REPUBLIC OF THE PHILIPPINES
INTER - AGENCY TASK FORCE
FOR THE MANAGEMENT OF EMERGING INFECTIOUS DISEASE

NATIONAL TASK FORCE COVID19

MEMORANDUM CIRCULAR
NO. 03, s. 2020

TO : **ALL IMPLEMENTING AGENCIES, THE NATIONAL TASK FORCE AGAINST COVID-19 (NTF), ALL REGIONAL INTER-AGENCY TASK FORCES ON THE MANAGEMENT OF EMERGING INFECTIOUS DISEASES (RIATF), REGIONAL AND LOCAL COVID-19 TASK FORCES (RTFS AND LTFS)**

SUBJECT : **OPERATIONAL GUIDELINES ON MOTORCYCLE TAXIS AND TRICYCLE BACK-RIDING**

DATE : **4 NOVEMBER 2020**

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1. Rationale:

1.1. For seven months now, mobility within communities in the country has been reduced to curb the spread of the SARS-CoV-2 virus. This reduction in mobility, as a result of the strict measures mandated by the national and local governments to contain the spread of the SARS-CoV-2 virus, has inadvertently created unintended consequences to the country's economy that need to be addressed.

1.2. As the country is experiencing temporary economic recession, one of the observed bottlenecks has been the availability of public transport. Thousands of businesses remain closed and millions of workers remain unable to return to work due to inadequate public transport capacity. This is especially true in the National Capital Region (NCR), where reduced seating capacity required by the adherence to physical distancing has limited the operations of the transport sector even as there has been an increase in businesses being allowed to operate.

1.3. Given the above, the Inter-Agency Task Force for the Management of Emerging Infectious Diseases (IATF), through IATF Resolution No. 77 has endorsed to Congress the request of the NCR local chief executives for the Department of Transportation (DOTr) to extend the motorcycle taxi pilot, pending appropriate legislation authorizing the same.

1.4. In turn, the House of Representatives issued House Resolution No. 1286 entitled "Resolution urging the Inter-Agency Task Force for (the Management of) Emerging Infectious Diseases, the National Task Force Against COVID-19, and the Department of Transportation (DOTr) to extend the conduct of the motorcycle taxi

1.5. pilot study program with the end in view of gathering enough data in crafting a measure for its regulation and respond to the need for the provision of an additional mode of transportation," calling for the extension of the motorcycle taxi pilot study program pursuant to the pilot's original goals.

1.6. Further to this, the IATF in its Resolution No. 80, states that "pursuant to House Committee Report No. 560 issued by the House Committee on Transportation on 13 October 2020 in accordance with House Resolution No. 1286, the Inter-Agency Task Force hereby allows the resumption of the motorcycle taxi pilot study. The National Task Force against COVID-19 and the Department of Transportation are hereby instructed to implement and monitor this pilot program."

1.7. Moreover, in line with the need to ensure sufficient and safe public transportation especially for the workers who are a key element in helping rehabilitate our economy, the issue on the use of tricycles-for-hire for back-riding also needs to be addressed. Whereas previously tricycles were only prominent in rural areas, tricycle are now very much utilized in Metropolitan Areas all around the country. Thus, allowing its use for back-riding under strict health and safety protocols shall not only provide more safe options for the riding public but also benefit those in the tricycle sector.

1.8. In light of the foregoing, it is now incumbent on the NTF to issue the necessary health safety measures to reduce possible transmission of COVID-19 in the use of these modes of transportation. This is in line with the National Action Plan Phase 3, which is currently being drafted with the aim of revitalizing the economy without compromising public health standards.

2. **Purpose:**

This Order intends to provide guidelines on minimum health and safety protocols to be observed by tricycles that will be accepting back-riders and motorcycle taxis following a systematic and coordinated approach in augmenting the public transport options for the commuting public while ensuring continued mitigation of COVID-19.

3. **Scope and Coverage:**

These Guidelines shall apply to all Implementing Agencies, National, Regional and Local COVID-19 Task Forces.

4. **Definition of Terms:**

4.1. **Motorcycle taxi** - any two-wheeled motor vehicle registered with the Land Transportation Office and accredited by a motorcycle taxi app provider under the pilot program which transports passengers and goods on a for-hire basis, and which should utilize online ride hailing platforms.

4.2. **Motorcycle taxi driver** – an accredited driver who transports passengers to their chosen destinations through the use of a motorcycle taxi.

4.3. **Motorcycle taxi passengers** - a single-person rider who has paid a fare to the motorcycle taxi driver to be carried to their chosen destination.

4.4. **Motorcycle taxi application (app) provider** - a motorcycle transportation network company or ride-hailing service approved under the pilot program operating via mobile applications that matches motorcycle taxi passengers with

motorcycle taxi drivers of vehicles for hire.

4.5. **Tricycle** - a motor vehicle propelled other than by muscular power, composed of a motorcycle fitted with a single-wheel sidecar, or a motorcycle with a two-wheel rear cab, the former having a total of three wheels and the latter having a total of four wheels, otherwise known as the *motorela,* registered with the Land Transportation Office.

