

Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City, Metro Manila

TWENTIETH (20th) CONGRESS
____ REGULAR SESSION

House Bill No. **2184**



Introduced by
Rep. **ROBERT NAZAL**

AN ACT
MANDATING THE FREE TRANSPORTATION OF RELIEF GOODS BY PUBLIC
AND PRIVATE FREIGHT AND LOGISTICS COMPANIES TO
CALAMITY-STRICKEN AREAS DURING DECLARED STATES OF CALAMITY,
AND FOR OTHER PURPOSES

EXPLANATORY NOTE

The Philippines is highly vulnerable to natural disasters such as typhoons, earthquakes, floods, and volcanic eruptions. According to PAGASA, more tropical cyclones are entering the Philippine Area of Responsibility than anywhere else in the world. With the average of 20 tropical cyclones in this region per year, with about 8 or 9 of them crossing the Philippines. Between October to November 2024, the compounded effects of tropical cyclones Kristine, Leon, and Marce, left an estimated economic loss of PHP22 billion pesos. It was reported that more than 13 million individuals were affected, with over 46,000 families displaced and forced to seek temporary shelter in evacuation centers. Widespread flooding affected 1,241 areas nationwide, while continuous heavy rainfall triggered at least 70 landslides. Entire towns and communities were submerged, prompting emergency response teams to operate round-the-clock to ensure the safety of affected residents and deliver immediate assistance. Relief operations led by government agencies and partner organizations mobilized over ₱1.39 billion in aid, including the distribution of approximately 1.64 million food packs to displaced families and vulnerable communities.

This emphasizes the need for a prompt and efficient delivery of relief goods to affected communities. However, the cost and logistical constraints of transporting these supplies, especially to those who are located in remote or isolated regions, often delay humanitarian response and hinder recovery efforts.

This measure addresses such challenges by requiring public and private freight carriers to provide free transportation of relief goods to areas officially declared under a state of calamity. It aims to institutionalize a disaster logistics support mechanism anchored on

solidarity and national service, while allowing the government to maximize the delivery of critical aid.

The bill also strengthens coordination between local government units, national agencies, and accredited humanitarian organizations, and encourages private-sector partnership in disaster response.

Immediate passage of this bill is earnestly sought.



Rep. ROBERT NAZAL
Bagong Henerasyon Party-List

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

SECTION 1. SHORT TITLE.

This Act shall be known as the “Free Freight of Relief Goods Act of 2025”.

SECTION 2. DECLARATION OF POLICY.

It is the policy of the State to protect the welfare of its citizens during times of disaster by ensuring the immediate and unhampered delivery of relief goods to affected areas. In line with the principles of social solidarity and humanitarian service, the State shall mobilize public and private freight transport resources to facilitate the free movement of essential supplies to communities affected by calamities.

SECTION 3. DEFINITION OF TERMS.

As used in this Act, the following terms shall be understood to mean as follows, to wit:

1. Relief Goods refers to food, water, clothing, medicine, hygiene kits, shelter materials, and other essential supplies intended for distribution to individuals or communities affected by a disaster;

2. State of Calamity is condition declared by the President or a Local Government Unit (LGU), according to existing laws, due to the impact of a disaster requiring emergency response measures;
3. Freight Services refer to the transportation of goods via land, sea, or by air from logistics providers, shipping lines, trucking companies, airlines, or other carriers;
4. Government Agencies refer to national government entities, such as the Department of Social Welfare and Development (DSWD), Office of Civil Defense (OCD), and other entities involved in disaster response;
5. Accredited Relief Organizations are non-government organizations, foundations, faith-based groups, or civic associations registered with and authorized by the DSWD or the National Disaster Risk Reduction and Management Council (NDRRMC) to deliver humanitarian assistance.

SECTION 4. MANDATORY FREE FREIGHT SERVICES.

All freight service providers (either public or private) are hereby mandated to provide free transportation of relief goods to calamity-declared areas during the period of the declaration, subject to the following conditions:

- A. The transportation request must be endorsed or certified by the DSWD, OCD, NDRRMC, or the concerned LGU;
- B. Only essential relief items intended for distribution shall qualify for free transport under this provision;
- C. The freight destination must be within the area under a state of calamity;
- D. Private freight service providers shall be entitled to tax incentives or deductions equivalent to the value of the waived freight cost, subject to guidelines and valuation procedures as may be issued by the Bureau of Internal Revenue (BIR).

SECTION 5. COORDINATION AND LOGISTICS SUPPORT.

The DSWD and the OCD shall lead in coordinating logistics, allocating transport capacity, and prioritizing delivery schedules in cooperation with the LGUs and other accredited organizations. A centralized logistics command center may be activated during major disasters to streamline operations.

SECTION 6. REPORTING AND MONITORING.

All agencies and entities involved shall submit post-operation report detailing the type, quantity, source, and destination of goods transported. The NDRRMC shall maintain a database of compliant freight providers and their contributions for public transparency.

SECTION 7. INCENTIVES FOR PRIVATE PARTICIPATION.

Private freight and logistics providers that participate in the implementation of this Act shall be eligible for the following incentives:

1. Recognition and accreditation by the NDRRMC;
2. Tax deductions on the value of freight service rendered, subject to BIR guidelines; and
3. Priority access to government procurement opportunities in logistics-related projects.

SECTION 8. PROHIBITED ACTS AND PENALTIES.

Any freight provider who willfully refuses to comply with the provisions of this Act without justifiable cause may be subjected to administrative sanctions, including suspension of permits or licenses, following applicable laws and regulations.

Any public officer or employee who misuses the free freight services in violation of the terms of this Act or for personal use and benefit shall be subject to a fine of not less than fifty thousand pesos (PHP50,000.00) but not more than one hundred thousand pesos (PHP100,000.00) without prejudice to other administrative sanctions, in accordance with existing civil service rules and applicable laws.

SECTION 9. IMPLEMENTING RULES AND REGULATIONS.

Within sixty (60) days from the effectivity of this Act, the DSWD, in coordination with the NDRRMC, OCD, Department of Transportation (DOTr), and other relevant agencies, shall promulgate the implementing rules and regulations (IRR).

SECTION 10. SEPARABILITY CLAUSE.

If any part or provision of this Act is declared invalid or unconstitutional, the remaining provisions shall continue in full force.

SECTION 11. REPEALING CLAUSE.

All laws, decrees, executive orders, rules, or regulations inconsistent with this Act are hereby repealed or modified accordingly.

SECTION 12. EFFECTIVITY.

This Act shall take effect fifteen (15) days after its publication in the Official Gazette or at least two (2) national newspapers of general circulation.

Approved,