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Metro Manila among areas transitioning to modified ECQ from May 16 to 31

METRO Manila, Laguna and Cebu City will be placed under modified enhanced community quarantine (MECQ) from May 16 to May 31, 2020, Presidential spokesperson Harry Roque announced in an online press conference on May 12.

A less restricted form of enhanced community quarantine, MECQ allows limited movement for individuals to obtain essential services and to work; operation of selected manufacturing and processing plants at a maximum 50% capacity; and limited transport services for essential goods and services. Physical classes remain suspended.

Industries that will be allowed to operate in MECQ areas are being finalized and will be announced on May 13, Roque said.

The new list of low-, medium and high-risk areas for the spread of the coronavirus disease after May 15 was part of Inter-Agency Task Force for the Management of Emerging Infectious Diseases (IATF) Resolution No. 35, which was approved by President Rodrigo Duterte.

Roque said the list follows World Health Organization's recommendations on the gradual lifting of lockdown measures.

Low-risk provinces and cities no longer under community quarantine starting

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WCA PISFA

BBB, food production and logistics crucial to restarting recovery--DOF

ACCELERATED implementation of the Build, Build, Build infrastructure program and scaling up of food production and its logistics chain are three of five priority measures recommended by Finance Secretary Carlos Dominguez III to stimulate domestic consumption and get the economy back on track amid the coronavirus disease 2019 (COVID-19) outbreak.

Dominguez said the Build, Build, Build program is the “best driver of economic growth” and should be restarted subject to compliance with minimum health standards once mobility restrictions are lifted and COVID-19 is contained.

To reinvigorate consumer spending, Dominguez said government should promote the manufacture of products with strong and inelastic demand, notably by businesses involved in food production and logistics.

Another of the recommended priority actions, according to Dominguez, is support for the whole value chain of food production, including establishment of food markets for efficient distribution—similar to the fruit and vegetable markets established decades ago in Japan—where farmers can directly sell their produce to consumers.

Completing Dominguez’s five-point program is mass hiring of contact tracers to boost government efforts to stop local transmission of COVID-19, while providing jobs; and urgent passage of the Corporate Income Tax and Incentives Rationalization Act (CITIRA), which should now include “flexible tax and non-tax incentives” so government can better target specific investors.

“We have to stimulate demand, and that’s with ‘Build, Build, Build’ and push[ing] food production,” Dominguez said during the May 11 meeting of the Inter-Agency Task Force on the Management of Emerging Infectious Diseases

(IATF).

Dominguez pointed out that the infrastructure program “remains to be the best driver of economic growth because it has the best multiplier effects in terms of employment and shared prosperity.”

“The Duterte administration’s economic team and our legislators are finalizing an economic recovery program that will help us combat the pandemic and provide industries, especially micro, small, and medium enterprises (MSMEs), the assistance they need to get back on their feet and our fellow Filipinos back to work,” Dominguez said during the meeting.

But even before this economic recovery program is finalized, Dominguez said the government should take the lead in stimulating consumer demand to help businesses survive and keep the economy afloat.

Dominguez said it would be useless to provide relief to businesses if demand remains weak and consumers lack the means to buy their goods and services.

During the televised briefing, Dominguez asked the President’s support for swift Congressional approval of the CITIRA bill by June 3, or before the sine die adjournment of the Legislature.

The CITIRA bill was approved by the House of Representatives in September 2019, but remains pending in the Senate.

Enacting the CITIRA will attract foreign investors who want to relocate from other countries and are in search of resilient, high-growth-potential economies like the Philippines, Dominguez said.

The mass hiring of contact tracers will help offset the impact of the estimated 1.2 million to 1.5 million job losses resulting from the economic fallout triggered by the COVID-19 pandemic.

“We need to hire enough contact tracers to match the numbers we expect that will come with more testing,” Dominguez

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said.

Dominguez remained optimistic the economy can get back on its positive growth trajectory, even though first-quarter growth contracted by 0.2%.

