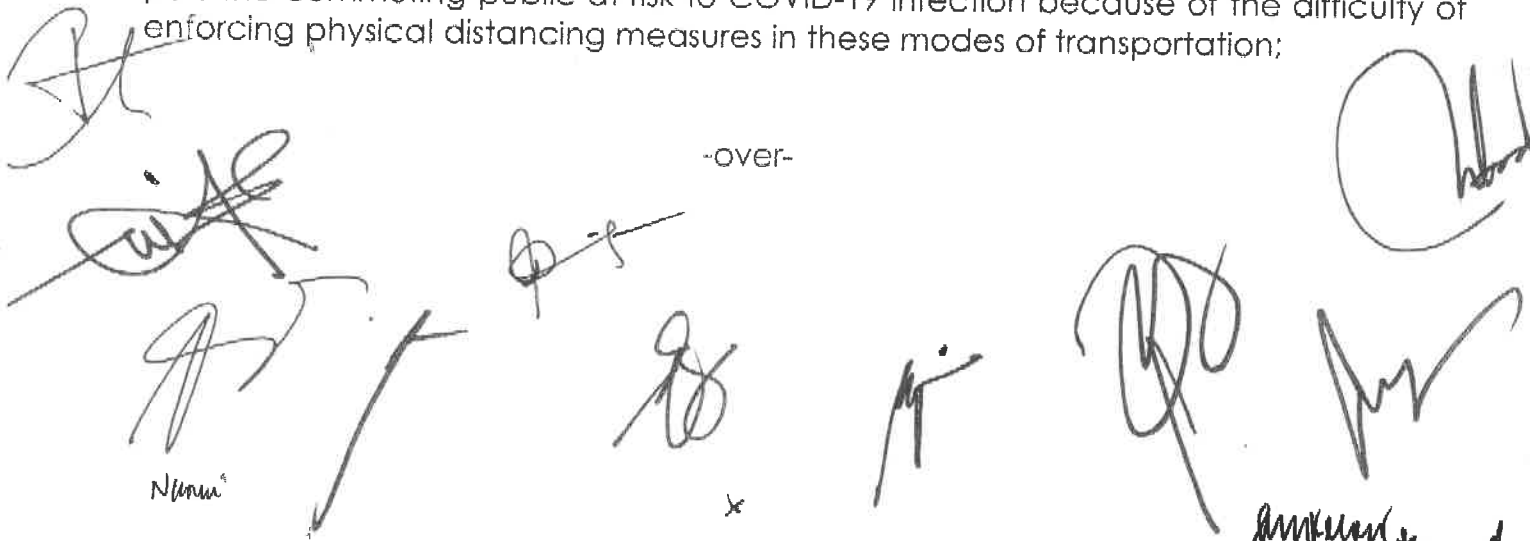
**WHEREAS**, in anticipation of the downgrading of ECQ to a General Community Quarantine (GCQ) in some localities, the DOTr issued guidelines for the road transport sector on 30 April 2020, and encouraged the use of bicycles and similar devices, further LGUs were tasked to identify bike-lanes, or bike-only roads.

**WHEREAS**, pursuant to Article II, Section 5 of the 1987 Philippine Constitution it is the policy of the Province of Leyte to maintain peace and order, protect life, liberty, and property, and the promote the general welfare of its people;

**WHEREAS**, it is also the policy of the Province of Leyte to ensure the health and safety of its people;

**WHEREAS**, the reopening of essential sectoral services and workplaces, the use of traditional public transport services such as buses, jeepneys, tricycles, and railways puts the commuting public at risk to COVID-19 infection because of the difficulty of enforcing physical distancing measures in these modes of transportation;

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**WHEREAS**, physical distancing measures in traditional road transport services are also expected to take a toll on the travelling time of commuters toward their workplaces. In short, while there is a need to keep people moving to their workplaces, transportation should be done with safety as the top priority;

**WHEREAS**, in other countries such as France and Germany, active modes of transportation such as the use of bicycles have been promoted, as these modes ensure physical distancing. Bicycle lanes have been rolled out in the cities of Milan, Bogota, and Brussels to increase the number of bicycle users;

