

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

Twentieth Congress
First Regular Session

HOUSE BILL NO. 2382



Introduced by Representative Raymond Adrian E. Salceda

AN ACT
MANDATING THE FULL INTERNATIONAL OPERATIONALIZATION OF THE
BICOL INTERNATIONAL AIRPORT, ESTABLISHING STRATEGIC CONNECTOR
ROADS IN THE 3RD DISTRICT OF ALBAY TO DECONGEST NAGA-BOUND
TRAFFIC AND SUPPORT THE BICOL ECOZONE AND PANTAO
AGRICULTURAL PORT, APPROPRIATING FUNDS THEREFOR, AND FOR
OTHER PURPOSES

EXPLANATORY NOTE

The Bicol International Airport (BIA) has long been designated an international facility in both design and strategic intent. However, it remains limited to domestic flights due to the lack of permanent deployment of customs, immigration, and quarantine functions. Airlines have already confirmed the technical viability of international operations at BIA, but also cite the need for strong policy signaling, government readiness, and sufficient regional tourism demand to justify route activation.

The Department of Transportation and the Civil Aviation Authority of the Philippines have affirmed that the airport is operationally ready, and that full international status is achievable with immediate inter-agency coordination. This bill institutionalizes that commitment, placing a legal mandate and deadline to ensure BIA is truly able to serve as the international gateway of Southern Luzon.

In parallel, traffic congestion within the Legazpi-Daraga corridor has intensified due to the absence of an alternate Naga-bound route. With the ongoing development of the Pantao Agricultural Port and the proposed Bicol Ecozone in Libon, there is an urgent need for direct east-west connector roads across the 3rd District of Albay. These roads will decongest Legazpi, support logistics between economic infrastructure hubs, and increase the return on investments made in the airport and port systems.

This measure is consistent with the broader strategy of building regional growth corridors and national logistics platforms. It will accelerate the internationalization of the Bicol

economy, reduce congestion in Legazpi City, and support the movement of agricultural and industrial goods between inland and coastal production zones.


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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 “Bicol International Access and Mobility Enhancement Act.”

SEC. 2. Declaration of Policy. – It is hereby declared the policy of the State to promote regional integration, investment readiness, and global connectivity by ensuring the full international operationalization of airports and logistics infrastructure, and by establishing road networks that support trade corridors, economic zones, and mobility efficiency.

SEC. 3. Mandate to Operationalize International Functions of the Bicol International Airport. – The Department of Transportation (DOTr), in coordination with the Civil Aviation Authority of the Philippines (CAAP), Bureau of Immigration (BI), Bureau of Customs (BOC), and Bureau of Quarantine (BOQ), is hereby mandated to ensure the full international operationalization of the Bicol International Airport within one (1) year from the effectivity of this Act. This shall include the permanent deployment of necessary personnel, installation of immigration and customs counters, and accreditation of international flight clearance systems.

SEC. 4. Construction of Strategic Connector Roads in the 3rd District of Albay. – The Department of Public Works and Highways (DPWH), in coordination with the Albay 3rd District Engineering Office, shall plan, fund, and implement the construction of connector

roads in the 3rd District of Albay. These roads shall provide direct access between Bicol International Airport, the Pantao Agricultural Port, and the proposed Bicol Special Economic Zone in Pantao, Libon, and shall serve as alternative corridors for Naga-bound traffic currently passing through Legazpi City.

SEC. 5. Objectives of the Connector Roads. – The connector roads shall:

- (a) Provide direct east-west access between the first and third districts of Albay and Camarines Sur;
- (b) Divert through traffic, especially cargo and long-haul routes, from the urban centers of Legazpi City and Daraga;
- (c) Support logistics movement between the airport, the Pantao Agricultural Port, and the proposed Bicol Ecozone;
- (d) Facilitate disaster response and faster economic mobility in coastal and upland areas.

SEC. 6. Implementing Agencies. – The DOTr shall be the lead agency for Section 3 of this Act. The DPWH shall be the lead agency for Section 4. Both agencies shall coordinate with the Regional Development Council and concerned local government units for planning and implementation.

SEC. 7. Appropriations. – The amount necessary for the implementation of this Act shall be included in the annual General Appropriations Act. The implementing agencies are also authorized to pursue official development assistance, bilateral transport cooperation, and other external financing sources to support project execution.

SEC. 8. Implementing Rules and Regulations. – Within sixty (60) days from the effectivity of this Act, the DOTr and DPWH shall promulgate the necessary rules and regulations for the effective implementation of this Act.

SEC. 9. Separability Clause. – If any provision of this Act is declared unconstitutional or invalid, the other provisions not affected shall remain in full force and effect.

SEC. 10. Repealing Clause. – All laws, executive orders, rules, and regulations inconsistent with this Act are hereby repealed or amended accordingly.

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

Approved,