

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

Twentieth Congress
First Regular Session

HOUSE BILL NO. 2383



Introduced by Representative Raymond Adrian E. Salceda

AN ACT
MANDATING THE CONTAINERIZATION AND MODERNIZATION OF THE PORT OF
LEGAZPI AND THE SUB-PORT OF TABACO, APPROPRIATING FUNDS THEREFOR,
AND FOR OTHER PURPOSES

EXPLANATORY NOTE

As of 2024, both the Port of Legazpi and the Sub-Port of Tabaco lack container-handling capability despite their proximity to agricultural and industrial production zones in the Province of Albay. Exporters and shippers in the interior municipalities—including the 3rd District of Albay—are forced to route containerized cargo through Batangas or Manila, increasing costs, turnaround times, and dependence on road transport.

The Department of Transportation and the Philippine Ports Authority have acknowledged that both ports have strategic potential for regional container operations, especially with growing interest from carriers such as Regional Container Lines (RCL), which cited cargo potential from southern and western Albay.

In particular, the municipalities of Libon, Polangui, Oas, Pio Duran, and Guinobatan rely heavily on these ports for access to inter-island markets. The successful development of the Pantao Agricultural Port and the proposed Bicol Ecozone in Libon will also require direct container connectivity via Legazpi and Tabaco.

Containerization of these ports will (1) reduce overland truck traffic on the Maharlika Highway, (2) allow for the shipment of higher-value and perishable goods, (3) provide an export-ready outlet for Bicol farmers and manufacturers, and (4) generate jobs in port services, logistics, and cold chain management.

This bill therefore mandates the Philippine Ports Authority to implement a full containerization plan for both ports. It is filed in the spirit of district cooperation, given the interdependence of infrastructure and production zones across Albay's districts. While these

ports are located in Legazpi City and Tabaco City, they directly serve the logistical needs of the 3rd District and must be modernized in order to unlock its full economic potential.

Immediate passage of this bill is earnestly sought.



RAYMOND ADRIAN E. SALCEDA

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

Twentieth Congress
First Regular Session

HOUSE BILL NO. **2383**

Introduced by Representative Raymond Adrian E. Salceda

AN ACT
MANDATING THE CONTAINERIZATION AND MODERNIZATION OF THE PORT OF
LEGAZPI AND THE SUB-PORT OF TABACO, APPROPRIATING FUNDS THEREFOR,
AND FOR OTHER PURPOSES

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 “Legazpi–Tabaco Port Containerization and Modernization Act.”

SEC. 2. Declaration of Policy. – It is hereby declared the policy of the State to modernize port infrastructure and logistics systems to reduce transportation costs, improve export competitiveness, and decongest road networks. The development of regional container ports shall be prioritized to ensure equitable growth across provinces and to support food security and trade development.

SEC. 3. Mandate for Containerization. – The Philippine Ports Authority (PPA), in coordination with the Department of Transportation (DOTr), is hereby mandated to develop container-handling capacity and modern cargo processing facilities at the Port of Legazpi and the Sub-Port of Tabaco. Such development shall include the installation of container cranes, container yards, scanners, cold storage facilities, and integrated digital systems for port operations.

SEC. 4. Regional Role and Justification. – The Ports of Legazpi and Tabaco serve as the primary maritime outlets for agricultural, fisheries, and light industrial goods from the interior municipalities of Albay, including those in the 3rd District such as Libon, Polangui, Oas, Pio Duran, and Guinobatan. They are also essential transshipment points for cargo from Pantao Port and the proposed Bicol Special Economic Zone. As such, their modernization

directly benefits the productive base of the province and enhances inter-district economic connectivity.

SEC. 5. Implementation. – The PPA shall serve as the lead implementing agency, and shall prepare and implement a containerization and modernization plan for each port. The agency shall also engage with shipping lines, exporters, and local government units to ensure cargo volume sufficiency and operational sustainability.

SEC. 6. Appropriations. – The amount necessary for the implementation of this Act shall be included in the annual General Appropriations Act. The PPA may also access official development assistance (ODA), public-private partnerships (PPP), and internal corporate funds for this purpose.

SEC. 7. Implementing Rules and Regulations. – Within ninety (90) days from the effectivity of this Act, the PPA, in consultation with the DOTr and other concerned agencies, shall promulgate the necessary rules and regulations to implement the provisions of this Act.

SEC. 8. 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. 9. Repealing Clause. – All laws, executive orders, rules, and regulations inconsistent with this Act are hereby repealed or amended accordingly.

SEC. 10. Effectivity. – This Act shall take effect fifteen (15) days after its publication in the Official Gazette or in a newspaper of general circulation.

Approved,