

Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

THIRTEENTH CONGRESS
Second Regular Session

HOUSE BILL NO. 5021



Introduced by: **Deputy Speaker Raul V. Del Mar**

EXPLANATORY NOTE

These times of economic uncertainties present a genuine challenge for creative and innovative measures designed to uplift the quality of life of Filipinos. To uplift the quality of life, it is essential that there must be a significant increase in “productivity” – productivity being the only true measure of material wealth.

The fastest and most effective intervention government can do to enhance or increase productivity, which the private sector is incapable of doing, is to invest in public infrastructure project designed to increase the movement of goods, services and people from one point to another. For an increase in the movement of goods, services and people accelerates productivity and provide more opportunity for money to move from hand to hand – creating its equivalent in goods and services each time it moves.

This is the objective of the statutory creation of the One-Philippines Arterial Speedways Project Office, attached to the National Economic and Development Authority, which will have the primary responsibility of planning and implementing the Speedways project with the following infrastructure components: 6-lane concrete highways, pontoon bridges, tunnels, roll-on-roll-off seaports, and improved and concreted highways, designed to inter-connect the main island groups of Luzon, Visayas and Mindanao, in order to provide convenience and easier travel for people and faster movements of goods and services.

Successful economies are anchored on large public investments on infrastructures contributing the most in accelerating productivity. Thus, we find: England’s extensive water canal system, facilitating a quicker and safer transport of goods, services and people; Germany’s impressive highways and speedways (the “Autobahns”) for fast and safe transport; the United States’ vast network of freeways and highways; Japan’s rail

and road networks crisscrossing the entire Japanese archipelago – the most recent ones are the tunnel of the island of Hokkaido and the world's largest span bridge to the Island of Kyushu, and Malaysia, our neighbor, investing on new highways and speedways opening up all corners of the Malaysian peninsula.

What is proposed may really be an ambitious project but is doable nevertheless. It is a matter of taking – given the right project blueprint and roadmap – that serious step to do the right things at the right time with the right people both in government and in the private sector. Taking the right step begins with the creation of the Speedways Office with a clear and specific mandate. A concept now, a reality tomorrow. The Speedways project will bring the same promise of a better quality of life to a pineapple farmer in Saranggani, a call center worker in Cebu, a resort worker in Panay, a coconut farmer in Quezon, a fisherman in Pangasinan and a trader in the Cordilleras.

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



RAUL V. DEL MAR

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AN ACT
CREATING THE SPEEDWAYS PROJECT OFFICE TO IMPLEMENT THE
ONE-PHILIPPINE ARTERIAL SPEEDWAYS PROJECT, PROVIDING FUNDS
THEREFOR, AND FOR OTHER PURPOSES

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

SECTION 1. *Creation of Office.* – There is hereby created the One-Philippines Arterial Speedways Project Office (“Speedways Project Office”), attached to the National Economic and Development Authority, which shall have the primary responsibility to plan and supervise the implementation of the infrastructure components of the One-Philippines Arterial Speedways Project (“Project”).

SEC. 2. *Mandate.* – The One-Philippines Arterial Speedways Project Office shall be responsible for the formulation of designs, plans and programs, capital outlays and physical targets and the undertaking and supervision of studies and activities for the implementation of the Project in coordination with the concerned agencies and instrumentalities of government and in a manner supportive of government development priorities.

SEC. 3. *Organizational Structure.* – The One-Philippines Arterial Speedways Project Office shall be headed by an Executive Director, with the rank of a department

undersecretary, to be appointed by the President upon recommendation of the Head, National Economic and Development Authority (NEDA). The Executive Director shall have a management and technical staff, which shall be limited to a specific number of personnel as determined by the NEDA, to render technical and secretarial support services, and shall be entitled to such compensation and benefits as may be allowed under existing laws.

SEC. 4. *Infrastructure Components of the Project.* – The infrastructure project, consisting of the following components: six (6) lane concrete highways, pontoon bridges, tunnels, roll-on-roll-off seaports, and improved and concreted existing national roads and bridges, shall be designed to inter-connect the main island groups of Luzon, Visayas and Mindanao, in order to provide convenience and ease of travel for people and faster movements of goods and services.

As a general guideline, the One-Philippines Arterial Speedways Project Office shall provide for the schedule of priorities to ensure and accelerate the implementation of the various components of the Project.

SEC. 5. *Sources of Funds.* – The One-Philippines Arterial Speedways Project Office shall be responsible, in coordination with proper government agencies and instrumentalities, for the generation and management of funds necessary to carry out the above project. The funding sources shall include direct government budgetary support, the issuance of bonds by authorized government-owned or controlled corporations and private sector participation under the Build Operate and Transfer Law which, whenever feasible, shall be applied to new road sections, bridges and/or tunnels under the toll-fee system.

SEC. 6. *Land Acquisition.* – The acquisition of the land requirements for the project and the payment of just compensation for the lands, including rights of way, may be in bonds issued by a government-owned or controlled financial institution.

The acquisition of private lands shall not be limited to the width and breath of the proposed highway, but also adjoining areas on both sides of the proposed highway which are ideal or suitable for commercial, industrial, institutional and/or similar developments.

Landowners who donate real property for the propose highways shall have the opportunity to retain the ownership of the sides of the proposed highway ideal or suitable for commercial, institutional and/or similar developments. In addition, such landowners are hereby granted exemption from realty taxes and special assessments as a result of the real estate developments and land reclassifications – from agricultural to commercial, institutional or residential – that may have to be effected as a result of such developments.

SEC. 7. *Private Sector Participation.* – Construction of the new and/or pioneering sections of the Speedways shall be given to domestic construction and/or development firms who will build and/or construct them for free (or for substantial discount as may be appropriate) in exchange for said firms' privilege to become the government's partner in the ownership/development/operations of the new urban centers and/or residential, commercial and/or industrial complexes along the Speedways.

The government shall undertake such measures as to protect the investing public from fraud or loss.

To enhance the inflow of private funds to ensure the economic viability of the new urban centers and/or residential, commercial and industrial complexes, the locators in such centers, sectors and complexes, as identified and designated by the Project Office, shall have such tax exemptions or tax privileges enjoyed by locators in the Subic Special Economic Zone under Republic Act No. 7227.

SEC. 8. *Special Currency Issue.* – For sections of the Speedways that cannot be adequately funded by bond issuances or private investments or both, the same shall be funded by means of a special currency issue by government through the Bangko Sentral ng Pilipinas, which is hereby authorized, for the sole and exclusive purpose of implementing such identified sections or portions of the Project.

SEC. 9. *Implementing Rules and Regulations.* – To carry out the effective implementation of this Act, the National Economic and Development Authority, in consultation with the Department of Public Works and Highways, the Department of Budget and Management, and the Department of Finance are hereby mandated to formulate the rules and regulations within six (6) months from approval of this Act.

SEC. 10. *Repealing Clause.* – All laws, orders, proclamations, ordinances, rules and regulations or portions thereof inconsistent with this Act are hereby repealed or modified accordingly.

SEC. 11. *Effectivity Clause.* – This Act shall take effect fifteen (15) days after its publication in the Official Gazette or in two (2) newspaper of general circulation.

Approved.