He said conservative economic policies and pursuit of economic reforms, such as tax reform, rice tariffication and the increases in so-called “sin” taxes, have kept the country’s financial position strong.

PH importation of 400,000MT of rice from Vietnam goes through

STARTING this month, the Philippines will take delivery of 400,000 metric tons (MT) of rice from Vietnam, which reaffirmed its commitment to resume rice exports to members of the Association of South East Asian Nations (ASEAN).

The Department of Finance (DOF) said the transaction fulfills an earlier consensus reached by ASEAN economies to keep markets open and strengthen sustainability of regional supply chains, especially amid the coronavirus disease 2019 (COVID-19) pandemic.

Vietnam last March imposed a rice export ban until late May to ensure na-

tional food security amid the COVID-19 pandemic, but the trade ministry had proposed that it be lifted, arguing that supply will exceed demand by 6.7 million tons for the year.

In his letter to Finance Secretary Carlos Dominguez III, Vietnamese Industry and Trade Minister Tran Tuan Anh said the decision to carry out the earlier commitment by member-states of ASEAN was reached last April 18 after “considering thoroughly assessment findings on (Vietnam’s) domestic rice supply” and the recommendations of the Vietnam Industry and Trade Ministry.

“I hope the new decision by our Prime Minister (Nguyen Xuan Phuc) will contribute to the joint efforts by ASEAN Member States in maintaining adequate food supply to ASEAN Community to cope with the COVID-19 pandemic and strengthen ASEAN’s internal unity,” Tran said in his letter to Dominguez last May 4.

An earlier letter received by Dominguez from Minister Tran last April 13 informed him of the Vietnamese Prime Minister’s approval of the Philippines’ rice export quota of 400,000 MT for the month of April.

Agriculture Secretary William Dar welcomed the decision by Vietnam to resume its rice export policy.

From January 1 to May 1, 2020, the Department of Agriculture said the Philippines contracted 666,480 MT of rice from Vietnam, of which 218,300 MT had been delivered, leaving a balance of 448,180 MT, according to the DA’s Bureau of Plant Industry (BPI) which issues Sanitary and Phytosanitary Import Clearance (SPSIC) for rice imports.

“This means that Vietnamese rice exporters will commence fulfillment of their con-

tracts with Philippine importers, and consider future supply deals under an existing bilateral trade agreement,” Dar said.

Since January 2020, the DA-BPI has issued SPSICs covering 2.7 million MT, of which about 729,000 MT has arrived, with 1.189 million MT to be delivered this month and the rest in succeeding months.

In a related development, Dar said that the DTI’s Philippine International Trading Corp. (PITC) has officially opened the government-to-government rice importation for the supply of 300,000 MT of rice, which will serve as buffer stock during the lean months.

PITC has already sent communications to Myanmar, Vietnam, Thailand, India, and Cambodia, added Dar, who also serves as chairperson of the Inter-agency Task Force for the Management of Emerging Infectious Diseases Task Group on Food Security.

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PH air carriers seek P8.6B monthly government subsidy

THE Air Carriers Association of the Philippines (ACAP) is asking Congress for an P8.6-billion government subsidy so its members can survive the coronavirus pandemic.

In a Senate Committee on Public Services online hearing on May 11, ACAP vice chairman Roberto Lim said the association's proposal to Congress includes P1.3 billion for wage subsidy; P500 million for payment to aviation authorities for navigational charges, landing and takeoff fees, among others; and P6.8 billion for working capital.

ACAP member-airlines comprise the biggest domestic airlines in the Philippines: AirAsia Philippines, Cebu Pacific, Cebgo, Philippine Airlines and PAL Express.

Lim said airline revenues have sunk since flights were suspended to prevent the further spread of the coronavirus disease (COVID-19). Extension of the enhanced community quarantine (ECQ), which lapses after May 15, would further increase losses, he added.

