



“MAP Insights” column in *BUSINESSWORLD*

**“EDCOM 2: Lifelong Learning
Poverty Crisis”**

October 11, 2022

Dr. FEDERICO “Poch” M. MACARANAS

(Second of two parts)

The Education Commission 2 (EDCOM 2) must connect our primary school learning crisis to more fundamental questions of the Philippines as a Lifelong Learning (LLL) nation. Formal and informal learning in communities and corporations must be integrally pursued.

Long-term education-work-life issues of EDCOM 2 cover the more difficult subject of systematic risks (basic skills covered by the 4 Cs of 21st Century education - critical thinking, communication, collaboration, and creativity) in grade school.

On the other hand, the short-term LLL agenda are specific risks related to individual sector reforms, industry-vetted micro-credential courses, and granularly targeted government programs, including improved literacy and numeracy, and vocational-technical education for adult learners.

Both short- and long-term agendas must be chased at the same time.

It is best for our economy to survive with the present sectoral winners through targeted strategies, thereby helping finance the improvement of the future workforce in grade school now.

So, what can EDCOM 2 pursue to avoid death by a thousand cuts – when learners find, that despite hard work, their skills are deteriorating rapidly relative to the changing times? Where should we focus the additional LLL training of the current workforce?

AREAS for SHORT-TERM LLL FOCUS

Four reasons for continued employee training (LLL) were found out to be critical among 11 variables in the 2007 ILO study on the Philippines: (1) GDP growth relative to other countries, (2) flexibility (adaptability of people in the economy is high when faced with new challenges), (3) educational system (meeting the needs of a competitive economy), and (4) knowledge transfer (highly developed between companies and universities).

These are as relevant today as in 2007. Only the first two are discussed in greater detail here.

Driving GDP growth

Whole-of-nation LLL in the Philippines was required, but never addressed, based on its low GDP growth relative to dynamic Southeast and Northeast Asian neighbors in 2007.

Today, with the false comfort of higher short-term GDP growth rates after a disastrous pandemic fall, LLL must be pushed by leaders in key sub-sectors where the industry growth slippage is most problematical, e.g., evidenced by increased difficulty in hiring qualified talents. Specific training must be directed where we have the most potential comparative advantage to promote for domestic and global markets.

Our marine resource wealth is one new area to scale up, from marine flora/ fauna and seabed minerals protection, maritime services provision, to “asin”/rocksalt production. For the first time in its planning history, we have a marine archipelagic nation document which must be explored by Filipino science, technology, and innovation talents in

collaborative programs with producer and consumer stakeholders. (NAST, Pagtanaw 2050: STI Foresight Document, 2021).

Two factors augur well: in the last generation (25 years), the relatively speedy rise of our innovative start-ups, and the continued flow of excellent ideas from many programs between DOST and private firms.

Other LLL for GDP growth drivers are current major foreign exchange earners with large number of employed workers and concerned families –

- (1) Cybersecurity for maritime, and technical/conversational English for nursing services (both delivered overseas where we are the top supplier of global talents and thus potential sources of related business ideas),
- (2) 4Cs of 21st C education for business process outsourcing and tourism sectors services (rendered domestically where fewer family problems may ensue),
- (3) Liberal arts plus STEM-influenced learning for fields requiring professional examinations and substituting micro-credentials -- doing away with college diplomas, as Singapore selectively started in some industries for employment purposes in late 2021. [Congressman Go noted three weeks ago: the most recent passing rates of licensure exam-takers are about 56% of first-time takers, and 38% of graduates across disciplines], and
- (4) arts and culture, other cybersecurity services, marine-based products (carrageenan, seafood, mariculture), and natural products for climate change mitigation.

Flexibility in the face of new challenges

Five of the top ten global concerns of leaders surveyed for the 2021-22 Global Risk Report of the World Economic Forum are on climate change. The Philippines is in a region where extreme temperature changes will bring in more severe precipitation and harsher typhoons, as Karding ominously warned us with other contemporaneous disasters around the world most recently.

Can we adjust our learning systems here, in modality and content?

Our flexibility as a nation has been exhibited recently in the dramatic increase of local start-ups, largely inspired by our overseas talents.

They brought the Silicon Valley joie de vivre back to the country and sparked a brain circulation vs. the brain drain spawned by the education-skills mismatch and attractive migration offers.

Many entrepreneurial Filipino domestic and expatriate professionals can be drawn into local businesses directly -- to impact on livelihood and environment concerns through further training, marketing, and financial support in new ventures to speed up and scale efforts, e.g.,

(1) coordinated planting of bamboo for region-specific species to counter disastrous soil erosion and greenhouse gas emissions from agriculture, transport, and industry, additionally to fulfill import offers for bamboo charcoal for gasification in renewable energy plants (part of the Philippines' Billion Bamboos Campaign through 2030 as our contribution to some UNSDG targets),

(2) speeding up of translational research from universities to industries, e.g., bioethanol production from nipa palm as renewable energy (for bancas/ vehicles use, and electricity in remote areas), and other DOST programs from the Filipinovation strategy which is now DTI's responsibility, and

(3) mangrove reforestation in Marine Protected Areas, for increased fishery catch, ecotourism, and eco-system-based adaptation for climate change problems (championed by the French impact investor Blue Finance in the Verde Island Passage between Batangas and the Visayas, the most marine biodiverse region of planet Earth).

Conclusion

These practical adult LLL concerns are what micro-credentials should focus on. Obviously, they include adapting the 4Cs of basic education skills to community and corporate adult learning -- what the country needs today as schools attempt to re-invent old ideas into new curricula for new mindsets.

Indeed, they are at the heart of whatever LLL we have, sinking so fast in rising seas that our archipelago risks having fewer islands of talent excellence.

(This article reflects the personal opinion of the author and does not reflect the official stand of the Management Association of the Philippines or MAP. The author is Co-Chair of the Sub-Committee on Lifelong Learning of the MAP Management and Human Development Committee. He is author of the ILO Monograph on Lifelong Learning in the Philippines (2007). Feedback at <map@map.org.ph> and <fmamacaranas@gmail.com>.)

October 10, 2022 Joint Statement entitled "30 Private Groups urge EDSA Busway privatization to ease commuters' daily grind"



30 PRIVATE GROUPS URGE EDSA BUSWAY SYSTEM PRIVATIZATION TO EASE COMMUTERS' DAILY GRIND

October 10, 2022

We, the undersigned organizations, commend the Marcos Administration's policy on encouraging private sector participation through public-private partnerships or PPP.

We welcome the amendments to the implementing rules and regulations (IRR) of the amended Build Operate Transfer (BOT) Law that are investor friendly and are likely to generate bigger private sector involvement in government infrastructure projects.

One low hanging fruit for PPP is the urgently needed EDSA Busway System that was introduced by the government on June 1, 2020 in response to private sector advocacy.

To expeditiously carry this work-in-progress project forward to its completion in accordance with global standards, as laudably committed by Transportation Secretary Jaime Bautista, we strongly urge and fully support its privatization, conformably with PPP process and under concession terms beneficial to all concerned.

According to the Department of Transportation (DOTr), the Busway System carried an average of 325,000 passengers daily in August 2022, even with only 550 buses committed to its operations, compared to the pre-pandemic level of 3,300 units. It has reduced in half the end-to-end travel time on EDSA --- from Monumento in Caloocan City to the Paranaque Integrated Terminal Exchange (PITX) ---from three hours to one-and-a-half hours. These are truly impressive gains that reflect great opportunity for further improvement.

The EDSA Busway System provides an opportunity for the government to upgrade the country's public transportation system, despite the challenges posed by severe fiscal constraints brought about by the pandemic.

It is high time that the government and the private sector join hands to provide the critical components that are needed to complete the Busway System --- and finally put an end to the daily scenario in which thousands of commuters wait in long queues in overcrowded stations while enduring unnecessary pains and hardships.

The busway with rapid bus service has proven to be the most cost-effective urban mass transit system in the world. It is easy to implement and requires significantly less capital expenditures, while it can provide high efficiency and ridership capacity similar to rail trams with the introduction of the latest technology in commuter transport: high capacity, articulated trackless long bus-trains running on rubber wheels.

Our commuters and our country deserve a Busway System that is at par with comparable systems in other countries. We note that the Jakarta Busway has the longest system in the world and the Guangzhou System is recognized as the gold standard.

We urge the government to immediately implement the privatization of the EDSA Busway System.

