

**[PPA MEMORANDUM CIRCULAR NO. 7-2000,
February 09, 2000]**

**GUIDELINES FOR THE PRIVATIZATION OF THE MANAGEMENT
AND OPERATION OF THE PARKING AREAS-PMO-NORTH HARBOR**

1. Authority

- 1.1 Section 6-a (II) and (x) of PD 857, Revised Charter of PPA
- 1.2 Executive Order No. 361 dated 16 August 1996

2. Rationale - Pursuant to the national objectives of providing safe and reliable services to passengers and freight operation in the transportation sector, the Authority hereby prescribes the following implementing rules and regulations to carry out the management of parking areas at PMO-North Harbor.

3. Scope - This Order shall govern the procedures for the privatization of the management and operation of the parking areas at PMO-North Harbor.

4. Objectives - The management of the PMO-North Harbor parking areas aims to achieve the following objectives:

- 4.1. Synchronize traffic flow thru the strict enforcement of traffic, access and parking regulations;
- 4.2. Enhance the port operational efficiency of PMO-North Harbor:
- 4.3. Maintain orderliness and cleanliness of the port; and
- 4.4. Generate non-traditional revenue for the port.

5. Definition of Terms

- a. *Common Pay Parking Areas* — shall refer to the areas specifically designated as "pay parking" areas at the port. These are located on both sides of Collector Road and the southern portion of MICT Access Road.
- b. *Contractor* — refers to the private entity which shall undertake the management, operation and maintenance of the project.
- c. *Truckholding Area* — shall refer to a portion of terminal 17 to be designated as truckholding area to allow entry of trucks into the port.
- d. *Queueing Area* — shall refer to certain portions of Marcos Road which shall be allowed to be utilized as queueing area for trucks withdrawing cargoes including light vehicles ferrying passengers to/from arriving/departing vessels.

6. Terms of Reference - The corresponding Terms of Reference for the privatization of the management and operation of the parking area at PMO-North Harbor is shown in Annex A.

7. North Harbor Modernization - The management and operation of the pay parking areas shall be awarded through contract negotiation for a minimum term of six (6) months and a maximum of one (1) year or until the implementation of the North Harbor modernization, whichever comes first.

8. Procedures

8.1 General

a. As a general rule, no private vehicles, trucks, taxis, jeepneys, pedicabs nor pedestrians shall be allowed entry into the port unless proper identifications or vehicle passes are presented to indicate their legitimate businesses or official transactions.

b. Entry of taxis, private vehicles and jeeps shall be restricted to those ferrying passengers while loaded/empty trucks with incomplete documents shall proceed to the duly designated truckholding area

c. All vehicles intending to park shall proceed to the central parking area at Collector Road, and the southern portion of MICT Access Roads, whichever is accessible or available.

d. Upon entry at the duly designated payparking areas the corresponding ticket shall be issued. Before leaving, the parking ticket shall be surrendered and paid for at the exit gate.

e. No vehicle shall be allowed to queue within thirty meters from all pier gates.

f. No vehicle shall be allowed to park inside the port except in duly designated parking areas only.

g. Vehicles left unattended at the queueing area/truck holding area shall be towed to Slip 17.

h. Other details like entry/exit points, issuance of parking tickets and collection of parking fees shall be posted in conspicuous places, to inform all concerned parties

8.2 Specific

a. Designated Pay Parking Areas

> Collector Road - Both sides of Collector Road shall be utilized as pay parking areas for private vehicles, taxis and trucks. The PMO has allocated approximately 1,420 meters as available for pay parking purpose. This is equivalent to 50 units, 10 wheeler, long bed, 30 units, 10 wheeler, short bed and about 100 taxis. Upon entry at either Moriones and Zaragoza Gate, the vehicle or truck driver shall be issued the corresponding parking ticket to be to gain entry into the

parking area. Before leaving the area, he shall surrender the parking ticket and pay the corresponding parking fee.