**WHEREAS**, the World Health Organization likewise encourages the use of bicycles or walking during the COVID-19 pandemic whenever possible, as this provides "physical distancing while helping you to meet the minimum requirement for daily physical activity." Likewise, studies show that using bicycles and walking have an enormous impact on human health and greatly reduces pollution;

**WHEREAS**, the current pedestrian and cycling regulations and facilities, however, are not adequate to support this immediate shift to active transport during the COVID-19 outbreak;

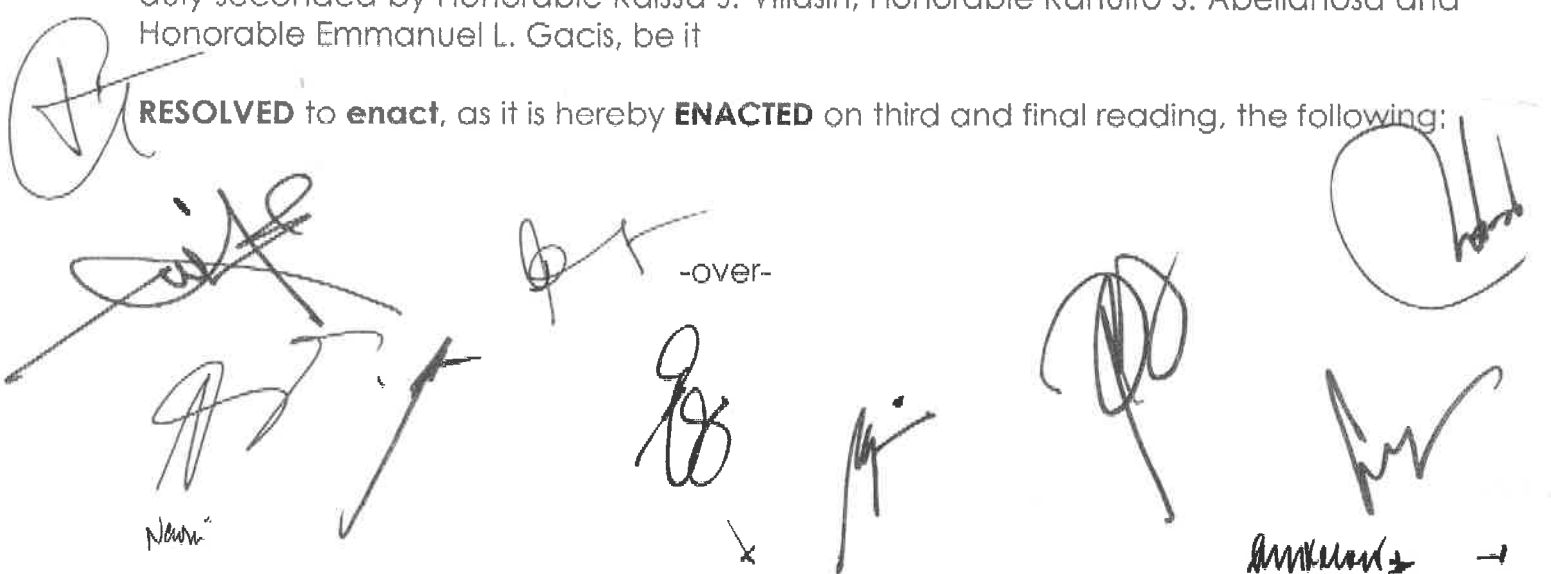
**WHEREAS**, 80% of daily trips are made either through using public transport or walking, the road space given for bicycles or light mobility vehicles are either absent, or if present, impeded by traditional public and private transport. Likewise, walking paths are occupied by sidewalk vendors, which block pedestrian traffic. Hence, the safety of cyclists and pedestrians are compromised;

**WHEREAS**, in view of the on-going threat of the COVID-19 pandemic, it is imperative that active modes of transport for commuters, including walking and bicycling, be promoted to safely reach their workplaces while observing the minimum public health standards set by the Department of Health (DOH) through Administrative Order No. 2020-0015. It is also necessary to provide the infrastructure for the safe use of active transport in each component City or Municipality in the Province of Leyte;

**WHEREAS**, there is a need to mandate all component local government units of the Province of Leyte to provide for the proper use and promotion of walking paths and bicycle lanes for the safety of their constituents who use any physical activity as a means of transport.