(Government on May 12 placed Metro Manila, Laguna and Cebu City under a modified enhanced community quarantine, which still limits transportation.)

According to the International Air Transport Association (IATA), the COVID-19 crisis will slash revenues of the Philippine aviation sector by \$4.481 billion and passenger demand by 47% this year compared to 2019.

Lim said regular employees of member

carriers number around 25,000, but the figure could reach more than 500,000 if associated entities supporting the aviation sector, as well as hotels and travel agencies are considered.

He noted ACAP airlines are "ready to fly again... on a rolling gradual basis" but that right now there is no consumer confidence for air travel. Member carriers, he added, project they will be able to resume only 20-30% of their original network in terms of capacity and destination this year due to consumer travel concerns.

And even if community quarantines are relaxed by the national government, Lim said travel to certain airports, such as those considered secondary, may not be allowed by some local government units due to the area's lack of public health infrastructure to contain any possible infection.

Transportation undersecretary Manuel Antonio Tamayo, during the same hearing, said the department has been meeting with stakeholders for the past several weeks to come up with new guidelines for air travel, regardless of whether an area is under ECQ or general community quarantine. Tamayo said the guidelines will be compliant with international standards set by IATA and the International Civil Aviation Organization. The Manila International Airport Authority (MIAA) and local airlines have also issued their own advisories on new protocols for passengers and staff to prevent



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further spread of COVID-19. Ninoy Aquino International Airport (NAIA) has re-opened for inbound international flights but only for a month starting May 11. MIAA general manager Ed Monreal said only 400 passengers a day will be allowed at the airports at any given time, with priority being overseas Filipino workers and overseas Filipinos. Cargo flights and sweeper flights for stranded foreign nationals remain operational.

BOC destroys more than P109M fake cigarettes

THE Bureau of Customs (BOC) on May 11 destroyed illicit cigarettes worth P109.150 million seized from 2018 to March 2020.

The cigarettes were contained in 2,183 master cases and destroyed by water dousing and crushing using a payloader, BOC said in a statement.

Led by BOC's Enforcement and Security Service, the activity was witnessed by Customs commissioner Rey Leonardo Guerrero, BOC deputy commissioners, and Japan Tobacco International chief executive officer John Freda.

Just recently, BOC Port of Manila seized cigarettes worth P34.7 million misdeclared as furniture and blinds shipped from China to Manila South Harbor.

The shipments, which contained Two Moon brand cigarettes, arrived last April 27 and May 1, 2020 and were consigned to Vierport International Co. and Anikas Will Industry Corp.

In 2019 alone, BOC seized P20.58 billion worth of smuggled goods, of which P2.67 billion were cigarettes and tobacco products.



Survey reveals COVID's "very disruptive" effect on supply chains

THE coronavirus disease (COVID-19) pandemic has been "very disruptive" to supply chains, according to a survey by Thomson Reuters.

Due to lock-downs, border closures, restrictions on the movement of people and goods, and other preventative measures - many businesses are struggling to get the parts, materials and products they need to keep their businesses running, according to a survey during the recent "Impact of COVID-19 on Global Supply Chains" webinar by the multinational media conglomerate.

The survey aims to understand how COVID-19 has impacted businesses, their supply chain and operations across MENA (Middle East and North Africa), Africa, India, and Asia Pacific regions.

Close to half or 48.80% of webinar attendees said the COVID-19 pandemic has been "very disruptive" to their supply chains, while 41.50% said it has been "somewhat disruptive".

On its website, Thomson Reuters said this comes at a time when increased protectionism was already having an impact on trade flows and supply chain management. According to the survey, 63.50% had already anticipated an increase in the nationalization of supply chains, before the crisis delivered a greater blow.

The World Trade Organization predicts that world merchandise trade will fall by between 13% and 32% in 2020 due to the pandemic. A recovery could be on the cards for 2021, but this is dependent on how long the outbreak lasts and how effective the various policy responses are.

