



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

TWENTIETH CONGRESS
First Regular Session

HOUSE BILL NO. **6582**



Introduced by:

HON. CHRISTOPHERSON “COCO” M. YAP

EXPLANATORY NOTE

The Eastern Visayas region remains one of the most underserved areas in the country in terms of large-scale transportation infrastructure. Mobility across the islands of Samar and Leyte is heavily dependent on road networks that are often constrained by terrain, congestion, limited capacity, and frequent damage from typhoons and other natural disasters. As a result, travel times between provinces remain long and unpredictable, logistics costs are high, and economic activities are slowed by weak connectivity between major production zones, ports, and population centers.

Regional development data from NEDA and DPWH show that inter-island cargo and passenger movement in Eastern Visayas relies almost entirely on land transport and short-distance ferries. The absence of a mass transport backbone has contributed to higher costs of moving agricultural goods, reduced competitiveness for local industries, and persistent challenges in stimulating investment-led growth. Provinces like Northern Samar, Eastern Samar, and Southern Leyte consistently register some of the highest poverty incidences in the country, a condition strongly linked to limited market access and weak transport integration. Without a dependable and resilient transport corridor, the region remains particularly vulnerable to supply disruptions during disasters, further hindering recovery and long-term development.

This bill seeks to address these longstanding gaps by establishing a railway system that will traverse the Eastern Visayas region, beginning at the entry point of the Province of Samar and terminating in the Municipality of San Ricardo in Southern Leyte. The railway will serve

as a modern, efficient, and disaster-resilient transport backbone that will reduce travel time, lower logistics costs, improve inter-provincial mobility, and open new economic opportunities for communities along the corridor. By connecting key agricultural, industrial, and tourism zones, the proposed railway will support regional integration, facilitate faster movement of goods and people, and strengthen the region's overall competitiveness.

Through this measure, Eastern Visayas will gain essential infrastructure that aligns with national efforts to promote inclusive growth and balanced regional development, ensuring that remote and historically underserved provinces are better connected to the broader Philippine economy.

In view of the foregoing, **ug sa ngalan sa SERBISYONG TINUORAY**, the undersigned respectfully requests the immediate passage of this measure.



CHRISTOPHERSON "COCO" M. YAP

Representative, Second District of Southern Leyte



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AN ACT
PROVIDING FOR THE ESTABLISHMENT OF A RAILWAY SYSTEM IN THE EASTERN
VISAYAS REGION FROM THE ENTRY OF THE PROVINCE OF SAMAR TO THE
MUNICIPALITY OF SAN RICARDO IN THE PROVINCE OF SOUTHERN LEYTE, AND
APPROPRIATING FUNDS THEREFOR

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

Section 1. *Short Title.* – This Act shall be known as the "Free Annual Medical Check-Up Act."

Section 2. *Establishment of the Railway System.* – There shall be established a railway system in the Eastern Visayan Region under the administration of the Philippine National Railways (PNR), connecting the provinces of Samar, Leyte, and Southern Leyte from the entry of the Province of Samar to the Municipality of San Ricardo, Province of Southern Leyte.

Section 3. *Route, Alignment, Safety and Efficiency of the Railway System.* – The Department of Transportation (DoTr), in coordination with the Department of Public Works and Highways (DPWH) and the Philippine National Railways (PNR), shall undertake a comprehensive study of the Visayan Railway System to determine the most feasible and optimal route, taking into consideration the agro-industrial, tourism and ecozone potentials of the concerned provinces to be serviced by the railroad. The said departments and agency shall also conduct and immediate technical study on the safety, efficiency and resiliency of

the railway system, including the preparation of the necessary land surveys for areas to be acquired under the program, taking into consideration the growth center of population, trade and commerce of each provinces.

Section 4. *Establishment of the Eastern Visayan Railway Working Group.* – The Secretary of Transportation, in consultation with the DPWH and the PNR shall establish a working group, which shall include, but not limited to, local chief executives of the affected local government units, and lawmakers of the affected districts. This working group shall be consulted on all matters concerning the Eastern Visayan Railway System.

Section 5. *Implementing Rules and Regulations.* – The Secretary of Transportation, in consultation with the Eastern Visayan Railway Working Group shall promulgate the necessary rules and regulations for the effective implementation of this Act.

Section 6. *Appropriations.* – The amount necessary for the conduct of technical studies, shall be sourced from the current budget of the DoTr and the PNR. Other funding mechanisms, such as public-private partnerships, may be explored as per recommendation of technical studies and the Eastern Visayan Railway Working Group.

Section 7. *Separability Clause.* – If, for any reason, any part or provision of this Act shall be declared as unconstitutional or invalid, the remaining parts or provisions not affected shall remain in full force and effect.

Section 8. *Repealing Clause.* – All laws, presidential decrees, executive orders and rules and regulations contrary to or inconsistent with the provisions of this Act are hereby repealed, amended, or modified accordingly.

Section 9. *Effectivity.* – This Act shall take effect fifteen (15) days after its publication in the *Official Gazette* or in a newspaper of general circulation.

Approved,