**NOW THEREFORE**, on motion presented by Honorable Jo Vanille Chua-Merilo and duly seconded by Honorable Raissa J. Villasin, Honorable Ranulfo S. Abellanosa and Honorable Emmanuel L. Gacis, be it

**RESOLVED** to enact, as it is hereby **ENACTED** on third and final reading, the following:



**Ordinance No. 2020-16**

**MANDATING ALL COMPONENT LOCAL GOVERNMENT UNITS OF THE PROVINCE OF LEYTE TO ESTABLISH A NETWORK OF BICYCLE LANES AND IMPROVED PEDESTRIAN WALKWAYS TO SUPPORT PEOPLE'S MOBILITY IN THE NEW NORMAL AND FOR OTHER PURPOSES OR OTHERWISE KNOWN AS THE "THE LEYTE PROVINCIAL BICYCLE LANES ORDINANCE."**

**Be it ordained by the Sangguniang Panlalawigan of Leyte, that:**

**CHAPTER I.  
GENERAL PROVISIONS**

**Section 1. Short Title.** This ordinance shall be called the "**Leyte Provincial Bicycle Lanes Ordinance of 2020.**"

**Section 2. Declaration of Principles and Policies.** It is the policy of the Province of Leyte to promote the active, safe, and efficient mobility of all people within its jurisdiction. Towards this end, the Provincial Government of Leyte shall adopt:

- a. A healthy approach to people's mobility, where active and healthy modes of transport through increased physical activity are promoted and institutionalized in the Province of Leyte; and
- b. A people-oriented road network and design, such that safe, efficient, and convenient mobility of pedestrians, cyclists, and other vulnerable road users are prioritized over the mobility of private motorized vehicles.

**Section 3. General Objectives.** This Ordinance seeks to:

- a. Provide people on bicycles and light mobilities with direct access to the entire city and essential service establishments, such as, but not limited to:
  - (i) Hospitals, Barangay Health Centers and Other Medical Facilities;
  - (ii) Public markets, Supermarkets and Malls;
  - (iii) Schools, Colleges and Universities;
  - (iv) Transport terminals;
  - (v) Government centers and offices;
  - (vi) Historical and heritage sites;
  - (vii) Local tourist destinations;
  - (viii) Evacuation Centers

Direct access means that the preservation of direct routes for bicycles and light mobilities shall be preferred over the diversion of bicycle traffic in favor of reduced travel time for motor vehicles;



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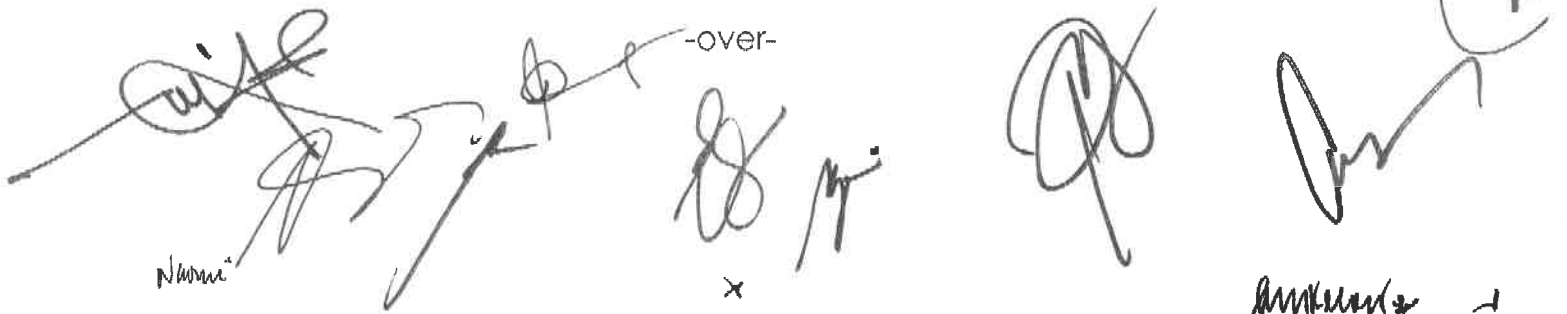
- b. Provide pedestrians, cyclists and other vulnerable road users, such as the elderly and those living with physical disability, with safe, efficient, convenient, and just access to the streets within the City/ Municipality;
- c. Ensure that the vulnerable road users, during their transport experience, are safe and protected from any road-related injuries that may involve higher-speed motorized vehicles; and
- d. Promote healthy and active transport methods to commuters and other daily road users, without compromising the safety, comfort, ease, and time or duration of travel.

