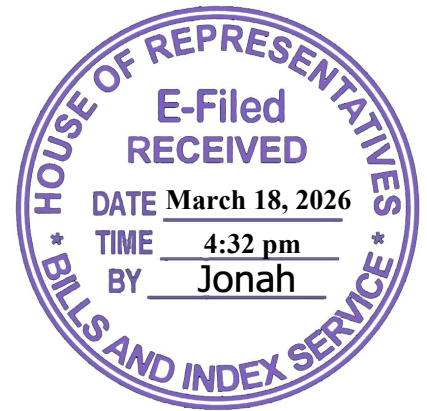


Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

Twentieth Congress
First Regular Session

HOUSE BILL NO. 8668



INTRODUCED BY REPRESENTATIVE ADRIAN MICHAEL A. AMATONG

EXPLANATORY NOTE

For far too long, the people of the Zamboanga Peninsula have endured a journey that is not merely long, but burdensome, unpredictable, and at times unsafe. Travel between Dipolog City and Zamboanga City currently spans approximately 333 kilometers and takes up to seven (7) hours or more, due to narrow, winding, and hazard-prone roads. This daily burden costs families time, raises transport expenses, delays the movement of goods, and constrains access to essential services. In a region rich in potential yet challenged by connectivity, mobility remains a barrier to the opportunity to rise above poverty and eventual progress.

This measure seeks to change that reality through the establishment of the Zamboanga Peninsula Expressway with a Parallel Railway System, an integrated transport corridor that will shorten the route to approximately 242 kilometers and reduce travel time to as fast as 2 hours and 41 minutes. By combining a high-speed expressway with a parallel railway within a shared right-of-way, the project introduces a modern, efficient, and resilient multi-modal system—improving mobility for passengers while enabling cost-effective transport of goods across the region.

More than infrastructure, this is an investment in people and progress. The project will strengthen trade, unlock tourism, support agriculture, and generate jobs, while positioning the Zamboanga Peninsula as a vital gateway in Mindanao. Above all, it will bring communities closer—making opportunities more accessible and development more inclusive.

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

ADRIAN MICHAEL A. AMATONG

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AN ACT
MANDATING THE CONSTRUCTION OF THE ZAMBOANGA PENINSULA
EXPRESSWAY WITH A PARALLEL RAILWAY SYSTEM 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 “Zamboanga Peninsula Expressway and Railway Act.”

SEC. 2. Declaration of Policy. – It is hereby declared the policy of the State to promote balanced regional development, improve interconnectivity, and ensure efficient, safe, and sustainable transport systems. Toward this end, the State shall develop integrated, multi-modal infrastructure that enhances mobility, strengthens economic linkages, and improves the quality of life of communities.

SEC. 3. Establishment of the Zamboanga Peninsula Expressway with Parallel Railway System. — There is hereby established a Zamboanga Peninsula Expressway with a Parallel Railway System, an integrated transport corridor that shall connect Dipolog City and Zamboanga City, traversing key municipalities across the Zamboanga Peninsula.

The project shall consist of:

- a) A limited-access, four-lane expressway designed for high-speed vehicular travel; and
- b) A parallel railway system constructed within or adjacent to the same right-of-way, intended for passenger and freight transport.

This integrated corridor shall serve as the primary north–south backbone of the Zamboanga Peninsula transport network, significantly reducing travel time and improving logistics efficiency.

SEC. 4. Route and Alignment. — The expressway and railway system shall generally follow a direct inland alignment between Dipolog City and Zamboanga City, covering approximately 242 kilometers, as identified in the concept plan, with strategic interchanges in major growth centers including but not limited to:

- (a) Dapitan City;
- (b) Dipolog City;
- (c) Municipality of Manukan;
- (d) Municipality of Sindangan;
- (e) Municipality of Salug;
- (f) Municipality of Liloy;
- (g) Baliguian–Siocon–Sirawai–Sibuco (3SB) corridor; and
- (h) Zamboanga City.

The final alignment shall be determined based on detailed engineering, feasibility, environmental, and hazard assessments.

SEC. 5. *Implementing Agencies.* — The Department of Public Works and Highways (DPWH) shall serve as the lead agency for the planning, construction, and maintenance of the expressway component. Meanwhile, the Department of Transportation (DOTr), in coordination with the Philippine National Railways (PNR) or its successor agency, shall be responsible for the development, operation, and regulation of the railway system.

The DPWH and DOTr shall ensure integrated planning and development of the corridor to maximize land use efficiency and reduce costs.

SEC. 6. *Project Development and Financing.* — The project may be implemented through: a) Public-Private Partnership (PPP) schemes under Republic Act (R.A.) No. 6957, as amended by R.A. No. 7718; b) national government appropriations; and c) financing from multilateral and bilateral development partners. The integration of road and rail within a single corridor shall be prioritized to optimize right-of-way acquisition and long-term operational efficiency.

SEC. 7. *Feasibility Study and Detailed Engineering Design.* — Within one hundred eighty (180) days from the effectivity of this Act, the DPWH, in coordination with DOTr and other relevant agencies, shall conduct:

- (a) Comprehensive feasibility studies;
- (b) Detailed engineering design;
- (c) Environmental Impact Assessment; and
- (d) Disaster risk and climate resilience studies. The design shall incorporate measures addressing landslides, flooding, seismic risks, and coastal hazards identified in the concept study.

SEC. 8. *Right-of-Way Acquisition.* — The government shall ensure timely acquisition of the necessary right-of-way in accordance with existing laws, prioritizing fair compensation, stakeholder consultation, and minimal displacement. The co-location of the railway within the expressway corridor shall be adopted to reduce land acquisition requirements.

SEC. 9. *Integration with Existing Transport Systems.* — The expressway and railway system shall be integrated with national and local road networks, seaports and airports, and logistics hubs and economic zones to enhance intermodal connectivity and regional economic development.

SEC. 10. *Appropriations.* — The amount necessary for the initial implementation of this Act, including feasibility studies and preparatory activities, shall be included in the General Appropriations Act (GAA). Thereafter, funding requirements shall be programmed accordingly.

SEC. 11. Implementing Rules and Regulations. — Within sixty (60) days from the effectivity of this Act, the DPWH and DOTr, in consultation with relevant stakeholders, shall promulgate the necessary rules and regulations

SEC. 12. Separability Clause. — If any provision of this Act is declared unconstitutional or invalid, the other provisions not affected thereby shall remain in full force and effect.

SEC. 13. Repealing Clause. — All laws, decrees, executive orders, rules and regulations, and other issuances or parts thereof inconsistent with the provisions of 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,