1. AGRIWATCH (BANTAY AGRIKULTURA) INC.
2. AMERICAN CHAMBER OF COMMERCE OF THE PHILIPPINES (AMCHAM)
3. ANVIL BUSINESS CLUB
4. ASIA PACIFIC REAL ESTATE ASSOCIATION (APREA) – PHILIPPINES
5. CEBU BUSINESS CLUB (CBC)
6. CEBU LEADS FOUNDATION (CLF)
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Awardee for approval of MAP Members
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**October 13, 2022, Thursday, 11:45 PM to 2:00 PM
Grand Ballroom A, Level 3, Shangri-La The Fort**

Tourism Outlook Beyond 2022

A Project of MAP Trade, Investments and Tourism (TI&T) Committee

Speaker:



Secretary MARIA ESPERANZA CHRISTINA GARCIA FRASCO
Department of Tourism (DOT)

Reactors:



Capt. STANLEY KUANG
President and COO, Philippine Airlines (PAL)



Mr. BRUCE ALEXANDER WINTON
General Manager, Manila Marriott Hotel

Co-Moderators:



Mr. CHARLIE P. VILLASEÑOR
Chair, MAP TI&T Committee
Chair and CEO
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 For venue guarantee purposes, it is IMPORTANT that you make your reservation with the MAP Secretariat via map@map.org.ph. Just type "ATTENDING" if you will join the event; "REGRETS" if not.
 MAP Circular No. 065 - 2022

Please register thru the following link: <https://forms.gle/2Px49nhTUGdqaFYT9>



About the Discussion Leader

Ranjay Gulati



Former head of the organizational behavior unit at Harvard Business School, Ranjay Gulati served for almost a decade as chair of the Advance Management Program, HBS's premier leadership development program.

Ranjay regularly speaks to executive audiences around the world. The groups he speaks to range in size from small senior leadership and corporate boards to large company off-sites. He has worked with companies in a range of industries and spoken with groups across a variety of functional areas. His clients range from large well-established corporations to high-growth entrepreneurial ventures.

Drawing upon his recent book, Ranjay Gulati will offer a compelling reassessment of purpose as a management ethos, documenting the gains and social benefits that become possible when firms get purpose. Based on extensive field research, he will show how deep-purpose energizes their enterprise by inspiring employees and fostering greater trust with customers and partners. Purpose is also a compass that helps these firms effectively navigate the inevitable tradeoffs across stakeholders and balance their short- and long-term goals. Ultimately, a deeper commitment to purpose holds the key not merely to the well-being of individuals but also to humanity's future.

*Ranjay will be available to sign your copies of the book at the venue.

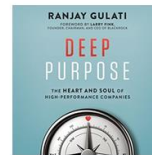
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**“MAP MANAGEMENT MAN OF THE YEAR 2022”
Awarding Ceremony
and
Annual MAP General Membership Meeting for 2022**

**November 28, 2022, Monday
11:45 PM to 2:00 PM
Shangri-La The Fort**

Articles/Papers from MAP Members

1. "The importance of Arta (2)" from MAP Governor PETER WALLACE's "Like it is" Column in the PHILIPPINE DAILY INQUIRER on October 10, 2022

To make it more confusing, Dito Telecommunity, another telco, complained to the Ombudsman claiming they had the right to the assigned frequencies. They claimed that the Anti-Red Tape Authority (Arta) officials gave undue favor to NOW Telecom by issuing the frequencies that were supposed to be for Dito.

In response, the Ombudsman preventively suspended Arta director general Jeremiah Belgica together with four of his top officials from the legal department, effectively crippling the day-to-day resolution of cases filed before Arta. But Arta has no authority, or role, in assigning frequencies. It's the National Telecommunications Commission (NTC) that does that. And, as far as I can tell, NTC still hasn't assigned the frequencies to anybody.

What I don't understand is why the Ombudsman suspended Arta officials when it was NTC that created the mix-up. Arta just followed the law.

What is even more peculiar is that, at the request of NTC, the Department of Justice (DOJ) stepped in. The DOJ ruled that Arta had no jurisdiction over NTC as the latter is a quasi-judicial entity and the law exempts quasi-judicial entities from Arta's oversight. If, like me, you didn't know what a quasi-judicial entity is, it's just about every agency we deal with—the BOC, FDA, DENR, SSS, BI, LRA, SEC, OMB, BAI, PCC, NCIP, GSIS—everyone who adjudicates in order to decide whether to grant someone something.

This is not what the law intended. The law was authored by Senate President Migz Zubiri who intended this law to give us a rapid, simple, incorruptible process for obtaining government approvals. As he said, the application of the Ease of Doing Business (EODB) law must be observed by all agencies. In this case, that includes automatic approval.

The DOJ seems to have based its decision on the original law of 2007, which did exclude quasi-judicial functions from coverage of the law. But Republic Act No. 11032, the Ease of Doing Business and Efficient Government Service Delivery Act of 2018, reversed this and

specifically included quasi-judicial entities in coverage by Arta. This was further confirmed in bicameral committee deliberations.

The case was brought up to the Court of Appeals (CA) by Newsnet. The CA heeded the new law and agreed with Arta. Quasi-judicial entities were specifically included in the coverage of the EODB law. The CA went further in pointing out that the DOJ decision is not applicable in this case because Newsnet is a private corporation only needing a certificate of authority from the NTC, not a franchise as required by a company providing public service.

The CA recognized the importance of Arta's role when it went further and said, "The EODB Act imposes civil, administrative and criminal sanctions against public officials who violate the same, however, it is wanting on the remedies or the measures regarding the implementation of the Arta's directive of automatic approval. Hence, the issuance of the instant writ of mandamus (an order from a court to an inferior government official ordering the government official to properly fulfill their official duties or correct an abuse of discretion) is judicious to promote the government's drive to reduce red tape and expedite business and nonbusiness transactions in the government, otherwise, the purpose of the law will be rendered inutile or meaningless." The CA directed the NTC to faithfully and immediately comply with Arta's order.

Zubiri followed that up with a public statement, thanking the CA for its decision. In that statement, he said: "We are sending a strong message to all government agencies to listen to Arta, follow Arta's directives. In this way, we can effectively serve our people and promote the Ease of Doing Business. The Ease of Doing Business, by the way, is a recurring theme whenever we meet with local investors, foreign investors who want to do business in the Philippines."

I presume, given the CA's order and the support of the Senate, that the Ombudsman will recognize that this was just a simple error and that he now corrects it by addressing its concerns to the NTC where the failure clearly lies. To repeat, Arta's only role was to confirm the documents were complete, and the requisite fees paid, which they did. So the automatic approval demanded by the law kicked in. Let Arta get back to work and continue to improve the ease of doing business with the government. Let the DOJ sort out in arbitration who should get the frequencies because the DOJ

has no power to decide on the frequencies. It is now with the courts where a decision can be made.

The Ombudsman has vast powers. He can accept all kinds of complaints, covering corruption and poor performance in all branches of the government. He can also impose penalties such as preventive suspension on erring officials. There's much else he can do. Arta can't do any of it, its role is strictly limited to a certain niche of government service: Doing business with the government, and finding ways to make it easier. It helps the Ombudsman do his job by reducing the work he has to do. He should be welcoming and working with this assistance.

-----Email: wallace_likeitis@wbf.ph

**2. "Adequacy, reliability, and cost"
from MAP Governor CIELITO "Ciel" F.
HABITO's "No Free Lunch" Column in the
PHILIPPINE DAILY INQUIRER on
October 11, 2022**

What's wrong with our infrastructure? It's all about the three attributes in our title: we don't have enough, it's not reliable, and costs too much. And these hold true whether it's electric power, water, transport, telecoms, or housing we're talking about.

The frequency of yellow and red alerts that the National Grid Corporation of the Philippines has issued lately reveals the inadequacy of our power supplies. A yellow alert, in plain terms, means that supply is too low and precariously close to falling short of demand, while a red alert means that supply actually falls short, necessitating rotating "brownouts." There have been more than the usual yellow alerts this year, suggesting thin reserves—especially when power plants fail unexpectedly, as seven reportedly did on Sept. 12. That so many could fail at the same time also reflects the system's unreliability, likely due to age and/or inadequate maintenance of the plants. That power cost in the country is among the highest in the region is well known. Only Singapore reportedly exceeds our industrial power costs in Asean, while residential power costs are next highest to Japan in all of Asia. International energy think tank Institute for Energy Economics and Financial Analysis blames "uncompetitive market structures" and "heavy reliance on imported fossil fuels" for the country's high power costs.

Many eyes are on water lately, amid warnings that it is the next crisis resource to cause conflicts globally. With its watersheds and aquifers rapidly degrading, the Philippines lacks water capture and impoundment systems commonly used elsewhere. Much greater coordination is needed on competing water uses (i.e., household and commercial use, crop

irrigation, and hydropower generation), currently fragmented across various agencies, and raising costs of provision. The interagency National Water Resources Board has not been enough, and its focus seems heavy on regulation but short on development. Many are calling for a Cabinet-level Department of Water Resources, following the example of many other countries.