**Section 4. Definition of Terms.** As used in this Ordinance, the following terms shall mean:

- a. **Active transport** refers to physical activity undertaken as means of transport.
- b. **Commuter** refers to any person who travels from one place to another, often using a combination of transportation modes to get to his/her destination.
- c. **Bicycle lanes** refer to roads, streets, or pathways where motorized transport is not allowed, to ensure the safety of bicycle users or those using light mobility transport such as kick scooters and skateboards.
- d. **Light mobility** refers to travel using electronic or non-motorized vehicles weighing not more than 100 kg.
- e. **Pedestrian** refers to any person who uses the shared paths or sidewalks.
- f. **Walking paths** refer to pathways which can be used by pedestrians.
- g. **Motorized transport** refers to motorized vehicles weighing more than 100 kg.

**CHAPTER II.  
THE ACTIVE MOBILITY COMMITTEE**

**Section 5.** The local Active Mobility Committee, hereinafter referred to as the Committee, is hereby convened, or an equivalent among the existing local committees hereby designated, to identify, establish, and maintain a bike lane network, as well as develop and maintain pedestrian walkways. The Committee, to be constituted, convened, and/or designated by the Provincial Governor, shall be composed of the following:

A series of handwritten signatures in black ink, arranged horizontally. From left to right: a large signature with 'Nanni' written below it; a signature with 'x' below it; a signature with '-over-' written above it; a signature with 'x' below it; a signature with 'x' below it; a signature with 'x' below it; and a signature with 'x' below it.

- a. **Chairperson** - Provincial Governor;
- b. **Vice-Chairperson** - Vice Governor
- c. **Secretary** - Provincial Legal Officer;