When asked what factors have had the greatest impact on their supply chains since the virus outbreak began, a third or 33.30% cited a lack of visibility of events and possible alternatives; 26.70% said a shortfall of suppliers was a critical issue; and 23.30% pointed to border closures.

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Impact of COVID-19 on Global Supply Chains

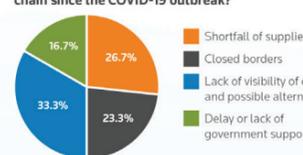
Our brief visual guide features the survey conducted during a Thomson Reuters webinar that was held across the Middle East, Africa, India, Asia, Australia and New Zealand. This explored the state of business readiness in these markets to tackle the outbreak, focusing on the areas that were impacted the most, as well as the potential value that technology can offer corporate organizations in the coming months.

How disruptive was COVID-19 outbreak on your supply chain?



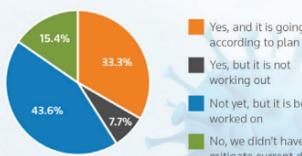
- Very disruptive
- Somewhat disruptive
- Minimally disruptive

What has had the biggest impact on your supply chain since the COVID-19 outbreak?



- Shortfall of suppliers
- Closed borders
- Lack of visibility of events and possible alternatives
- Delay or lack of government support

Did your business have a plan to mitigate COVID-19 related supply disruptions?



- Yes, and it is going according to plan
- Yes, but it is not working out
- Not yet, but it is being worked on
- No, we didn't have a plan to mitigate current disruptions

Was your business prepared to meet unforeseen circumstances, like COVID-19?

YES 24.70%
NO 75.30%

Do you foresee nationalism on supply chain rising?

YES 63.50%
NO 36.50%

Do you currently leverage technology to change your supply chain design/flow?

YES 69.00%
NO 31.00%

Do you see your business turning towards technology to improve supply chain visibility and manage future disruptions effectively?

YES 83.75%
NO 16.25%



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CMA CGM Georgia	0QA5UN	23-May	30-May

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Survey reveals COVID's "very disruptive" ...

Continued from previous page

"In order to understand the nature of these challenges better and mitigate them as far as possible, supply chain visibility is crucial. Right now, organizations need to understand the impact that the COVID-19 fallout is having on their supply chains, so that they can develop alternative routes sooner rather than later," the company said.

"While it is incredibly challenging to prepare for a global pandemic, the speed and scope of the COVID-19 outbreak has underscored the importance of robust business continuity planning going forward, with regular stress testing," it added.

Three quarters or 75.30% of the survey respondents said their businesses had not been prepared to meet unforeseen circumstances on the scale of the COVID-19 pandemic.

Strategies in place

On a more positive note, 33.30% said their businesses did have sound strategies in place to mitigate COVID-19 related supply disruptions and that these are "going according to plan", while a further 43.60% are now in the process of developing crisis response plans.

Further, 83.75% of the survey respondents say they see their businesses turning towards technology to improve supply chain visibility and manage future disruptions effectively.

"Given how unpredictable the situation is,

no business can plan for full immunity from the ongoing impact of the current crisis. However, modern digital technology can facilitate a proactive and strategic response to current and future supply chain disruptions," Thomson Reuters said.

It added: "Uncertainty will be the new normal for the remainder of this year and potentially longer. It is therefore critical for all businesses involved in trade to ensure they have the processes and systems in place that support virtual ways of working, increased agility and clear visibility along the supply chain. With the right tools in place, businesses will be better positioned to rebuild their supply chains and increase business resilience in the years to come."

DSV launches e-commerce solutions

BUILDING upon e-commerce services it already provides, DSV is launching e-Commerce Solutions, a comprehensive set of e-commerce services for shippers that serve end customers directly. The new service combines a standardized warehousing process, off-the-shelf automation concepts, IT integration and implementation into a streamlined service.

