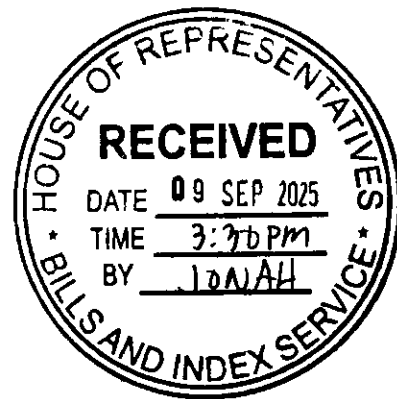


Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City, Metro Manila

Twentieth Congress
First Regular Session

HOUSE BILL NO. 4473



Introduced by **Representative RAYMOND ADRIAN SALCEDA**

AN ACT
ESTABLISHING THE HIGH STANDARD HIGHWAY NETWORK, PROVIDING
FOR ITS PLANNING, DEVELOPMENT, FINANCING, AND MANAGEMENT, AND
FOR OTHER PURPOSES

EXPLANATORY NOTE

The Philippines continues to suffer from high logistics costs, traffic congestion, and regional disparities in infrastructure. The World Bank estimates that logistics costs in the country account for about 27 percent of sales value, significantly higher than regional competitors such as Vietnam (16 percent) and Thailand (11 percent). Poor road connectivity contributes to inefficiencies in moving goods and people, undermining national competitiveness.

The Japan International Cooperation Agency (JICA), in cooperation with the National Economic and Development Authority (NEDA) and the Department of Public Works and Highways (DPWH), has developed a High Standard Highway (HSH) Network Master Plan for the Philippines. This network envisions a system of limited-access, high-capacity highways that connect Metro Manila to major regional centers, ports, and economic corridors, including priority expressways in Luzon, Visayas, and Mindanao. JICA studies have shown that the completion of such a network would significantly reduce travel time, logistics costs, and disaster evacuation risks.

While some segments have been implemented through public-private partnerships (e.g., North Luzon Expressway, South Luzon Expressway, TPLEX, CALAX), progress remains uneven and subject to fiscal cycles and changing political priorities. Without a legislative framework, the continuity of planning and financing for the national high standard highway network cannot be guaranteed.

This measure seeks to establish the High Standard Highway Network as a matter of national policy. It mandates DPWH, in coordination with NEDA and the Department of

Transportation (DOTr), to prepare and update a long-term National High Standard Highway Network Plan, setting standards for safety, climate resilience, and interconnectivity. The bill also creates a financing framework drawing from multiple sources, including appropriations under the General Appropriations Act (GAA), official development assistance (ODA), public-private partnerships (PPPs), bond issuances, and climate finance facilities.

In addition, the bill ensures transparency through an annual High Standard Highway Network Report and independent technical audits. Local government integration is also mandated so that land use planning and zoning align with highway development and right-of-way protection.

By codifying the High Standard Highway Network into law, this measure will provide a continuity mechanism across administrations, reduce the risks of fragmented or ad hoc road development, and anchor the Philippines to a long-term, globally competitive transport vision.

In view of the foregoing, the immediate passage of this bill is earnestly sought.



RAYMOND ADRIAN SALCEDA

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

Twentieth Congress
First Regular Session

HOUSE BILL NO. **4473**

Introduced by **Representative RAYMOND ADRIAN SALCEDA**

AN ACT
ESTABLISHING THE HIGH STANDARD HIGHWAY NETWORK, PROVIDING
FOR ITS PLANNING, DEVELOPMENT, FINANCING, AND MANAGEMENT, 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 “High Standard Highway Network Act.”

SEC. 2. *Declaration of Policy.* It is hereby declared the policy of the State to develop a national system of high standard highways—limited access, high-capacity, and climate-resilient corridors—that will support economic growth, regional connectivity, logistics efficiency, and disaster response.

SEC. 3. *Definition of Terms.* For purposes of this Act:

(a) High Standard Highway refers to a road facility designed with controlled access, multiple lanes, grade separations, and safety features in accordance with international standards.

(b) Network refers to the integrated system of primary and secondary high standard highways connecting metropolitan centers, growth corridors, economic zones, and ports.

SEC. 4. *National High Standard Highway Network Plan.* The Department of Public Works and Highways (DPWH), in coordination with the National Economic and Development Authority (NEDA), the Department of Transportation (DOTr), and other concerned agencies, shall prepare and regularly update a National High Standard Highway Network Plan identifying priority corridors, technical standards, and investment requirements over a rolling twenty (20)-year horizon.

SEC. 5. *Financing.* The Network shall be financed through:

- (a) Annual appropriations under the General Appropriations Act (GAA);
- (b) Official Development Assistance (ODA);
- (c) Public–Private Partnerships (PPPs) including tollway concessions;
- (d) Bond issuances by Government Financial Institutions (GFIs) for revenue-generating segments; and
- (e) Climate finance facilities for resilience components.

SEC. 6. *Project Prioritization.* In determining priority projects, DPWH shall adopt criteria based on: (a) economic impact on trade and logistics; (b) connectivity of metropolitan regions and economic zones; (c) disaster risk reduction and evacuation functions; and (d) equity of access across regions.

SEC. 7. *Management and Standards.* DPWH shall set uniform design, safety, maintenance, and climate-resilience standards for all highways in the Network. The Toll Regulatory Board (TRB) shall regulate toll rates for PPP segments to ensure affordability and fairness.

SEC. 8. *Local Government Integration.* Local government units shall integrate the Network into their Comprehensive Land Use Plans (CLUPs) and Local Transport Development Plans to ensure alignment of zoning, right-of-way protection, and intermodal connectivity.

SEC. 9. *Transparency and Accountability.* DPWH shall publish an annual High Standard Highway Network Report detailing physical and financial progress, costs, and timelines. Independent technical audits shall be conducted for all projects above Five Hundred Million Pesos (P500,000,000).

SEC. 10. *Appropriations.* The amount necessary for the initial implementation of this Act shall be charged against the current year's appropriations of the DPWH. Thereafter, such sums as may be necessary shall be included in the annual General Appropriations Act.

SEC. 11. *Implementing Rules and Regulations.* Within ninety (90) days from the effectivity of this Act, DPWH, in consultation with NEDA, DOTr, TRB, and other stakeholders, shall issue the necessary implementing rules and regulations.

SEC. 12. *Separability Clause.* If any provision of this Act is declared unconstitutional, the remainder shall not be affected thereby.

SEC. 13. *Repealing Clause.* All laws, decrees, executive orders, and regulations inconsistent with this Act are hereby repealed or modified accordingly.

SEC. 14. *Effectivity.* This Act shall take effect fifteen (15) days after its publication in the Official Gazette or in a newspaper of general circulation.

Approved,