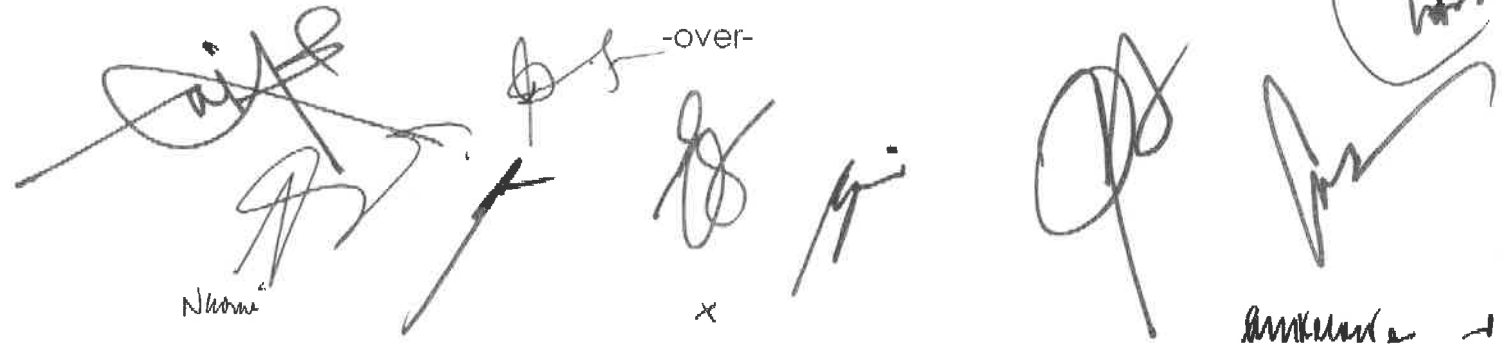
Members

- d. Provincial Engineer;
- e. Provincial Planning and Development Officer;
- f. Provincial Budget Officer;
- g. Provincial Disaster Risk Reduction and Management Officer;
- h. Provincial Health Officer;
- i. Committee Chairperson, Sanggunian Panlalawigan Committee on Infrastructure;
- j. Committee Chairperson, Sanggunian Panlalawigan Committee on Youth;
- k. One (1) representative from the Department of Public Works and Highways (DPWH)
- l. One (1) representative from the local cycling group;
- m. One (1) representative from the persons-with-disability (PWD) group;
- n. One (1), representative from the women's group; and,
- o. One (1) representative from the senior citizens group.

A quorum of the Committee shall be composed of a simple majority of all voting members. The Chairperson shall vote only in case of a tie.

**Section 6.** The Committee shall lead the development of the Bicycle Lanes Network Master Plan, which shall be consistent with the LGU's existing Local Public Transport Route Plan (LPTRP). For this purpose, the Committee shall:

- (a) Determine sections of existing roads that may be developed into a continuous bicycle lane and pedestrian walkway network;
- (b) adopt traffic engineering solutions that will complement and support safe biking and walking;
- (c) identify local budget items for the development of bike lanes and improvement of walking paths;
- (d) approve the technical specifications prepared by the LGU Engineer or other such entity assigned, in order to facilitate procurement or other administrative processes, as may be required;
- (e) initiate communication and education campaigns promoting the proper use of cycling and walking facilities; and
- (f) regularly oversee monitoring activities related to the implementation of this Ordinance.



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**CHAPTER III.  
BICYCLE LANE NETWORKS AND PEDESTRIAN WALKWAYS**

**Section 7. Identifying and Establishing a Bike Lane Network.** The Province of Leyte, through the Committee, shall review all roads within its area of jurisdiction and determine sections that may be developed into a continuous bike lane network.

**Section 8. Complementary Traffic Engineering and Infrastructure Solutions.** The Province of Leyte, through the Committee, shall adopt traffic engineering solutions that will prioritize, complement, and support safe and efficient biking and walking. Any such solution shall:

- (a) be supported by an appropriate traffic study, and/or
- (b) form part of the LGU's Local Public Transport Route Plan (LPTRP).

All road infrastructure to be used by people on bicycles shall conform to one of the following categories:

**a. Protected Bike Lanes and Assigned Walkways on Existing Road Spaces with four or more lanes**

1. A minimum width of 1.5 meters for one-way cycle tracks, and 2.4 meters for two-way cycle tracks shall be assigned as dedicated bike lanes, and protected accordingly from motor vehicle lanes, using barriers, traffic cones, or lane markers, with barriers being the most prioritized.
2. A minimum of 1.5 meters, excluding furnishing zones assigned for trees, poles, lights, and hydrants, shall be assigned as a walkway for pedestrians.
3. Vehicular and motorcycle speed limit of 30 kilometers per hour, and an active transport speed of up to 22 kilometers per hour shall be implemented.
4. The Provincial Engineer's Office, Provincial Natural Resources and Environment Office, and all component Local Government Units are immediately directed to facilitate the creation of protected bike lanes on all such roads with the assistance of the Philippine National Police.

**b. Slow Streets.** Slow streets are streets or roads wherein the minimum width of 1.5 meters prescribed for one-way bicycle lanes may not be feasible, and where speed limits at low levels shall be required among motor vehicles to allow for safe mixing with bicycle traffic.

1. Design interventions and traffic calming schemes shall be incorporated to slow traffic to walking speed (10 kilometers per hour or less) upon entering the street.

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2. Vehicular and motorcycle speed limit of 20 kilometers per hour for all through traffic, and a bike speed of up to 15 kilometers per hour shall be implemented on Slow Streets.
3. The Provincial Engineer's Office, Provincial Natural Resources and Environment Office, and all component Local Government Units are directed to evaluate and recommend candidate streets, and facilitate transition of identified streets into Slow Streets even after the lifting of community quarantine.

