# GUIDELINES ON THE MANAGEMENT AND OPERATIONS OF TRUCKHOLDING AREA (THA) AT DELGADO STREET (FORMERLY CHICAGO STREET)

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1. Authority

1.1 Section 6a (x), PD 857, Revised Charter of PPA

1.2 Executive Order No. 231, dated 17 March 1988

1.3 PPA Ex-Com Resolution No. 96-423 dated 07 November 1996 approved in PPA Board Resolution No. 1622 dated 09 December 1996.

2. Scope

This Order covers the portion from the 16th St. to 25th St. at A. C. Delgado St. (formerly Chicago St.) at the Expanded Port Zone (EPZ), South Harbor, Manila which shall continue to be used as Truckholding Area (THA).

3. Objectives

3.1 To ensure the rational, optimal and equitable use of the said areas as THA.

3.2 To synchronize the expeditious entry of trucks into South Harbor via Gate 1 to deliver thereat or withdraw cargoes therefrom.

3.3 To enhance port operational efficiency by integrating the complimentary role of the THA with the operating system of the cargo handler.

3.4 To ensure the smooth flow of private vehicles, cars and taxis that are authorized to use the other portion of Delgado Street and supplementary areas to the THA.

4. Purposes

4.1 To provide guidelines governing the smooth transfer of the authority to manage and operate the THA area at A.C. Delgado Street to the cargo handler at the South Harbor.

4.2 To prescribe the conditions for the common and optimum utilization of the THA and reasonable sanctions for violations thereof.

5. Guidelines

5.1 As a rule, only trucks intending to withdraw from/deliver non-containerized cargoes into the Piers at South Harbor via Gate 1 shall be allowed entry to the THA if they are in possession of Permit to Operate (PTO) issued by PMO-SH and delivery truck pass for the day issued by the SH cargo handler.

5.2 Trucks which have withdrawn cargo from South Harbor and are covered by the truck ban may be allowed to park at the THA when slots are available and while said ban is enforced but they shall leave immediately thereafter.



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5.3 The entry to, and hours of stay for not more than five (5) hours of trucks at the THA shall be monitored by the cargo handler at South Harbor thru the use of logbook and/or card system.

5.4 The driver/helper of truck permitted entry into the THA shall abide by the following:

5.4.1 Clean the slots occupied by them before leaving said areas.

5.4.2 Not dump garbage, except in receptacles provided at proper places by the City of Manila thru its authorized contractor, neither use the THA as urinating place or disposal of human waste.

5.4.3 Not leave trailer/chassis without prime movers and/or unattended by driver at any time.

5.4.4 Not use the THA as a repair motorpool area or overnight parking.

6. Supplementary Areas

6.1 Side streets from Delgado St. up to Railroad St. at the South Harbor Expanded Port Zone (SHEPZ) which are under lease by firms from PPA, with warehouses or sheltered structures being used for storage of their own or clients' cargoes, may be used as truckholding/temporary parking areas for their trucks.

6.2 The number of said trucks at side street in paragraph 6.1, if it is an open street to vehicle, shall be limited to three (3) trucks at a time which shall either effect withdrawal from or make delivery to said warehouse of cargoes of the lessee-firm or their clients. However, when the end of said side street is closed at Railroad St. or towards the operational pier zone, about six (6) trucks may be parked.

6.3 Trucks of firms owned or hired at side streets where their warehouses are located, shall no longer be allowed at Delgado St. Truckholding Area unless these vehicles are intending to pick up from or deliver cargoes to the piers at South Harbor.

6.4 The parking time for said trucks in paragraph 6.2 shall also be limited to five (5) hours only.

6.5 In extreme situation, where the THA can no longer accommodate trucks, the portion of the 25th Street may also be used for loaded trucks/vehicles that are covered by the truck ban hours, but they shall be limited to one line and immediately leave the area after said ban.

6.6 The drivers/personnel of trucks/vehicles in paragraphs 6.2 and 6.5 above shall abide by the same guidelines prescribed under paragraph 5 to 5.4.4 of this Order.

6.7 Vehicles/trucks/chassis/trailers shall not be parked at Railroad Street, being towing zone and passageway for public utility transport. If parked thereat, said trucks/chassis, shall be subject to towing to authorized area, in addition to payment corresponding fine prescribed under paragraph 10 of this Order.

7. Role of the Cargo Handler

7.1 To operate and effectively manage the THA at Delgado St. (EPZ), South Harbor under a common-user policy, including the supplementary areas and attendant rules therefor.

7.2 To maintain and/or develop the THA with no cost to PPA.

7.3 To coordinate with the Port Police Division of PMO South Harbor in the implementation of the administrative violations and sanctions in this Order.

8. Role of PMO South Harbor/Leases/Truckers

8.1 The management and operation of the THA by the cargo handler shall be under the supervision of the Port


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Manager of PMO-South Harbor, which supervision is defined generally to oversee operations and ensure that the THA is effectively and efficiently managed/operated, but without interference with the day to day activities thereat.

8.2 The PPD, PMO-South Harbor shall, when assistance is requested by the security guard of the cargo handler, extended the same in the implementation of this Order. Said security guard shall coordinate with the PPD Port Police in South Harbor who shall implement the penalty provisions of this Order.

8.3 The security guards of concerned lessees/occupants of PPA areas located in the THA area or Expanded Port Zone (EPZ) of South Harbor are encouraged to assist the cargo handler and PPD of PMO-SH in the effective implementation of this Order.

8.4 The truckers/operators shall coordinate and assist the cargo handler in the cleanliness and are encouraged to help in the maintenance of the THA.

8.5 Operational issue or concern that may arise from the implementation, interpretation/application of this Order shall be resolved by the Port Manager.

9. Monitoring System

9.1 The cargo handler, thru its Security Guards, shall devise and maintain Logbook or Card System whereby the entry into, stay at, and exit of trucks at the A.C. Delgado St. and side streets within their respective areas of responsibility can be reliably and effectively monitored.

10. Sanctions

10.1 Owners/drivers of trucks who are found to have violated any of the foregoing guidelines on the rational equitable utilization of the Truckholding Area at A.C. Delgado St. shall be imposed a fine of:

10.1.1 P125.00 for first violation

10.1.2 P250.00 for second violation

10.1.3 P500.00 for third violation and the truck/vehicle involved subject to:

> 10.1.3.1 Ban in the use of THA and supplementary areas
>
> 10.1.3.2 Transfer at owner's/driver's expense to authorized impounding area.

10.2 Owner/driver of truck/vehicle found to have violated the temporary use of the side streets from A.C. Delgado St. to Railroad St. contemplated in paragraph 6 herein, shall also be subject to the same fines and sanctions prescribed under paragraph 10 of this Order.

10.3 The management and operations of the THA shall be withdrawn from the cargo handler if the objectives of this Order are not attained.

11. Change/Modification

In the course of its implementation, these Guidelines should be subject to periodic review as necessary and changes or modifications shall be effected by PMO South Harbor after dialogue/consultation with the concerned sectors or port users in order to make its implementation more reasonable/practicable and effective in achieving the objectives herein set forth.

12. Repealing Clause


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PPA and PMO South Harbor issuances, rules or regulations inconsistent herewith are hereby repealed or amended accordingly.

13. Effectivity

This Order shall take effect immediately after fifteen (15) days following its publication in a newspaper of general circulation.

Adopted: 01 Dec. 1998

(SGD.) JUAN O. PEÑA
General Manager

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