> MICT Access Road - The southern side of MITC Access Road shall be utilized by light vehicles, The PMO has allocated 274 meters equivalent to about 90 units (diagonal parking) of taxis or private vehicles.

b. Queueing Area - The eastern side of Marcos Road shall primarily be utilized for queueing of trucks waiting for cargoes to be loaded into vessels or waiting for cargoes being discharged from the vessel. No vehicle shall be allowed to queue within thirty meters from all the gate to enable long vehicles to turn or maneuver at the corner bends.

c. PMO Truckholding Area - Complimentary to efficient operation, a portion of Pier 16 (Slip 17) shall be designated as Truck Holding Area (THA), All trucks intending to deliver/withdraw cargoes to/from the port shall be allowed free use, of said area, of up to one hour while necessary documents are being processed. Those intending to park for more than the allotted "free use" period shall be charged the corresponding parking fee as prescribed.

d. Impounding/Towage Area - Stalled or abandoned vehicles or trucks apprehended at the port shall be towed or impounded at the duly designated towage area at Pier 16 (Slip 17) adjacent to the Truckholding Area (THA)

e. To ensure that movements of both passengers and vehicles are not hampered or restricted the following shall be implemented:

> A pedestrian gate in front of Pier 6 shall be provided, so that those who wish to avail of taxi services can go directly to the central parking area

> At the same time, an access road shall be constructed at the site of the old PMO North Harbor Building to serve as entry and exit gate going towards the central parking area.

> To ensure maximum efficiency, a shuttle service may be commissioned to ferry commuting passengers and port users from the piers to the central parking area/main gates, at a minimum charge or fee.

9. Parking Areas Regulations

9.1 Parking shall be on a first come, first served basis.

9.2 All government vehicles on official business shall be exempted from the coverage of the parking agreement.

9.3 All vehicles parked in duly designated pay parking areas shall pay the parking fee as prescribed.

9.4 Any driver, operator or owner of trucks and other motor vehicles who refuse to pay the corresponding parking fee shall be considered

illegally parked. Apprehended vehicles shall be towed and impounded and shall only be released upon the payment of the towage fee as prescribed.

9.5 Any driver, operator, owner of trucks and other motor vehicles who has been apprehended shall be charged the corresponding towage fee with accompanying official receipt to be issued him by the parking contractor.

9.6 Vehicles must not be parked in the direction facing the flow of traffic or in a manner as to create hazard or obstruction to vehicular/pedestrian traffic.

10. **Parking Fees and Towing Charges** - The following parking fees and towages charges shall be imposed:

| <u>Particulars</u> | <u>Parking Rate</u> | <u>Towage Fees</u> |
|------------------------------|---------------------|--------------------|
| For Light Vehicles and Taxis | P30 first 2 hours | P500 |
| Succeeding hours | P20 | |
| Lost Ticket | P100 | |
| For Trucks | P50 first 2 hours | P500 |
| Succeeding hours | P40 | |
| Lost Ticket | P200 | |

11. **Revenue Sharing** - The parking contractor and the PPA shall share in the revenue from the operation of the project in the form of either fixed fee or 50% of the gross revenue whichever is higher.

12. **Adjustment/s in parking fees, charges** - The adjustments in fees, charges and rentals shall take account of the reasonableness of subject rates to the end users The proposed increases shall be presented to clients and other concerned parties for public consultation.

13. **Project Monitoring** - The PMO concerned shall strictly monitor the implementation of the pay parking operations at the port It must require the parking contractor to submit a monthly status report of parked vehicles including revenues derived from parking fees collected.

14. **Audit of Collection** - All revenues and receipts pertaining to the operation shall be subject to audit both by PPA and COA.

15. **Contract Termination** - After the expiration of the six (6) to one year management contract, the Authority shall take over the parking facilities including all the appurtenances and improvements introduced therewith, free from liens and encumbrances.

16. **Repealing Clause** - All Orders, Circulars, regulations which are inconsistent with this circular are hereby repealed modified accordingly.

17. **Effectivity** - This Circular shall take effect immediately.

Adopted: 09 Feb. 2000