**c. People's Streets.** People's streets are streets or roads where motor vehicle through traffic is not permitted, and the only kind of motor vehicle traffic allowed is access by residents of the street, emergency vehicles, or light delivery vehicles by commercial establishments during off-peak hours.

1. Design interventions and traffic calming schemes shall be incorporated to slow down incoming vehicular traffic to walking speed upon entering the street. Traffic by walking, cycling or light mobility shall continue to be permitted.
2. Roads identified for this intervention must be a result of a city-municipal-provincial-wide traffic study for the new normal, preferably roads with a large number of residences whose doors open directly into street, and high foot traffic leading to establishments along the street.
3. Operation of businesses with zero car parking spaces shall be permitted.
4. An active mobility speed of up to 15 kilometers per hour shall be implemented. Permitted motorized vehicles shall follow a 10 kph speed limit when inside People's Streets.
5. The Provincial Engineer's Office, Provincial Natural Resources and Environment Office, and all component Local Government Units are directed to evaluate and recommend candidate streets, and facilitate transition of identified streets into People's Streets even after the lifting of community quarantine.

**d. Safe Intersections**

1. The component City or Municipality shall evaluate all intersections, particularly intersections with high traffic levels, to ensure that cyclists and pedestrians are able to safely cross and change directions, at-grade. If the component City or Municipality shall design an intersection requiring the use of a footbridge or other different-grade crossing infrastructure, the design decisions must be documented and submitted to the Department of Interior and Local Government (DILG) and Department of Public Works and Highways (DPWH).

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2. Any crossing infrastructure that diverts pedestrians or people on bicycles away from street level must be designed such that it:
  - (a) incorporates bicycle-friendly design i.e. inclusion of bicycle ramps;
  - (b) enables independent use of a wheelchair to traverse it in a time that would no more than double the time needed for an able-bodied person to cross at-grade; and
  - (c) is developed with accessibility infrastructure for people on wheelchairs, and must be compliant with all existing laws and design standards regulating the design of such infrastructure.
3. The provision of bike boxes on road intersections shall be adopted where possible.
4. Traffic signals shall be timed to allow bicycles and pedestrians a safe and reasonable time to cross intersections before motor vehicles, to avoid traffic conflicts.
5. To improve safety of cyclists and pedestrians crossing on intersections, motor vehicles shall not be allowed to turn right on a red signal. Entities in charge of operating traffic signals, such as the Traffic Management Office, local Command and Control Center, or any such entity that has control and/or ownership of the traffic signal light in the component City or Municipality, shall utilize the appropriate traffic signal timing which prioritizes cyclists and pedestrians.

**Section 9. Bike Lane and Sidewalk Designs.** The design of bike lanes and sidewalks must comply with the design standards provided by the DOTr and the DPWH. These standards must take account for safety, social distancing measures, operating speed, volume and composition of traffic and carriageway width of the roadway.

**Section 10. Traffic Signages.** To ensure the safety of all road users, appropriate traffic lights and signages shall be installed to indicate bicycle lane and motor vehicle lane signals, speed limits, and other traffic rules. The same shall indicate the beginnings and ends of special road categories set out in Section 8 of this Ordinance. Where traffic lights and/or signages cannot be installed, traffic enforcers must be deployed for purposes of these rules.

**Section 11. Maintenance of Bicycle Lane Network.** The component City or Municipality, through the Traffic Management Office or such other relevant offices, shall strictly and effectively implement the following for the maintenance of the bicycle lanes and pedestrian walkway networks. Penalties, as applicable, for the violations of the provisions herein, are set out in Section 15 of this Ordinance.

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- (a) Dedicated bicycle lanes and/or pedestrian walkways in existing road spaces shall be protected at all times from the entry of or use by any motorized transport vehicle.
- (b) All road spaces designated as bicycle lanes and/or pedestrian walkways shall be cleared of any illegal obstruction, including, but not limited to illegally parked cars, pursuant to DILG Memorandum Circular No. 2020-027.
- (c) All at-grade and/or object separators, crossing infrastructures, and other engineering solutions installed to support the establishment of the bicycle lane networks shall be routinely inspected by the Traffic Management Office or other relevant offices to ensure the protection of cyclists, pedestrians, and other vulnerable road users.
- (d) LGUs shall ensure that designated stops for Public Utility Vehicles (PUV) are incorporated into the road design without obstructing bicycle lanes. LGUs may opt to use lane markers or other engineering solutions in ensuring the aforementioned.