Meanwhile, we see the same inadequacy, unreliability, and high cost—not to mention questionable safety—in our land, water, or air transport systems. Our land transport planning is often described as too "car-centric," as building and widening roads take more prominence than providing extensive and efficient mass transport systems. Indeed, it is said that a country's level of development is seen in how effective mass transport systems make private car ownership unnecessary. Interisland water transport remains inadequate in too many parts of our country, and aging fleets compromise safety and reliability. Lack of competition unduly raises costs of interisland shipping, with the long-cited observation that it is costlier to ship products to Manila from Mindanao than from overseas. And while air travel has become more accessible over the years, many airports around the country leave much to be desired.

Now the staple in telecommunications, internet connectivity needs much wider reach, greater speed and reliability, and more accessibility and affordability, especially for the poor. While world-class internet speeds are available, they come at a hefty price.

But the most basic of infrastructures is housing, for which the unmet need has been persistently high, and on which the government has simply not spent enough. Based on data compiled by the Asian Development Bank, government spending on "housing and community amenities" takes 10.6 percent of the budget in Malaysia, 6.2 percent in Myanmar, 5.2 in Brunei, 4.8 in Korea and Singapore, 2.7 in Indonesia, 1.7 in Japan, 1.3 in Thailand and Bangladesh—but a mere 0.18 percent in the Philippines! This comparison alone speaks volumes—and housing expenditures have among the most potent multiplier effects for the whole economy.

It will take much more than slogans like "Build, build, build" for our physical capital to truly uplift Filipinos' lives. It demands policies, programs, and public investments that would ensure adequacy, reliability, and low cost of our country's infrastructure.

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News articles on the October 10, 2022 Revised Joint Statement Entitled "30 PRIVATE GROUPS URGE EDSA BUSWAY SYSTEM PRIVATIZATION TO EASE COMMUTERS' DAILY GRIND"

1. "Gov't urged privatize EDSA busway system to ease commuters' 'pains'"

ABS-CBN

October 6, 2022

MANILA - The government should consider the privatization of the EDSA Busway System to hasten its development and ease the burden of the commuting public, several business groups said on Thursday.

The EDSA Busway System was introduced in 2020 during the COVID-19 pandemic. It is also a "low-hanging fruit" to implement more private sector participation through public-private partnerships, the groups said in a joint statement.

"To expeditiously carry this work-in-progress project forward to its completion in accordance with global standards, as laudably committed by Transportation Secretary Jaime Bautista, we strongly urge and fully support its privatization, conformably with PPP process and under concession terms beneficial to all concerned," the statement said.

"We urge the government to immediately implement the privatization of the EDSA Busway System," it added.

The EDSA busway carried an average of 325,000 passengers daily in August with 550 buses, down from EDSA's pre-pandemic count of 3,300 units, the groups said citing data from the Department of Transportation (DOTr).

While the busway system has produced "impressive gains" there are a lot of opportunities for the government to upgrade with the help of the private sector, they said.

"It is high time that the government and the private sector join hands to provide the critical components that are needed to complete the Busway System --- and finally put an end to the daily scenario in which thousands of commuters wait in long queues in overcrowded stations while enduring unnecessary pains and hardships," the groups said.

"Our commuters and our country deserve a Busway System that is at par with comparable systems in other countries," the statement said.

This comes after an MRT-3 glitch on Oct. 5 left many commuters stranded for hours with very

limited alternative, including the EDSA busway system.

2. "Feasibility study ordered for EDSA busway privatization"

by Arjay L. Balinbin

BusinessWorld

October 10, 2022

THE Transportation department said on Monday that the government will conduct a feasibility study to evaluate a privatization proposal put forward by the business community for the bus system plying Epifanio de los Santos Avenue (EDSA).

"We have requested the Public-Private Partnership (PPP) Center to set aside funds for the feasibility study," Transportation Secretary Jaime J. Bautista said on the sidelines of the Economic Journalists Association of the Philippines' Economic Forum 2022.

At the forum, Mr. Bautista said the department has also received from Swedish Ambassador to the Philippines Annika Thunborg an offer of Swedish government help to study improvements to the busway project.

"Of course, we gratefully accepted her offer," Mr. Bautista said.

On Oct. 6, 28 private groups urged the government to privatize the busway to relieve commuters of their difficulties.

"It is high time that the government and the private sector join hands to provide the critical components that are needed to complete the busway system — and finally put an end to the daily scenario in which thousands of commuters wait in long queues in overcrowded stations while enduring unnecessary pains and hardships," the groups said in a joint statement.

Among the groups that called for the busway's privatization were American Chamber of Commerce of the Philippines, Chinese Filipino Business Club, Filipino CEO Circle, Financial Executives Institute of the Philippines, and Management Association of the Philippines.

"Our commuters and our country deserve a busway system that is at par with comparable systems in other countries. We note that the Jakarta Busway has the longest system in the

world and the Guangzhou System is recognized as the gold standard," they said.

Separately, Mr. Bautista said the department expects to finalize negotiations for a Chinese loan funding the Calamba-Bicol, Clark-Subic, and Mindanao railway projects by early next year.

"We really want to make it as early as possible para magawa kaagad (to hasten construction)," he said, adding that the expected timeline for a deal is the first quarter of 2023.

The Calamba to Bicol project is a 380-kilometer railway from Banlic, Calamba, Laguna, to Daraga, Albay, while the Subic-Clark railway is a 71.13-kilometer railway consisting of a 64.19-kilometer main line connecting Subic Bay Freeport Zone and Clark Freeport Zone and a 6.94-kilometer link to the Subic Bay Port's New Container Terminal.

The Mindanao railway project phase 1 runs from the Tagum Station and depot in Davao del Norte to Digos City, Davao del Sur. It will have stations in Carmen, Panabo, Santa Cruz, and three in Davao City, including a sub-depot.

"What we can do for now is award the contract packages," Mr. Bautista said.

The government recently canceled its loan applications for the three projects because the Chinese government was "unresponsive," Transportation Undersecretary Cesar B. Chavez said in July. — Arjay L. Balinbin

3. "Government urged to privatize Edsa Busway System" **By Andrea E. San Juan** **BusinessMirror** **October 6, 2022**

Several private groups are urging the government to immediately implement the privatization of the EDSA Busway System to "finally" put an end to the daily struggle of thousands of commuters, according to the Management Association of the Philippines (MAP).

"It is high time that the government and the private sector join hands to provide the critical components that are needed to complete the Busway System—and finally put an end to the daily scenario in which thousands of commuters wait in long queues in overcrowded stations while enduring unnecessary pains and hardships," the joint statement of 28 private groups said on Thursday.

"To expeditiously carry this work-in-progress project forward to its completion in accordance with global standards, as laudably committed by

Transportation Secretary Jaime Bautista, we strongly urge and fully support its privatization, conformably with PPP process and under concession terms beneficial to all concerned," the private groups added.

In the said statement, data from the Department of Transportation (DOTr) was cited, noting that the Busway System carried an average of 325,000 passengers daily in August 2022, even with only 550 buses committed to its operations, compared to the pre-pandemic level of 3,300 units.

Further, according to the DOTr, this has reduced in half the end-to-end travel time on EDSA—from Monumento in Caloocan City to the Paranaque Integrated Terminal Exchange (PITX) from three hours to one-and-a-half hours.

The private groups also noted that the busway with rapid bus service has proven to be the "most cost-effective" urban mass transit system in the world.

Apart from being cost-effective, the groups noted that it is easy to implement and requires "significantly" less capital expenditures, while it can provide high efficiency and ridership capacity similar to rail trams with the introduction of the latest technology in commuter transport: high capacity, articulated trackless long bus-trains running on rubber wheels.

The private groups emphasized that the country's commuters deserve a Busway System that is "at par with comparable systems" in other countries. The groups cited the Jakarta Busway's "longest system" in the world and the Guangzhou System which they said are recognized as the gold standard.