4.6. **Tricycle and Drivers' Association (TODA)** – the organization of tricycle operators and drivers in a given local government unit.

4.7. **Tricycle back-rider** - a single-person back-rider who has paid a fare to the tricycle driver to be carried to their chosen destination.

4.8. **Tricycle driver** – drivers duly licensed by the LTO and who are members of the Tricycle and Drivers' Association (TODA) in the local government unit where they are operating.

5. **Categorization:**
   - **5.1.** Motorcycle taxi drivers
   - **5.2.** Motorcycle taxi passengers
   - **5.3.** Motorcycle taxi application provider
   - **5.4.** Tricycle drivers
   - **5.5.** Tricycle back-riders

6. **Basic Guidelines:**

6.1. All motorcycle taxi drivers participating in the pilot must:

- **6.1.1.** Be in good health condition prior to accreditation by motorcycle taxi application (app) providers as certified by public hospitals or DOH accredited clinics.
- **6.1.2.** Wear protective gear such as a jacket or long-sleeved shirt, closed shoes, long pants and other necessary protective gear for the whole duration of the ride.
- **6.1.3.** Wear a reflectorized vest with relevant motorcycle taxi branding and the identification card and ensure that all drivers are part of the DOTr TWG Motorcycle Taxi Pilot Study Driver Master List.
- **6.1.4.** Use their own helmet with full face visor closed at all times during the ride that serves the same function as current duly required face shields in public.
- **6.1.5.** Wear a face mask completely covering the nose and the mouth for the whole duration of the ride.
- **6.1.6.** Submit a body temperature and motorcycle sanitation status report prior to starting a workday to the motorcycle transportation network company or ride-hailing service through their required formats.
- **6.1.7.** Fill out the health declaration forms via the DOTr-accredited motorcycle taxi apps prior to taking rides.
- **6.1.8.** Ensure that the driver's and the passenger's hands are sanitized before boarding the motorcycle.
- **6.1.9.** Use a motorcycle unit that should not have modified part/s, component/s or accessory/ies
- **6.1.10.** Always have an NTF approved barrier between the driver and the passenger for the whole duration of the ride.
- **6.1.11.** Clean and disinfect helmets, riding apparel, tricycle seats and shields after each passenger's ride or transaction.

6.1.12. Drive no faster than 60kph along any road while on duty, even if the speed limit permits higher speeds.

6.1.13. Observe speed limit in all roads such as schools, churches, markets;

6.1.14. Abide by all available traffic rules and regulations.

6.1.15. Observe maximum payload of the motorcycle;

6.1.16. Ensure that the motorcycle is routinely maintained and all safety gear are in good condition.

6.1.17. Comply with the required COVID-19 testing as provided for in the DOH Department Memorandum No. 2020-0258-A (for Sub-group J: Economy Workers) and appropriate deactivation from the motorcycle taxi application (online platform) and undertake isolation measures, if tested positive.

6.1.18. Refuse the following passengers:

6.1.18.1. Those under the influence of alcohol, drugs and other banned substances;

6.1.18.2. Person with Disability (PWD) who cannot hold on safely;

6.1.18.3. Children covered by R.A. 10666 or the Children's Safety on Motorcycles Act of 2015;

6.1.18.4. Pregnant women; and/or,

6.1.18.5. Those who are non-compliant to the required motorcycle passenger health protocols identified in 6.2.

6.1.19. Only accept one (1) passenger at a time.

6.1.20. Only collect payments made through motorcycle taxi online applications.

6.2. All motorcycle taxi passengers must:

6.2.1. Wear protective gear such as a jacket or long-sleeved shirt, closed shoes, long pants and other necessary protective gear for the whole duration of the ride.

6.2.2. Use their own helmet with full face visor closed at all times during the ride that serves the same function as current duly required face shields in public.

6.2.3. Wear a face mask completely covering the nose and the mouth for the whole duration of the ride.

6.2.4. Sit front-facing only.

6.2.5. Ensure their hands are sanitized before boarding and after disembarking the motorcycle.

6.2.6. Fill out the health declaration forms via the DOTr-accredited motorcycle taxi apps prior to booking rides.

6.2.7. Clean and disinfect helmets, riding apparel, and shields after each ride.

6.2.8. Only pay through motorcycle taxi online applications.

6.3. All motorcycle taxi app providers participating in the pilot study shall implement the following:

6.3.1. Proper identification of drivers and of passengers using the platform to ensure proper contact-tracing whenever the need arises.

6.3.1.1. All acquired data of identification from the motorcycle taxi app providers shall remain confidential and private information.

6.3.1.2. The motorcycle app provider shall ensure data security and ensure that collected identification information is for security and public health protocol purposes only.

6.3.2. Provide a comprehensive safety campaign for the public to ensure that all passengers are knowledgeable and aware of the public health standards and protocols of motorcycle riding.

6.3.3. Ensure compliance by the drivers on the usage of NTF approved barriers between driver and passengers.

6.3.4. Ensure all payments for rides are made via cashless channels.

6.3.5. Ensure all drivers are submitting their body temperature and motorcycle sanitation status report prior to the start of every workday.