**Section 12. Personal Protective Gear.** To further ensure safety, the use of standard and age- or user-appropriate personal protective gear, including, but not limited to closed shoes, helmets, head gears, and bicycle lights or reflectors, shall be encouraged among cyclists and other users of the bicycle lanes. Minors below the age of 18 using bicycle lanes on major roads shall be required to use additional appropriate protective gears as determined in consultation with the Committee.

**Section 13. Auxiliary Programs, Projects, and Activities.** The component City or Municipality, in support of the implementation of the bicycle lane and pedestrian walkway networks, shall endeavour to:

- (a) Install safe, sufficient, and proper bike use facilities, such as bicycle parking spaces, bike racks, and shower and change rooms in strategic locations accessible to cyclists, including, but not limited to government centers and public establishments.
- (b) Develop incentive mechanisms to encourage private entities, office establishments, and commercial buildings to provide the same bike use facilities to promote active transport among their clients and employees.
- (c) Develop and implement a local bike sharing program, to encourage active transport within the component City or Municipality.
- (d) Invest in and strategically distribute free bike units and bike accessories to local government employees and students in local public schools.

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- (e) Implement training and information campaigns, programs, projects, or activities which educate citizens on road safety and proper etiquette for walking, biking, and driving, and promote healthy lifestyle and active transport.

**Section 14. Emergency Services.** Emergency medical services shall be made available by the component City or Municipality for all road users, including cyclists and pedestrians, in case of road collisions.

#### CHAPTER IV. ENFORCEMENT AND PENALTIES

**Section 15. Enforcement and Penalties.** Any violation of the provisions of this Ordinance and other existing rules relative to the implementation of the bicycle lane and pedestrian walkway networks, shall incur the corresponding penalties as herein provided:

(a) Any motorist who:

1. Obstructs or parks in protected bike lanes and pedestrian walkways shall be liable for *obstruction of roadways* under existing component City or Municipality ordinances and DILG MC No. 2020-027, and shall be subject to appropriate action and penalties;
2. Makes right turns when the traffic light is red shall be liable for *violation of no left or right turn* under existing component City or Municipality ordinances, and shall be subject to appropriate action and penalties;
3. Drives through a Slow Street above the allowable speed limit shall be liable for *violation of speed limits* under existing component City or Municipality ordinances, and shall be subject to appropriate action and penalties;
4. Drives through a People's Street when not a resident shall be liable for *driving onto a place not intended for traffic* under existing component City or Municipality ordinances, and shall be subject to appropriate action and penalties;
5. Collides with a cyclist or pedestrian in a bike lane, a pedestrian walkway, a Slow Street, or a People's Street, shall be considered to have committed the offense of *reckless driving* under existing component City or Municipality ordinances, in addition to other offenses for which said driver may be liable, and shall be subject to appropriate action and penalties.

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(b) Any cyclist or user of light mobility vehicle who:

1. Crosses the intersection or jumps on red light signal on major roads shall be liable for *disregarding traffic signs* under existing component City or Municipality ordinances, and shall be subject to reprimand or any such action or penalty as applicable;
2. Crosses major roads at-grade, when prohibited and when proper crossing infrastructure are provided, shall be liable for *unauthorized crossing* under existing City/Municipal ordinances, and shall be subject to reprimand or any such action or penalty as applicable;
3. Fails to make proper, clear, and timely hand signal when changing or exiting the bike lane, resulting in crashes with motor vehicles or pedestrians, shall be liable for *failure to give proper signal* under existing component City or Municipality ordinances, and shall be subject to reprimand or any such action or penalty as applicable; and
4. Rides their bicycle when drunk, resulting in collisions with motor vehicles or pedestrians, shall be liable for driving under the influence of alcohol, dangerous drugs or similar substance under existing component City or Municipality ordinances, and shall be subject to reprimand or any such action or penalty as applicable.