The groups who signed the statement are: Agriwatch Inc. ; American Chamber of Commerce of the Philippines (AmCham); Anvil Business Club; Asia Pacific Real Estate Association (APREA)-Philippines; Cebu Business Club (CBC); Cebu leads Foundation, Chinese Filipino Business Club, Inc. (CFBCI); Federation of Filipino-Chinese Chambers of Commerce and Industry, Inc. (FFCCCII); Federation of Indian Chamber of Commerce (Phil) Inc. (FICCI); Filipina CEO Circle; Financial Executives Institute of the Philippines (FINEX); Foundation for Economic Freedom (FEF); Guild of Real Estate Entrepreneurs and Practitioners, Inc. (Greenpro); Information Technology and Business Process Association of the Philippines (IBPAP); Management Association of the Philippines (MAP); National Real Estate Association (NREA);

More private groups who have expressed support signed the statement are: Organization of Socialized Housing Developers of the Philippines (OSHDP); Philippine Center for Entrepreneurship

Foundation- Go Negosyo; Philippine Council of Associations and Association Executives (PCAAE); Philippine Franchise Association (PFA); Philippine Institute of Certified Public Accountants (PICPA); Philippine Retailers Association (PRA); Philippine Women's Economic Network (PHILWEN); Philippines-New Zealand Business Council; Procurement and Supply Institute of Asia (PASIA); Subdivision and Housing Developers Association (SHDA); Tax Management Association of the Philippines (TMAP); and Women's Business Council Philippines (WomenBizPH).

"We the undersigned organizations, commend the Marcos Administration's policy on encouraging private sector participation through public-private partnerships or PPP," the private organizations said.

Moreover, the private groups said they welcome the amendments to the implementing rules and regulations (IRR) of the amended Build Operate Transfer (BOT) Law that are "investor-friendly" and are likely to generate "bigger private sector involvement" in government infrastructure projects.

4. "Business, advocacy groups call for EDSA Busway privatization" by TED CORDERO GMA News October 6, 2022

More than a dozen business and advocacy groups are calling for the privatization of the EDSA Busway System to improve commuters' experience.

In a joint statement, the groups said they "strongly urge and fully support" the privatization of the EDSA Busway System, "conformably with the PPP (public-private partnership) process and under concession terms beneficial to all concerned."

The groups said, citing data from the Department of Transportation (DOTr), the EDSA Busway System carried an average of 325,000 passengers daily in August 2022, even with only 550 buses committed to its operations, compared to the pre-pandemic level of 3,300 units.

"It has reduced in half the end-to-end travel time on EDSA — from Monumento in Caloocan City to the Parañaque Integrated Terminal Exchange (PITX) —from three hours to one-and-a-half hours," the groups said.

"These are truly impressive gains that reflect great opportunity for further improvement," they added.

The signatories to the joint statement are the following:

- Agriwatch (Bantay Agrikultura) Inc.
- American Chamber of Commerce of the Philippines (AMCHAM)
- Anvil Business Club
- Asia Pacific Real Estate Association (APREA) – Philippines
- Cebu Business Club (CBC)
- Cebu Leads Foundation (CLF)
- Chinese Filipino Business Club, Inc. (CFBCI)
- Federation of Filipino-Chinese Chambers of Commerce & Industry Inc. (FFCCCI)
- Federation of Indian Chambers of Commerce (Phil) Inc. (FICCI)
- Filipina CEO Circle (FCC)
- Financial Executives Institute of the Philippines (FINEX)
- Foundation for Economic Freedom (FEF)
- Guild of Real Estate Entrepreneurs and Practitioners, Inc. (GREENPRO)
- IT & Business Process Association of the Philippines (IBPAP)
- Management Association of the Philippines (MAP)
- National Real Estate Association (NREA)
- Organization of Socialized Housing Developers of the Philippines (OSHDP)
- Philippine Center for Entrepreneurship Foundation - GO NEGOSYO
- Philippine Council of Associations and Association Executives (PCAAE)
- Philippine Franchise Association (PFA)
- Philippine Institute of Certified Public Accountants (PICPA)
- Philippine Retailers Association (PRA)
- Philippines Women's Economic Network (PHILWEN)
- Philippines-New Zealand Business Council
- Procurement and Supply Institute of Asia (PASIA)
- Subdivision and Housing Developers Association (SHDA)
- Tax Management Association of the Philippines (TMAP)
- Women's Business Council Philippines (WomenBizPH)

"The EDSA Busway System provides an opportunity for the government to upgrade the country's public transportation system, despite the challenges posed by severe fiscal constraints brought about by the pandemic," the groups said.

"It is high time that the government and the private sector join hands to provide the critical components that are needed to complete the Busway System and finally put an end to the daily scenario in which thousands of commuters wait in long queues in overcrowded stations while enduring unnecessary pains and hardships," they added.

The busway with rapid bus service has proven to be the most cost-effective urban mass transit system in the world, according to the groups.

5. "Calls for Edsa busway privatization get louder"

by Alden M. Monzon
Philippine Daily Inquirer
October 11, 2022

At least 30 organizations comprising different business groups, trade unions and private sector associations are backing the privatization of the Edsa busway system, urging immediate changes in ownership and control of one of Metro Manila's most used public transportation systems.

"To expeditiously carry this work-in-progress project forward to its completion in accordance with global standards, as laudably committed by transportation Secretary Jaime Bautista, we strongly urge and fully support its privatization, conformably with PPP (public-private partnership) process and under concession terms beneficial to all concerned," read a joint endorsement letter made public by the Management Association of the Philippines (MAP) on Monday.

Other groups backing the efforts include: Agriwatch Inc., American Chamber of Commerce of the Philippines, Anvil Business Club, Asia Pacific Real Estate Association-Philippines, Cebu Business Club, Cebu Leads Foundation, Chinese Filipino Business Club, Inc., Connected Women, Federation of Filipino-Chinese Chambers of Commerce and Industry, Inc., Federation of Indian Chambers of Commerce Inc., Filipina CEO Circle, Financial Executives Institute of the Philippines and Foundation For Economic Freedom, Guild of Real Estate Entrepreneurs and Practitioners Inc. and the Green EDSA Movement.

The list also includes IT-Business Process Association of the Philippines, National Real Estate association, Organization of Socialized Housing Developers of the Philippines, Philippine Center for Entrepreneurship Foundation -Go Negosyo, Philippine Council of Associations and Association Executives, Philippine Franchise Association, Philippine Institute of Certified Public Accountants, Philippine Retailers Association, Philippine Women's Economic Network, Philippines-New Zealand Business Council, Procurement and Supply Institute of Asia, Subdivision and Housing Developers Association, Tax Management Association of the Philippines and Women's Business Council Philippines.

Opportunity to upgrade

"The Edsa busway system provides an opportunity for the government to upgrade the country's public transportation system, despite the challenges posed by severe fiscal constraints brought by the pandemic," the joint letter read.

"It is high time that the government and the private sector join hands to provide the critical components that are needed to complete the

busway system and finally put an end to the daily scenario in which thousands of commuters wait in long queues in overcrowded stations while enduring unnecessary pains and hardships," it added.

Citing data from the Department of Transportation, these groups said the busway system carried an average of 325,000 passengers daily in August 2022, with only 550 buses committed to its operations, compared with the pre-pandemic level of 3,300 units.

They added that the transport system had halved end-to-end travel time on Edsa to one-and-a-half hours. INQ

6. "Groups push Busway privatization"

by Myla Iglesias
Malaya
October 7, 2022

Twenty-eight private groups yesterday urged the Marcos administration to pursue the privatization of the EDSA Busway system under public-private partnership (PPP).

In a statement, private groups Management Association of the Philippines, American Chamber of Commerce of the Philippines, Philippine Franchise Association among others expressed support to the privatization "conformably with PPP process and under concession terms beneficial to all concerned."

The groups said they welcome the amendments to the implementing rules and regulations of the amended Build Operate Transfer Law that are investor friendly and are likely to generate bigger private sector involvement in government infrastructure projects."

According to the Department of Transportation, the Busway System which has been operating for over two years carried an average of 325,000 passengers daily in August 2022, even with only 550 buses committed to its operations, compared to the pre-pandemic level of 3,300 units.

It has reduced in half the end-to-end travel time on EDSA — from Monumento in Caloocan City to the Paranaque

Integrated Terminal Exchange — from three hours to one-and-a-half hours. — Myla Iglesias

7. "30 groups urge Marcos to privatize EDSA busway system"

by Bernie Cahiles-Magkilat
Manila Bulletin
October 10, 2022

Some 30 private business groups have urged the Marcos administration to privatize the EDSA Busway System to ease traffic and alleviate the daily grind of commuters.

According to the groups, the EDSA Busway System is one low hanging fruit for the government, which is encouraging private sector participation through public-private partnerships (PPP).

“One low hanging fruit for PPP is the urgently needed EDSA Busway System that was introduced by the government on June 1, 2020 in response to private sector advocacy,” the groups said in a statement.

The privatization of the EDSA Busway System has also been facilitated with the amendments to the implementing rules and regulations (IRR) of the amended Build Operate Transfer (BOT) Law, which the groups said is investor friendly and are likely to generate bigger private sector involvement in government infrastructure projects.