6.3.6. Ensure both drivers and passengers fill out the health declaration forms via the DOTr-accredited motorcycle taxi apps prior to taking rides.

6.3.7. Ensure all drivers undergo the required COVID-19 testing as provided for in the DOH Department Memorandum No. 2020-0258-A (for Sub-group J: Economy Workers) for COVID-19 via RT-PCR tests or other approved confirmatory testing modalities in the future. Any positive drivers must be promptly deactivated and undergo necessary isolation as further recommended by the most recent DOH or IATF guidelines.

6.3.8. Ensure all drivers are regularly tested for alcohol and illegal drugs.

6.3.9. Submit, on a monthly basis, raw data on the following:

6.3.9.1.1. Road crashes and complaints from passengers;

6.3.9.1.2. Collation of service feedback from passengers;

6.3.9.1.3. Any data on trips, kilometers travelled, fares collected, as determined by the DOTr; and

6.3.9.1.4. Pilot implementation will gather data from areas to determine best course of action for motorcycles-for-hire specific to those locations.

6.3.10. Provide access to a feedback mechanism for both rider and passenger to raise complaints or other issues (e.g. accidents, lost items, etc.).

6.4. All tricycle drivers must:

6.4.1. Wear protective gear such as a jacket or long-sleeved shirt, closed shoes, long pants and other necessary protective gear for the whole duration of the ride.

6.4.2. Use their own full face shield at all times during the ride.

6.4.3. Wear a face mask completely covering the nose and the mouth for the whole duration of the ride.

6.4.4. Submit a body temperature and tricycle sanitation status report prior to starting a workday to the TODA through their required formats.

6.4.5. Ensure that the driver's and the passenger's hands are sanitized before boarding the tricycle.

6.4.6. Always have an NTF approved barrier between the driver and the passenger for the whole duration of the ride.

6.4.7. Clean and disinfect face shields, riding apparel, tricycle seats and NTF approved barrier after each passenger's ride or transaction.

6.4.8. Observe speed limit in all roads such as schools, churches, markets.

6.4.9. Abide by all available traffic rules and regulations.

6.4.10. Observe maximum payload of the tricycle.

6.4.11. Ensure that the tricycle is routinely maintained and all safety gear are in good condition.

6.4.12. Comply with the required COVID-19 testing as provided for in the DOH Department Memorandum No. 2020-0258-A (for Sub-group J: Economy Workers) and undertake isolation measures, if tested positive.

6.4.13. Refuse the following passengers:

6.4.13.1. Those under the influence of alcohol, drugs and other banned substances;

6.4.13.2. Person with Disability (PWD) who cannot hold on safely;

6.4.13.3. Children covered by R.A. 10666 or the Children's Safety on Motorcycles Act of 2015;

6.4.13.4. Pregnant women; and/or,

6.4.13.5. Those who are non-compliant to the required motorcycle passenger health protocols identified in 6.5.

6.4.14. Only accept one (1) tricycle back-rider at a time.

6.5. All tricycle back-riders must:

6.5.1. Wear protective gear such as a jacket or long-sleeved shirt, closed shoes, long pants and other necessary protective gear for the whole duration of the ride.

6.5.2. Use their own full face shield at all times during the ride.

6.5.3. Wear a face mask completely covering the nose and the mouth for the whole duration of the ride.

6.5.4. Ensure that the driver's and the passengers' hands are sanitized before boarding and after disembarking the tricycle.

6.5.5. Clean and disinfect their face shield and riding apparel in between rides.

6.6. Tricycle operators wishing to admit back-riders in their tricycle units must comply with an NTF approved standard design as to the length of the back-rider's seat.

6.7. DOTr, in collaboration with DILG and other concerned LGUs, shall ensure that all established protocols approved by the IATF on safe transport and minimum health standards are strictly followed.

6.6.1. Provide supplementary guidelines on motorcycle taxi, if necessary, to ensure transport safety and health protocols are strictly followed and implemented.

6.6.2. Monitor the pilot testing and operation of the motorcycle taxi with the LGUs.

6.8. DILG and LGUs, in coordination with concerned agencies, shall implement and enforce the established protocols on motorcycle taxi and tricycle back-riding. LGUs shall provide implementing rules, if necessary, to address their peculiar needs for motorcycle taxi and tricycle back-riding.

6.9. All future proposed interventions, protocols, and guidelines related to the mitigation of COVID-19 shall be subject to the review and approval of the IATF and NTF.

7. Implementation:

7.1. All implementing agencies shall issue the necessary Advisory / Memorandum and supplemental guidelines to ensure its proper implementation and dissemination within their respective jurisdictions.

7.2. All implementing agencies shall ensure that the purpose of this Memorandum Circular is faithfully complied with by all concerned parties.

8. Effectivity:

This order shall take effect immediately.

FOR GUIDANCE AND COMPLIANCE OF ALL CONCERNED.

SECRETARY DELFIN N. LORENZANA
Chairperson, NTF-COVID19

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