"The beauty of DSV e-Commerce Solutions is that it offers a seamless suite of services for e-commerce, giving customers visibility and control over their operations, stock levels and last-mile delivery to their end customers. The service includes a templated process, off-the-shelf automation modules, operational optimisation algorithms that bolt onto the central Warehouse Management System (WMS) and a pre-configured Distribution Management Platform for last-mile delivery," said Hugo van Daal, Director e-Commerce of DSV's Solutions division in a press statement.

"Over recent years, we have seen a dramatic increase in the number of orders shipped directly to end customers. More and more shippers are asking for integrated solutions and DSV, as one of the world's largest transport and logistics providers, is ideally equipped to offer these," explained Van Daal.

"DSV's activities in setting up sizable e-commerce operations for major consumer brands have gathered pace over the past few years, and we now run multiple mega-sized e-commerce facilities around the logistics hotspots in Europe, North America and Asia," Van Daal said. "Our new e-Commerce Solutions extend these capabilities from mostly dedicated warehouse operations into a true multi-user environment. This gives our customers much more flexibility and significantly reduces implementation times."

Ronald Poort, Chief Commercial Officer of DSV's Solutions division, added: "We manage multi-channel operations for the majority of DSV's long-standing e-commerce customers. It is the combination of retail flows – with the direct-to-consumer flows and notably the fluctuations and shifts or migrations from one channel to the other – that creates complexity. We have now combined our system capabilities with our specialist expertise to tackle these challenges."

"We expect double-digit growth in single-line and small orders to continue for a number of years, and thanks to DSV e-Commerce Solutions we are now in an excellent position to scale our service offering across the worldwide DSV network," concluded Poort.



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Trade official holds out hope for US-PH free trade deal

TRADE Secretary Ramon Lopez remains hopeful the Philippines' seven-year exclusion from the United States Trade Representative's (USTR) counterfeiting and piracy watch list will reinvigorate free trade agreement (FTA) discussions with the US.

The Department of Trade and Industry (DTI) said the exclusion from the counterfeiting and piracy watch list is a positive positioning that helps ensure the country's continued enjoyment of the US' preferential trade program and further bilateral dialogue on a long-sought free trade deal.

A bilateral FTA will provide not only an expanded market access for Philippine products but a more stable and predictable economic environment, DTI said in a statement.

At present, trade issues between the Philippines and the US are being discussed under the Trade and Investment Framework Agreement, and given that the US is one of the major trading partners of the country, "a more stable bilateral agreement becomes imperative," DTI stated.

Furthermore, the country's exclusion from the Special 301 list boosts DTI's confidence for the Philippines to continue exporting over 5,000 products to the US at zero tariff, a perk enjoyed under the US Generalized System of Preferences (GSP) which the US Congress is expected to renew before its December 2020 expiry.

The Special 301 Report reflects the outcome of a Congressionally-mandated annual review of the global state of intellectual property rights protection and

enforcement.

The US GSP is a periodically renewed program that provides duty-free access to thousands of products from developing countries on condition that beneficiaries comply with 15 statutory eligibility criteria important to US interests, including providing adequate and effective protection of IP rights.

The Philippines has been a beneficiary of the preferential trade program since 1989. In 2019, the US stood as the coun-

try's third most important export destination with shipments valued at US\$11.57 billion, a 16.3% share to total full-year exports and a 7.7% climb from 2018 US shipments.



WCO, IRU seek coordinated cross-border interventions in response to COVID

THE heads of the World Customs Organization (WCO) and the International Road Transport Union (IRU) jointly called for coordinated efforts by Customs administrations worldwide to ensure continuity of international supply chains and the facilitation of freight movement during the coronavirus disease (COVID-19) pandemic.

WCO secretary general Kunio Mikuriya and IRU secretary general Umberto de Pretto, in a recent joint statement, expressed their readiness to support their respective members in the implementation of relevant instruments, tools and programs.

"The coronavirus disease (COVID-19) pandemic, while above all a public health crisis, presents the world with unprecedented economic challenges," the two secretary generals said.