To expeditiously carry this work-in-progress project forward to its completion in accordance with global standards, as committed by Transportation Secretary Jaime Bautista, the groups said, “We strongly urge and fully support its privatization, conformably with PPP process and under concession terms beneficial to all concerned.”

According to the Department of Transportation, the Busway System carried an average of 325,000 passengers daily in August 2022, even with only 550 buses committed to its operations, compared to the pre-pandemic level of 3,300 units.

It has reduced in half the end-to-end travel time on EDSA — from Monumento in Caloocan City to the Paranaque Integrated Terminal Exchange (PITX) —from three hours to one-and-a-half hours. These are truly impressive gains that reflect great opportunity for further improvement.

The EDSA Busway System provides an opportunity for the government to upgrade the country’s public transportation system, despite the challenges posed by severe fiscal constraints brought about by the pandemic.

“It is high time that the government and the private sector join hands to provide the critical components that are needed to complete the Busway System — and finally put an end to the daily scenario in which thousands of commuters wait in long queues in overcrowded stations while enduring unnecessary pains and hardships,” the statement added.

The busway with rapid bus service has proven to be the most cost-effective urban mass transit system in the world. It is easy to implement and requires significantly less capital expenditures, while it can provide high efficiency and ridership capacity similar to rail trams with the introduction of the latest technology in commuter transport: high capacity, articulated trackless long bus-trains running on rubber wheels.

“Our commuters and our country deserve a Busway System that is at par with comparable systems in other countries. We note that the Jakarta Busway has the longest system in the world and the Guangzhou System is recognized as the gold standard,” the statement said.

At present, commuters take the EDSA Carousel, a bus rapid transit (BRT) line that is part of the bus routes in Metro Manila. The line has an exclusive right-of-way on a dedicated bus lane called the EDSA Busway which is separated from the normal road traffic in EDSA by concrete barriers and steel bollards.

The 30 private groups include Agriwatch Inc., American Chamber of Commerce of the Philippines, Anvil Business Club, Asia Pacific Real Estate Association – Philippines, Cebu Business Club, Cebu Leads Foundation, Chinese Filipino Business Club, Inc., Connected Women Federation of Filipino-Chinese Chambers of Commerce & Industry Inc., Federation of Indian Chambers of Commerce Inc., Filipina CEO Circle, Financial Executives Institute of the Philippines, Foundation for Economic Freedom, Green Edsa Movement, Guild of Real Estate Entrepreneurs and Practitioners Inc., IT & Business Process Association of the Philippines, Management Association of the Philippines, National Real Estate Association, Organization of Socialized Housing Developers of the Philippines, Philippine Center for Entrepreneurship Foundation – Go Negosyo, Philippine Council of Associations and Association Executives, Philippine Franchise Association, Philippine Institute of Certified Public Accountants, Philippine Retailers Association, Philippine Women’s Economic Network, Philippines-New Zealand Business Council, Procurement and Supply Institute of Asia, Subdivision and Housing Developers Association, Tax Management Association of the Philippines, Women’s Business Council Philippines.

8. “Business groups urge government to privatize EDSA Busway System”

**by Catherine Talavera
The Philippine Star
October 9, 2022**

MANILA, Philippines — Nearly 30 business groups are urging the government to privatize the EDSA Busway System in a bid to ease the daily grind of commuters.

In a statement yesterday, the groups said the EDSA Busway System is a low-hanging fruit for public-private partnership (PPP).

“To expeditiously carry this work-in-progress project forward to its completion in accordance with global standards, as laudably committed by Transportation Secretary Jaime Bautista, we strongly urge and fully support its privatization, conformably with PPP process and under concession terms beneficial to all concerned,” the groups added.

Among the undersigned groups are Agriwatch Inc., American Chamber of Commerce of the Philippines, Anvil Business Club, Asia Pacific Real Estate Association-Philippines, Cebu Business Club, Cebu Leads Foundation, Chinese Filipino Business Club Inc., Federation of Filipino-Chinese Chambers of Commerce and Industry Inc., Federation of Indian Chambers of Commerce Inc., Filipina CEO Circle, Financial Executives Institute of the Philippines, Foundation for Economic Freedom and Guild of Real Estate Entrepreneurs and Practitioners Inc.

The statement was also signed by the IT & Business Process Association of the Philippines, Management Association of the Philippines, National Real Estate Association, Organization of Socialized Housing Developers of the Philippines, Philippine Center for Entrepreneurship Foundation-Go Negosyo, Philippine Council of Associations and Association Executives, Philippine Franchise Association, Philippine Institute of Certified Public Accountants, Philippine Retailers Association, Philippine Women's Economic Network, Philippines-New Zealand Business Council, Procurement and Supply Institute of Asia, Subdivision and Housing Developers Association, Tax Management Association of the Philippines and the Women's Business Council Philippines.

They cited data from the Department of Transportation (DoTr) showing that the busway system carried an average of 325,000 passengers daily last August, even with only 550 buses committed to its operations, compared with 3,300 units pre-pandemic.

"It has reduced in half the end-to-end travel time on EDSA – from Monumento in Caloocan City to the Parañaque Integrated Terminal Exchange (PITX) – from three hours to one-and-a-half hours. These are truly impressive gains that reflect great opportunity for further improvement," the groups said.

They stressed that the EDSA Busway System provides an opportunity for the government to upgrade the country's public transportation system, despite the challenges posed by severe fiscal constraints brought about by the COVID-19 pandemic.

"It is high time that the government and the private sector join hands to provide the critical components that are needed to complete the busway system – and finally put an end to the daily scenario in which thousands of commuters wait in long queues in overcrowded stations while enduring unnecessary pains and hardships," the groups said.

They explained that a busway with rapid bus service has proven to be the most cost-effective urban mass transit system in the world, adding that it is easy to implement and requires significantly less capital expenditures, while it provides high efficiency and ridership capacity similar to rail trams with the introduction of the

latest technology in commuter transport: high capacity, articulated trackless long bus-trains running on rubber wheels.

"Our commuters and our country deserve a busway system that is at par with comparable systems in other countries. We note that the Jakarta Busway has the longest system in the world and the Guangzhou System is recognized as the gold standard," the groups said.

9. "Privatizing the EDSA busway system" **by J. Albert Gamboa** **The Manila Times** **October 7, 2022**

MANILA, Philippines — Nearly 30 business groups BUSINESS organizations led by the Management Association of the Philippines (MAP) are urging the national government to immediately implement the privatization of the EDSA busway system to help address the perennial traffic gridlock on Metro Manila's main artery.

Also known as the EDSA Carousel, the busway system was introduced by the previous administration on June 1, 2020 in response to private sector advocacy. It is a bus rapid transit (BRT) line that has exclusive right-of-way on a dedicated lane along the center island of EDSA running from Monumento in Caloocan City to the PITX (Parañaque Integrated Terminal Exchange) public transport hub in Parañaque City.

MAP submitted a recommendation to the Department of Transportation (DoTr) last August to privatize the BRT under a concession agreement wherein the government would provide the infrastructure and improvements while a private concessionaire would operate and maintain the facilities.

Transportation Secretary Jaime Bautista has met online with MAP President Rogelio Singson and Infrastructure Committee head Eduardo Yap to discuss the proposed public-private partnership (PPP) project, including the mode of investment by the corporate sector.

According to DoTr officials, the EDSA busway carried an average of 325,000 passengers daily in August 2022, even with only 550 buses committed to its operations compared to the pre-pandemic level of 3,300 units. It has reduced end-to-end travel time along the EDSA corridor by 50 percent to only one-and-a-half hours vis-a-vis three hours previously.

The BRT system has proven to be the most cost-effective mass transit system in the world. It can provide high efficiency and ridership capacity similar to rail trams following the introduction of the latest technology in commuter transport — the articulated trackless long bus-trains running on rubber wheels. More importantly, it is easy to implement and requires significantly less capital expenditures.

Millions of commuters in the National Capital Region and its adjacent provinces deserve to have a busway system that runs on rubber wheels. We need not look far for the proof of concept: the Jakarta BRT in Indonesia has the longest busway system in the world, while the Guangzhou system in China is widely recognized as the gold standard in BRT systems.

This busway advocacy of the private sector is in line with the Transportation department's initiative to elevate the Philippine public transport system to global standards despite the challenges from severe fiscal constraints brought about by the Covid-19 pandemic. It also jibes with the present administration's policy that encourages business participation through PPP infrastructure projects.

Other recommendations by the business sector include the increase in capacity of station platforms to accommodate more commuters and enable the simultaneous docking of buses; the decongestion of Ayala Avenue stations, as well as McKinley Road in Makati City, through an alternate route from BGC (Bonifacio Global City) in Taguig City to Buendia Avenue stations; and the introduction of modern high-capacity electric commuter buses.