#### CHAPTER V. MONITORING

**Section 16. Reporting and Monitoring.** The component City or Municipality, through the Local Government Operations Officer (LGOO) and in coordination with the Committee, shall regularly monitor the implementation of the bicycle lane and pedestrian walkway networks, and other indicators related to components of this Ordinance.

Feedback from the public shall be incorporated into the monitoring process. Monitoring data shall be consolidated by the Committee and reported on a regular basis to the relevant regional National Government Agencies (NGAs).

#### CHAPTER VI. APPROPRIATIONS

**Section 17. Appropriations.** The funding necessary to implement the provisions of this Ordinance, to establish and maintain bicycle lanes, to improve sidewalks, and to implement other related programs, may be sourced from the following, in order of priority:

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- (a) The LGU's annual Internal Revenue Allotment (IRA);
- (b) Total collections from penalty fees incurred through road users' violation of traffic rules;
- (c) Local parking levies;
- (d) National Government subsidies to related programs, projects, and activities through the relevant agencies; and/or,
- (e) Supplemental funding requests from relevant NGAs.

**CHAPTER VII.  
MISCELLANEOUS PROVISIONS**

**Section 18. Implementing Rules and Regulations (IRR).** The Provincial Governor may issue appropriate and relevant rules and regulations, as necessary, for the proper implementation of any and all provisions of this Ordinance.

**Section 19. Repealing Clause.** All other orders and issuances, or parts thereof, inconsistent herewith, are repealed, amended, or modified accordingly.

**Section 20. Effectivity.** This ordinance shall take effect immediately upon its approval.

**PASSED AND ENACTED** on 20 November 2020 by the Sangguniang Panlalawigan in session assembled.

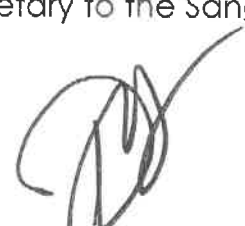
Approved unanimously.

I HEREBY CERTIFY to the correctness of the foregoing resolution.

  
**FLORINDA J. UYVICO**  
Secretary to the Sanggunian  
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**ATTESTED:**

  
**HON. GINA E. MERILO**  
Sangguniang Panlalawigan Member

  
**HON. RANULFO S. ABELLANOSA**  
Sangguniang Panlalawigan Member  
(Virtually Present)

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**HON. TRINIDAD G. AROSTOL**  
Sangguniang Panlalawigan Member  
(Virtually Present)

**HON. RAISSA VILLASIN**  
Sangguniang Panlalawigan Member

**HON. MA. CORAZON M. REMANDABAN**  
Sangguniang Panlalawigan Member

**ATTY. ANNA VICTORIA M. VELOSO-TUAZON**  
Sangguniang Panlalawigan Member  
(Virtually Present)

**HON. MESIAS P. AREVALO**  
Sangguniang Panlalawigan Member  
(Virtually Present)

**HON. MARIA CARMEN JEAN TORRES-RAMA**  
Sangguniang Panlalawigan Member  
(Virtually Present)

**ATTY. FLORANTE A. CAYUNDA JR.**  
Sangguniang Panlalawigan Member  
(Virtually Present)

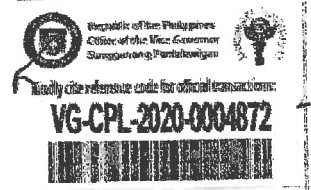
**HON. EMMANUEL J. GACIS**  
Sangguniang Panlalawigan Member

**HON. NOLIE C. CAÑA**  
Sangguniang Panlalawigan Member

**HON. CHIQUI RUTH C. UY**  
Sangguniang Panlalawigan Member

**HON. JO VANILLE CHUA-MERILO**  
Sangguniang Panlalawigan Member

**ATTY. CARLO P. LORETO**  
Vice Governor and Presiding Officer



Approved:

**LEOPOLDO DOMINICO L. PETILLA**  
Governor

18 DEC 2020

Date