"Trade has dramatically declined, supply chains are disrupted and the restrictions to cross-border and transit freight transport that have been put in place could aggravate the pandemic's economic impact," they added.

As each economy depends on the efficiency of transport, including



International Road Transport Union Secretary General Umberto de Pretto (left) and World Customs Organization Secretary General Kunio Mikuriya

road transport, "especially in this critical time, and bearing in mind the gradual lifting of confinement measures," WCO and IRU jointly called on Customs administrations worldwide to ensure coordinated cross-border interventions in cooperation with other national border agencies.

Implementation of TIR Convention where possible

The two organizations also recommended implementation of international standards such as the Convention on International Transport of Goods Under Cover of TIR Carnets (TIR Convention).

TIR Convention is a multilateral treaty concluded at Geneva on November 14, 1975 to simplify and harmonize the administrative formalities of international road transport. It is so far the only universal Customs transit system in existence and has 76 contracting parties.

WCO and IRU suggests the use of the TIR system and its IT tools wherever possible, "which allow secure transport under Customs control with limited physical checks and less contact between people at borders, thus reducing the risk of spreading the virus and protecting Customs officers and drivers.

Both also recommended designating priority (green) lanes for commercial vehicles to reduce border waiting times and introduce other measures to ensure supply chain continuity.

Avoiding closing borders to the international transport of goods, particularly for relief goods and personnel and essential goods, as well as avoiding unnecessary checking of commercial vehicles at borders were also suggested.

Earlier, WCO issued a joint statement with the International Chamber of Commerce (ICC) calling for increased action on Customs and trade facilitation to ensure an effective response to the COVID-19 pandemic, and agreed to coordinate efforts.

According to WCO and ICC, the COVID-19 crisis is resulting in an unprecedented threat to supply chains in many sectors, with significant implications for the supply of goods and for employment.

"Effective trade facilitation - based on international standards - will play a central role in supporting businesses, including micro, small and medium sized enterprises, towards enabling business resumption and renewed economic growth in the months and years to come," they said.

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CMA CGM CORNEILLE	004N	05/26	06/02	VOID		06/08	06/19	06/23	
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ALS FAUNA	075S	05/24	05/29	YM UTILITY	067E	06/01	06/25	06/28	07/01	07/03
SEASPAN FRASER	002S	05/31	06/05	MEISHAN BRIDGE	010E	06/08	07/02	07/05	07/08	07/10

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SEASPAN FRASER	001S	05/17	05/22	MOL MARVEL	051E	05/27	06/22	06/25	06/27	06/29
ALS FAUNA	075S	05/24	05/29	YM MODESTY	046E	06/03	06/29	07/02	07/04	07/06
SEASPAN FRASER	002S	05/31	06/05	MOL MANEUVER	052E	06/10	07/06	07/09	07/11	07/13

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ALS FAUNA	075S	05/24	05/29	ONE HUMBER	083W	06/01	06/21	06/24	06/27
SEASPAN FRASER	002S	05/31	06/05	ONE OLYMPUS	060W	06/08	06/28	07/01	07/04

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SEASPAN FRASER	001S	05/17	05/22	VOID		05/29	06/20	06/22	06/27	06/29
ALS FAUNA	075S	05/24	05/29	ONE AQUILA	009W	06/05	06/27	06/29	07/04	07/06
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SEASPAN FRASER	001S	05/17	05/22	UMM SALAL	020W	05/28	06/17	06/20	06/27
ALS FAUNA	075S	05/24	05/29	VOID		06/04	06/24	06/27	07/04
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SEASPAN FRASER	001S	05/17	05/22	VOID		05/27	06/14	06/16	06/20
ALS FAUNA	075S	05/24	05/29	AL RIFFA	011W	06/03	06/21	06/23	06/27
SEASPAN FRASER	002S	05/31	06/05	VOID		06/10	06/28	06/30	07/04