It is high time that the private sector and the national government join hands to provide the critical components that are needed to complete the EDSA busway system. Their partnership will finally put an end to the daily scenario in which thousands of commuters wait in long queues inside the overcrowded stations while enduring unnecessary pains and hardships.

The author is the chief finance officer of Asian Center for Legal Excellence and chairman of the Finex Media Affairs Committee. The opinion expressed herein does not necessarily reflect the views of these institutions and The Manila Times. #FinexPhils www.finex.org.ph

MAP Talks on Youtube

September 13, 2022
MAP International CEO Hybrid Conference

MAP
Management Association of the Philippines

PRESENTS 20TH MAP INTERNATIONAL CEO CONFERENCE 2022

**The Wins of Change:
Thriving In a World of
In-Betweens**

IN PARTNERSHIP WITH
BusinessWorld **CONVERGE BUSINESS** **FPH**

20TH MAP INTERNATIONAL CEO HYBRID CONFERENCE 2022
September 13, 2022, Tuesday, 8:30 AM to 5:00 PM, Grand Ballroom, Shangri-La at The Fort

August 19, 2022
MAP GMM

MAP **PUSH FOR CHANGE**
TOWARDS A BETTER FUTURE FOR ALL

MAP ECONOMIC BRIEFING and GENERAL MEMBERSHIP MEETING

Speakers

Sec. ARSENIO "Arsi" M. BALISACAN
National Economic and Development Authority (NEDA)

Gov. FELIPE "Phillip" M. MEDALLA
Bangko Sentral ng Pilipinas (BSP)

August 19, 2022, Friday, 12:00 Noon to 2:00 PM
Bonifacio Hall, Level 4, Shangri-La at The Fort

July 1, 2022
MAP Webinar

MAP **PUSH FOR CHANGE**
TOWARDS A BETTER FUTURE FOR ALL

MAP CEO Academy Panel Discussion
A NEW AGE OF CAPITALISM IN THE PHILIPPINES – Part 2

July 1, 2022, Friday, 10:00 AM to 12:00 Noon via ZOOM

Speaker: **Dr. NICK POBLADOR**
A Management and Economics Thought Leader
Retired UP Professor of Economics and Management

Panelists: **Mr. JOEY BERRUDEZ** (Chair, Maybridge Finance and Leasing, Inc.), **Mr. CLIFF EALA** (President, Synerbyte Limited)

Co-Moderators: **Mr. VIC MAGDARAOG** (Co-Chair for MAP CEO Academy), **Dr. BEN TEEHANKEE** (Co-Vice Chair for Social and Environment MAP ESG Committee), **Ms. ALMA JIMENEZ** (President and CEO, Health Solutions Corporation), **Prof. DINDO MANHIT** (CEO and Managing Director, Stratbase Group)

May 19, 2022
MAP GMM

MAP **PUSH FOR CHANGE**
TOWARDS A BETTER FUTURE FOR ALL

MAP General Membership Meeting
INTEGRATING ESG IN THE WAY WE DO BUSINESS

SPEAKERS: **Mr. ANDREW CHAN** (Asean Pacific Leader in ESG, PwC Malaysia), **Mr. VINCENT KNEEFEL** (Circular Economy Director, Public Credit Exchange), **Ms. MA. ANTONIA YULO LOYZAGA** (President, National Endowment Council)

EMCEE: **Ms. AGNES A. GERVACIO** (Co-Vice Chair for Environment MAP ESG Committee, CEO, M&N News)

Q&A MODERATOR: **Athy. ALEXANDER S. CARRERA** (Governor-in-Charge, MAP ESG Committee, Chair, Resilient and ESG Leader, M&N Upstream & Co., PwC Philippines)

MAY 19, 2022, THURSDAY, 12:30 PM to 2:30 PM via ZOOM

September 8, e2022
MAP – PMAP Joint GMM

MAP **PMAP** **Joint General Membership Meeting**

HUMAN CAPITAL: Be Competitive Or Die!

Speakers

Cong. MARK GO
Chairman, House Committee on Higher and Technical Education
House of Representatives

Dr. ANICETO C. ORBETA, JR.
President
Philippine Institute of Development Studies (PIDS)

September 8, 2022, Thursday, 11:45 PM to 2:00 PM, Grand Ballroom A&B, Level 3, Shangri-La at The Fort

July 14, 2022
MAP GMM

MAP **PUSH FOR CHANGE**
TOWARDS A BETTER FUTURE FOR ALL

**MAP General Membership Meeting on
"DTI'S PRIORITY PROGRAMS"**

Speaker:

Sec. ALFREDO "Fred" E. PASCUAL
Department of Trade and Industry (DTI)

July 14, 2022, Thursday, 12:00 Noon to 2:00 PM
Grand Ballroom A and B, Level 3, Shangri-La at The Fort

June 23, 2022
MAP GMM

MAP **PUSH FOR CHANGE**
TOWARDS A BETTER FUTURE FOR ALL

MAP General Membership Meeting "ICT LEADERSHIP IN OUR NEW WORLD"

JUNE 23, 2022, THURSDAY, 12:30 PM to 2:30 PM via ZOOM

Speakers: **Dr. DAVID R. HARDOON** (Managing Director, Abolito Data Innovation), **Ms. ALILEEN JUDAN JAO** (President and Country General Manager, IBM Philippines, Inc.), **Mr. PAUL WHITEN** (Chief Advocate, Red Hat Asia Pacific)

Co-Moderators: **Mr. PATRICK D. REIDENBACH** (Chief, MAP ICT Committee, President, Ubiquiti/UbiquitiSolutions, Inc. (UW Solutions)), **Mr. EDUARDO "teddy" G. SUMULONG** (Co-Vice Chair, MAP ICT Committee, Managing Director and CEO, Land Registration Systems, Inc. (LARS))

May 2, 2022
MAP Webinar

MAP **PUSH FOR CHANGE**
TOWARDS A BETTER FUTURE FOR ALL

SENTIMENT ANALYSIS
AI and Big Data for Reading Collective Minds

Speakers: **Mr. WILSON I. CHUA** (Managing Director and Founder, Future Gen International Pte Ltd. (Singapore)), **Mr. ROGER DO** (CEO, AutoPolitic (Singapore))

Moderator: **Dr. BENITO L. TEEHANKEE** (Co-Vice Chair for MAP CEO Academy, MAP HMDC, Professor and Head of the Business for Human Development Network, DLSU)

May 2, 2022, Monday, via ZOOM

GREEN EDSA MOVEMENT
MAP
 April 26, 2022, Friday via ZOOM

PROTECTING THE EARTH. PRESERVING OURSELVES.
Doing what we need to do in celebration of Earth Month

Speakers:

- Sec. JIM O. SAMPULNA**
Secretary, Department of Environment and Natural Resources (DENR)
- Atty. ANGELA CONSUELO S. IBAY**
Head of Climate Change and Energy Program, World Wildlife Fund for Nature (WWF)
- Ms. ANA MARGARITA FORTINEROS**
Vice President and Chief Regulation & Sustainability Officer, South Eddy Ventures, Inc.
- Atty. TONY LA VINA**
Dean, Ateneo School of Government, Associate Director, Manila Observatory

Moderator:

- Mr. SANTIAGO F. DIMAGIO, JR.**
Chairman, CEO, and President of Credit Rating Agency for Asia (CRAA)
- Ms. RAQUEL B. CACURAN-GAN**
Co-Chair, Part 1, MAP CEO Committee, 10 Top 500 Firms, Aquilino Marikina Corp., Inc.

April 27, 2022
MAP Lecture

MAP
 MAP Arts & Culture FIRESIDE CHAT
 APRIL 27, 2022, WEDNESDAY, 5:00 PM to 6:30 PM via ZOOM

Art + Cryptocurrency
THE RISE OF DIGITAL ART

Speakers:

- Mr. HENRY RHOEL R. AGUDA**
Chair, IBC Philippines
- Mr. LOUIS BUENAVENTURA**
Country Manager, Truist Bank
- Mr. MIGUEL CUNETA**
Vice President and Chief Community Officer, Citibank, South Indonesia

Moderator:

- Ms. MA. AURORA "BOBBI" D. GEOTINA-GARCIA**
Member and Project Manager, MAP Arts & Culture Committee, President, MAGEO International, Inc.

March 24, 2022
MAP General Membership Meeting

MAP
PUSH FOR CHANGE
 TOWARDS A BETTER FUTURE FOR ALL.

MAP General Membership Meeting
RCEP: Should we get in now?
 March 24, 2022, Thursday, 10:00 AM to 12:00 Noon via ZOOM

Speakers:

- Sec. WILLIAM D. DAR**
Department of Agriculture (DA)
- Sec. RAMON M. LOPEZ**
Department of Trade and Industry (DTI)
- Dr. RAMONETTE B. SERAFICA**
Senior Research Fellow, Philippine Institute for Development Studies (PIDS)
- Mr. ARTHUR R. TAN**
CEO and Vice Chair, Integrated Micro-Capitalists

Moderator:

- Ms. CRTI U. JUAN**
President, Philippine Culture Bureau, Member, MAP Agribusiness Committee

February 10, 2022
MAP Economic Briefing and General Membership Meeting

MAP
PUSH FOR CHANGE
 TOWARDS A BETTER FUTURE FOR ALL.

MAP ECONOMIC BRIEFING and GENERAL MEMBERSHIP MEETING
 February 10, 2022, Thursday, 12:30 PM to 7:30 PM via ZOOM

Speakers:

- Sec. KARL KENDRICK E. CHUA**
National Economic and Development Authority (NEDA)
- Dr. CIELITO F. HABITO**
Chair, Brain Trust Inc. (BTI) Professor, Ateneo de Manila University
- Dr. RONG QIAN**
Senior Economist, World Bank in the Philippines

Moderator:

- Mr. REMEDIO B. ENRAGED**
Managing Director, Lazara Bonardo Tax & Associates

Enceps:

- Ms. MARILYN C. CRISTINAL**
Chair, Multinational Investors Incorporation

MAP
PUSH FOR CHANGE
 TOWARDS A BETTER FUTURE FOR ALL.

MAP CEO Academy Webinar
PUSHING FOR LIVESTOCK INDUSTRY DEVELOPMENT
 April 26, 2022, Friday, 1:00 PM to 5:00 PM via ZOOM

Speakers:

- Dir. RAQUEL B. ECHAGUE**
Director for Research, Policy & Statistics, Bureau of Investments (BOI)
- Mr. DANILO V. FAUSTO**
President, Dairy Farm, Inc.

Moderators:

- Mr. OSCAR A. TORRALBA**
Chair, MAP Agribusiness Committee, Chair and CEO, Truist Holdings Corporation
- Mr. CHARLE F. VILLASOR**
Chair, MAP Trade, Investments & Tourism Committee, Chair and CEO, PMA, TransNetworks and PMAIS, Diversi Services

April 22, 2022
MAP Webinar

MAP
PUSH FOR CHANGE
 TOWARDS A BETTER FUTURE FOR ALL.

MAP CEO Academy
STRATEGIC HUMAN RESOURCES: HOW TO THRIVE AND PROSPER IN THE TALENT ECONOMY
 APRIL 22, 2022, FRIDAY 9:00 AM to 11:00 AM via ZOOM

Speakers:

- Mr. SANDHEP CHAUDHARY**
Pharmaceutical
- Ms. CAROL DOMINGUEZ**
HR & Compliance Consultants
- Ms. GINA SALA**
Chair and Officer, Bank of Philippine Islands
- Mr. JP ORBITA**
Chair and Officer, GIC Energy
- Mr. RON SORIANO**
HR & Compliance and HRM Business Strategy

Moderator:

- Sec. SONNY COLOMA**
Secretary, Department of Human Resource Development, Department of Education

Moderator:

- Ms. ROSA RIVERA MACARANGAL**
MAP Circular No. 016-2022

March 9, 2022
MAP Lecture

MAP
PUSH FOR CHANGE
 TOWARDS A BETTER FUTURE FOR ALL.

MAP Arts & Culture Lecture
APPRECIATING THE TASTE AND BOUQUET OF WINE
Beyond Sipping, Swishing, and Drinking
 March 5, 2022, Wednesday, 5:00 PM to 6:30 PM via ZOOM

Speaker:

- Mr. JAY LABRADOR**
President, International Wine and Food Society (Philippines)

Moderator:

- Mr. EDUARDO "Eddie" H. YAP**
Chair, MAP Arts & Culture Committee, President and CEO, Claimont Group

January 13, 2022
MAP Inaugural Meeting and Induction of MAP 2022 Board of Governors

MAP
PUSH FOR CHANGE
 TOWARDS A BETTER FUTURE FOR ALL.

73rd MAP INAUGURAL MEETING 2022 and INDUCTION OF MAP 2022 BOARD OF GOVERNORS
 January 13, 2022, Thursday, 12:30 PM to 2:30 PM, via ZOOM

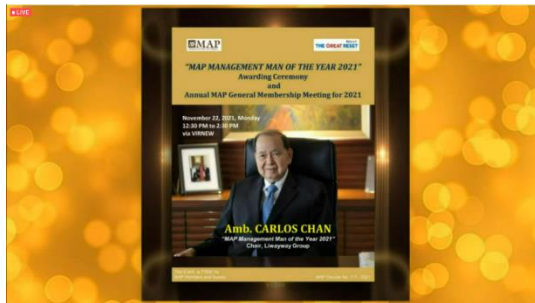
MAP President for 2022:

- Mr. ALFREDO "Fred" E. PASCUAL**
Lead Independent Director, SM Investments Corporation

Guest Speaker and Inducting Officer:

- Governor BENJAMIN "Ben" E. DIOKNO**
Bangko Sentral ng Pilipinas (BSP)

November 22, 2021
"MAP Management Man of the Year 2021"
Awarding Ceremony and
MAP Annual General Membership Meeting



November 12, 2022
2nd MAP NextGen CEO Conference



Happy Birthday to the following MAP Members who are celebrating their birthdays within October 1 to 31, 2022

OCTOBER 2

1. **Mr. MICHAEL HARRIS CONLIN**
President and CEO, Henry & Sons Trading and Manufacturing Company, Inc.
2. **Atty. TEODORO "Teddy" A. Y. KALAW IV**
Principal, Kalaw & Associates Law
3. **Ms. JUDITH V. LOPEZ**
Independent Director; Chair, Audit Committee and Risk Compliance Oversight Committee, Philippine Veterans Bank
4. **Mr. JOSE "Tito" FELICIANO SANTOS**
VP for Finance and Treasurer, Ateneo de Manila University
5. **Mr. RICHARD RAYMOND "Ricky" B. TANTOCO**
President and COO, Energy Development Corporation

OCTOBER 3

6. **Mr. RONNIE B. ALCANTARA**
Trustee, CIBI Foundation, Inc.
7. **Ms. MARIA TERESITA "Marites" T. DAGDAG**
President, Clorox International Philippines, Inc.

OCTOBER 4

8. **Mr. FRANCIS C. LAUREL**
President, Toyota Batangas City

OCTOBER 5

9. **Mr. ANTHONY "Tony" T. ROBLES**
President and CEO, Coastside Homes Properties Inc.

OCTOBER 6

10. **Mr. D. ARNOLD A. CABANGON**
President, Fortune Life Insurance Co., Inc.
11. **Mr. JOSE VICTOR "Victor" P. PATERNO**
President and CEO, Philippine Seven Corporation
12. **Ms. MARRIANA "Hannah" H. YULO**
Chief Investment Officer and SVP for Corporate Finance, DoubleDragon Properties Corporation

OCTOBER 7

13. **Mr. SAEED MOHAMMAD AHMAD ALI AHMAD**
General Manager Philippines, Etihad Airways
14. **Mr. JESUS JOEY "Joey" T. MARCELO**
CEO, Sante International Inc.
15. **Ms. OLGA GRACE "Grace" PEREZ**
VP for Global Solutions, Newcore Industries International, Inc. (NCI)
16. **Atty. FELIX "Dodie" T. SY JR.**
Managing Partner, Insights Philippines Legal Advisors

OCTOBER 8

17. **Ms. MARIA CRISTINA "Ginbee" L. GO**
President, BPI Family Savings Bank

OCTOBER 9

18. **Mr. EDGAR "Ed" O. CHUA**
CEO, De La Salle Philippines
19. **Ms. ANDRONICA "Nica" T. ROMA**
President and General Manager, Nikka Trading

OCTOBER 10

20. **Atty. MARIE-ROSE "Tenten" BARRAMEDA LIM**
President, Citicorp Capital Philippines, Inc.
21. **Mr. JOSE MA. ANTONIO "Jam" M. MACALINO**
Country Head, Asset Services, CBRE GWS IFM PHILS. CORP.
22. **Mr. RENATO "Rene" B. PADILLA**
General Manager, Philippine International Convention Center (PICC)

23. **Mr. DAVID ROOS**
Managing Director, Perfetti van Melle Philippines, Inc.
24. **Mr. MAGTANGOL "Doy" A. ROQUE JR.**
President, M2.0 Communications, Inc.
25. **Atty. MARIA GEORGINA "Gina" J. SOBERANO**
Principal, Tax, KPMG R. G. Manabat & Co.