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KMTC GWANGYANG	018S	05/19	05/22	05/25	05/28	05/29	06/02	06/03	
KMTC PUSAN	113S	05/27	05/28	05/31	06/03	06/04	06/08	06/09	

CHINA SOUTH EAST 2									
FEEDER VESSEL	VOY. NO.	ETA MNL	ETA MNL	ETA CNSHA	ETA CNNGB				
INVICTA	013N	05/16	05/18	05/21	05/23				
MOUNT NICHOLSON	008N	05/23	05/25	05/28	05/30				
NORDLEOPARD	006N	05/30	06/01	06/04	06/06				

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VOID SAILING									
HYUNDAI VOYAGER	091N	05/31 - 06/02	06/06	06/07	06/09	06/12			

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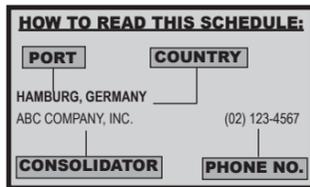
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Metro Manila among areas transitioning...

Continued from page 1

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COVID-19 HIGH RISK AREAS – MODIFIED ECQ

LAGUNA	NAVOTAS
MANILA	PARAÑAQUE
QUEZON CITY	PASAY
CALOOCAN	PASIG
LAS PIÑAS	SAN JUAN
MAKATI	TAGUIG
MALABON	VALENZUELA
MANDALUYONG	MUNICIPALITY OF PATEROS
MARIKINA	CEBU CITY
MUNTINLUPA	

*until May 31, 2020

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Maguindanao, Sulu, Tawi-Tawi, Cotabato City

Regions and cities under moderate-risk and will be placed under general community quarantine (GCQ) until May 31 are:

• CAR: Abra, Apayao, Benguet, Ifugao, Kalinga, Mountain Province,

ized under low-, moderate and high-risk areas may appeal their classification to the IATF Screening and Validation Committee with the concurrence of the Regional IATF (RIATF) no later than May 13.

IATF Resolution No. 35 also adopts recommendations of the National Task Force against COVID-19 in relation to the proposed zoning concept and corresponding qualification and its phased response or intervention for areas under MECQ.

Pursuant to this, city/municipal local government units are allowed to declare the classification of barangays based on risk thresholds to be confirmed by the RIATF

per Executive Order No. 112.

To implement this, there will be different zones based on the number of cases within a zone:

Critical zone has more than 20 cases for every 100,000 population (under ECQ);

Containment zone which are zones around critical zones and have between 1 and 19 cases for every 100,000 population (under MECQ);

Buffer zone has no cases but contiguous with localities with cases (under GCQ); and

Outside buffer zone areas without confirmed cases (under modified GCQ).

May 16 are:

- Region I: Ilocos Norte, Ilocos Sur, La Union, Pangasinan, Dagupan City
- Region IV-B: Marinduque, Occidental Mindoro, Oriental Mindoro, Romblon, Palawan, Puerto Princesa City
- Region V: Albay, Camarines Norte, Camarines Sur, Catanduanes, Masbate, Sorsogon, Legazpi City, Naga City
- Region VI: Aklan, Antique, Capiz, Guimaras, Iloilo, Negros Occidental, Iloilo City, Bacolod City
- Region VIII: Biliran, Eastern Samar, Leyte, Northern Samar, Western Samar, Southern Leyte, Ormoc City, Tacloban City,
- Region X: Bukidnon, Camiguin, Lanao Del Norte, Misamis Occidental, Misamis Oriental, Cagayan De Oro City
- Region XII: North Cotabato, South Cotabato, Sarangani, Sultan Kudarat, General Santos City
- BARMM: Basilan, Lanao Del Sur,