OCTOBER 11

26. **Prof. PAOLO ANTONIO "Paolo" L. AZURIN**
Head of Investment Banking - Philippines, CLSA Exchange Capital, Inc.
27. **Mr. ROBERTO JOSE "Bobby" L. CASTILLO**
President and CEO, EEI Corporation
28. **Mr. VLADIMIR "VJ" M. MANUEL**
Chief Growth Officer, Nudgyt Pte Ltd

OCTOBER 12

29. **Mr. SHAILESH "SB" BAIWAN**
President, PayMaya Philippines, Inc.
30. **Cong. MARISSA DEL MAR**
President, Millicent Productions
31. **Mr. RAUL C. PAGDANGANAN**
President and CEO, Cardinal Santos Medical Center
32. **Dr. ENRIQUE "Ricky" Y. YAP JR.**
EVP, Manila Hotel

OCTOBER 13

33. **Mr. FRANK S. GAISANO**
Chair and CEO, Metro Retail Stores Group, Inc. (MRSGI)
34. **Mr. EDUARDO "Eddie" H. YAP**
President and CEO, Clairmont Group

OCTOBER 14

35. **Atty. CARLOS ALFONSO "Caloy" T. OCAMPO**
Founding Partner and Senior Partner, Ocampo and Manalo Law Firm
36. **Mr. ARTHUR "Art" R. TAN**
CEO and Vice Chair, Integrated Micro-Electronics, Inc.

OCTOBER 15

37. **Mr. AURELIO NOEL "Noel" G. DAYRIT**
President and Head of Investment Banking and Advisory, Maybank Kim Eng Capital, Inc.
38. **Atty. GIANNA R. MONTINOLA**
SVP, Far Eastern University (FEU)

OCTOBER 16

39. **Dr. EDWARD "Ed" L. FERREIRA**
Special Envoy of the Duterte Administration to the Republic of Kazakhstan and President and CEO, Ferycor International Management Group, Inc.

OCTOBER 17

40. **Dr. DONALD PATRICK "Donald" L. LIM**
COO, DITO CME Holdings Inc.
41. **Mr. JAIME NOEL "Joel" SANTOS**
President and Co-Founder, Thames International School
42. **Ms. MARIA MARGARITA "Margot" TORRES**
Managing Director, Golden Arches Development Corporation (McDonald's Philippines)

OCTOBER 18

43. **Mr. AURELIO "Rey" O. ANGELES**
President, Filipinas Multi-Line Corporation
44. **USec. ERNESTO "Nesty" G. CAROLINA**
Administrator, Philippine Veterans Affairs Office (PVAO)

- 45. **Mr. PATRICK C. PARUNGAO**
Center Head, UST Global, Inc.
- 46. **Mr. DAVID ANDRE "David" P. SISON**
President, Mamamia Foods, Inc.
- 47. **Mr. BRYAN SPENCER "Bryan" U. YAP**
President and COO, Lepanto Consolidated Mining Company

OCTOBER 19

- 48. **Ms. TERESITA "Tessie" SY COSON**
Vice Chairperson, SM Investments Corporation
- 49. **Ms. NIKKI TANG**
CEO, DMARK Corporation

OCTOBER 20

- 50. **Mr. RODELIO "Dode" C. ARCILLA**
President, Enterprise Information Technology Corporation (EITC)
- 51. **Mr. LEONARDO "Dong" R. ARGUELLES JR.**
- 52. **Dr. ALFREDO R "Alran" A. BENGZON**
- 53. **Mr. CEZAR "Bong" P. CONSING**
President and CEO, Ayala Corporation
- 54. **Atty. RUBEN T. DEL ROSARIO**
Managing Partner, Del Rosario & Del Rosario Law Offices
- 55. **Mr. PATRICK RICHARD "Patrick" D. REIDENBACH**
President, Ubaldo Reidenbach Solutions, Inc. (UR Solutions)

OCTOBER 21

- 56. **Mr. ROBERTINO "Robert" E. PIZARRO**
President, A. Brown Company, Inc.

OCTOBER 22

- 57. **Dr. JIKYEONG KANG**
President and Dean, Asian Institute of Management (AIM)
- 58. **Ms. MARIA ROSARIO "Charrie" YULO-NG**
Managing Director, Carmelray Industrial Corporation
- 59. **Atty. EUNEY MARIE MATA "Euney" J. PEREZ**
Managing Partner, Mata-Perez, Tamayo and Francisco Attorneys-at-Law
- 60. **Mr. OSCAR ALESON TORRALBA**
Chair and CEO, Town Holdings Corporation

OCTOBER 23

- 61. **Mr. IAN PHILIPPE "Ian" W. CUYEGKENG**
EVP and COO, Philippine British Assurance Co., Inc.
- 62. **Mr. JOSE BEN "Joeben" R. LARAYA**
Chair, ULTREX Management and Investments Corporation
- 63. **Dr. SIEGFRED "Yeye" L. MANAOIS**
Chief, Piers Inspection Division, MICP, Bureau of Customs
- 64. **Mr. ERICSON "Eric" SUPAN MARANAN**
CFO, Sante International Inc.

OCTOBER 24

- 65. **Ms. NATIVIDAD "Nabbie" N. ALEJO**
Co-Founder and Managing Director, Alpha Primus Advisory, Inc.
- 66. **Mr. CESAR R. CONCIO JR.**
Chair, Vision Exponents, Inc.
- 67. **Ms. MA. CRISTINA "Angel" SANTIAGO ROSALES**
President and CEO, Professional Payroll Specialists Inc. (PPSI)

OCTOBER 25

- 68. **Dr. ROBERTO "Obet" P. SALVINO**
President and Chair, Salvino Agri-Industrial Machinery
- 69. **Mr. JAMES G. VELASQUEZ**
President and CEO, PT&T Corporation
- 70. **Ms. DIANA "Dianne" P. AGUILAR**, Chair, SB Capital and Investments Corp.

OCTOBER 27

- 71. **Mr. REX C. DRILON II**
Vice Chair, Center for Excellence in Governance
- 72. **Mr. JEFFREY "Jeff" C. LIM**
President, SM Prime Holdings, Inc.
- 73. **Mr. BENJAMIN "Ben" S. SANTOS**
President, AS Realty Corporation

OCTOBER 28

- 74. **Ms. DOROTHY DRYSDALE**
Head, Internal Communications, Marsman Drysdale Group
- 75. **Mr. PAULINO "Jun" B. FERNANDEZ, JR.**
CEO, Global CoMRCI
- 76. **Atty. TERESITA "Tess" J. HERBOSA**
Of Counsel, ACCRALAW

OCTOBER 29

- 77. **Mr. GERARD "Jerry" H. BRIMO**
President and CEO, Nickel Asia Corporation (NAC)
- 78. **Mr. RAMON R. DEL ROSARIO JR.**
President and CEO, PHINMA, Inc.
- 79. **Ms. VIRGINIA GARRIDO LANE**
VP and Treasurer, Lane Moving and Storage, Inc.
- 80. **Mr. REYNALDO "Rey" C. LUGTU JR.**
President and CEO, Hungry Workhorse Consultancy, Inc.
- 81. **Ms. RIZALINA "Riza" G. MANTARING**
Board Director, Sun Life Grepa Financial Inc.
- 82. **Mr. ARIEL C. ONG**
President, First Philec

OCTOBER 30

- 83. **Atty. PATRICK T. AQUINO**
Head of Energy Utilization Management Bureau, Department of Energy (DOE)
- 84. **Atty. ROBERTO "Boy" N. DIO**
Senior Litigation Partner, Castillo Laman Tan Pantaleon & San Jose
- 85. **Ms. ANNA IRMINA "Minette" B. NAVARRETE**
President, Kickstart Ventures, Inc.

OCTOBER 31

- 86. **Mr. EDGARDO "Ed" H. ANGELES**
President and CEO, Selegna Holdings Corporation
- 87. **Mr. ARSENIO "Toto" G. BARCELONA**
President, Harbest Agribusiness Corporation
- 88. **Dr. CATHERINE "Karen" V. DE ASIS**
Chief Brand Strategist, MKS Marketing Consulting and Training Corporation
- 89. **Mr. ANTHONY OUNDJIAN**
Managing Director and Senior Partner, Boston Consulting Group (BCG) Southeast Asia
- 90. **Mr. LEONCIO "Joey" D. PAZ**
VP - Interbranch Operations and Head of ICT, Simplex Industrial Corporation
- 91. **Ms. MILAGROS "Mila" F. SERING**
COO and Senior Managing Director, Seven Seven Global Services, Inc.

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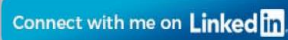
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