- Baguio City
- Region II: Batanes, Cagayan, Isabela, Nueva Vizcaya, Quirino, Santiago City
- Region III: Aurora, Bataan, Bulacan, Nueva Ecija, Pampanga, Tarlac, Zambales, Angeles City, Olongapo City
- Region IV-A: Cavite, Quezon, Rizal, Batangas, Lucena City
- Region VII: Bohol, Cebu province, Negros Oriental, Siquijor, Mandaue City, Lapu-Lapu City
- Region IX: Zamboanga del Norte, Zamboanga del Sur, Zamboanga Sibugay, Zamboanga City, Isabela City
- Region XI: Davao City, Davao De Oro, Davao del Norte, Davao Occidental, Davao Oriental
- Region XIII: Agusan Del Norte, Agusan del Sur, Dinagat Islands, Surigao del Norte, Surigao del Sur, Butuan City

Provinces, highly-urbanized cities, and independent component cities character-

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COVID-19 LOW RISK AREAS: LUZON
NO LONGER UNDER COMMUNITY QUARANTINE

ILOCOS NORTE	PUERTO PRINCESA CITY
ILOCOS SUR	ALBAY
LA UNION	CAMARINES NORTE
PANGASINAN	CAMARINES SUR
DAGUPAN CITY	CATANDUANES
MARINDUQUE	MASBATE
ROMBLON	SORSOGON
OCCIDENTAL MINDORO	LEGAZPI CITY
OCCIDENTAL MINDORO	NAGA CITY
PALAWAN	

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COVID-19 LOW RISK AREAS: VISAYAS
NO LONGER UNDER COMMUNITY QUARANTINE

AKLAN	BILIRAN
ANTIQUE	EASTERN SAMAR
CAPIZ	LEYTE
GUIMARAS	NORTHERN SAMAR
ILOILO	WESTERN SAMAR
NEGROS OCCIDENTAL	SOUTHERN LEYTE
ILOILO CITY	ORMOC CITY
BACOLOD CITY	TACLOBAN CITY

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COVID-19 LOW RISK AREAS: MINDANAO
NO LONGER UNDER COMMUNITY QUARANTINE

BUKIDNON	COTABATO CITY
CAMIGUIN	SULTAN KURADAT
LANAO DEL NORTE	GENERAL SANTOS CITY
MISAMIS OCCIDENTAL	BASILAN
MISAMIS ORIENTAL	LANAO DEL SUR
CAGAYAN DE ORO CITY	MAGUINDANAO
NORTH COTABATO	SULU
SOUTH COTABATO	TAWI-TAWI
SARANGANI	

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COVID-19 MODERATE RISK AREAS (GCQ): LUZON

ABRA	ISABELA	TARLAC
APAYAO	NUEVA VIZCAYA	ZAMBALES
BENGUET	QUIRINO	ANGELES CITY
IFUGAO	SANTIAGO CITY	OLONGAPO CITY
KALINGA	AURORA	CAVITE
MOUNTAIN PROVINCE	BATAAN	QUEZON
BAGUIO CITY	BULACAN	RIZAL
BATANES	NUEVA ECIIJA	BATANGAS
CAGAYAN	PAMPANGA	LUCENA CITY

*until May 31, 2020

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COVID-19 MODERATE RISK AREAS (GCQ): VISAYAS

BOHOL
CEBU
NEGROS ORIENTAL
SIGUIJOR
MANDAUE CITY
LAPU-LAPU CITY

*until May 31, 2020

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COVID-19 MODERATE RISK AREAS (GCQ): MINDANAO

ZAMBOANGA DEL NORTE	DAVAO OCCIDENTAL
ZAMBOANGA DEL SUR	DAVAO ORIENTAL
ZAMBOANGA SIBUGAY	AGUSAN DEL NORTE
ISABELA CITY	AGUSAN DEL SUR
DAVAO CITY	DINAGAT ISLANDS
DAVAO DE ORO	SURIGAO DEL NORTE
DAVAO DEL NORTE	SURIGAO DEL SUR
DAVAO DEL SUR	BUTUAN CITY

*until May 31, 2020

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