



DEPARTMENT OF TOURISM
OFFICE: DOT MIMAROPA REGION

Meeting Report					
Subject/Title: MIMAROPA Regional Tourism Committee (MRTC) 1st Qtr. Meeting					
Date	March 29, 2022	Time Started	09:30 am	Time Finished	12:00 pm
Location/ Venue	Virtual Meeting via the Zoom Application				
Attendees:					
Members					
1. ATTY. BEVIENNE G. MALATEO – DOT / MRTC Chairperson					
2. MR. BERNARDINO A. ATIENZA JR. – NEDA					
3. ARD MELQUIADES H. STO. DOMINGO – DPWH					
4. MS. PAMELA L. DE TORRES – NEDA					
5. MS. CRYSTINE S. CUARTERO – DBM					
6. MR. MICHAEL CASTO A. RAS II – DILG					
7. MS. JI YOUNG L. ONG – DOST					
8. MS. JESSE M. PINE – DOST					
9. MS. KAREN LEANDER – DTI					
10. MS. BIANCA A. ZAMORA – DTI					
11. MR. JESUBEN ANGEL S. BONGOLAN– NCCA					
12. MAJ ALLAN S. MANUEL – PPA PMO PALAWAN					
13. MR. LEONARDO C. VILLENA – PPA PMO MINDORO					
14. ENGR. MARIA EDNA F. CANTOS – MARINA					
15. MS. MARY COLENE R. FALTADO – MARINA					
16. MS. MARIZ M. ANDAL – MARINA					
17. MS. MA. ISABEL J. CASTILLO – OCC. MINDORO PROVINCE					
18. MS. KIM VELASQUEZ – ORIENTAL MINDORO PROVINCE					
19. MR. CHRISTIAN DOMINIC M. INGCO – MARINDUQUE PROVINCE					
20. MS. SANDI G. RODENAS – ROMBLON					
21. MS. MARIBEL C. BUÑI – PALAWAN					
22. MR. DEMETRIO ALVOR – PUERTO PRINCESA CITY					
Guests					
1. MS. MARIA LERMA L. ADVINCULA – PPPC					
2. MS. JANELLA B. SANTIAGO – PPPC					
Secretariat					
1. MS. GLADYS A. QUESEA					
2. MS. FAYE ANGELI A. REYES					
3. MS. ABIGAIL CRUZ					
4. MS. PAULINE LACAP					
5. MS. DANICA NEPOMUCENO					
64% of MRTC member agencies were present during the meeting. (16 out of 25)					
Summary of Points Discussed					
Opening Statement	Atty. Bevienne G. Malateo, Regional Director of DOT – 4B, acknowledged the attendees for the first quarter meeting. As of March 29, 2022, all of the provinces of the region is open for inbound tourists. She mentioned the meeting's agenda of				

	<p>reopening the region's tourism industry in line with DOT 4B and other partnered agencies' projects, activities and programs that would help the tourism stakeholders bounce back in the days to come.</p> <p>The following are the MRTC Meeting Agenda:</p> <ol style="list-style-type: none"> DTI Programs for MSMEs Status of DOT-DPWH Convergence Requirements for the New/Renewal of Application for Permits for boats used for tourism activities Dive Safari Circuit
<p>DTI Programs for MSMEs</p> <p>Ms. Karen Leander, Supervising Trade Industry Specialist, and Ms. Bianca Zamora, Info Officer, from DTI-MIMAROPA</p>	<p>Ms. Leander discussed the following:</p> <ul style="list-style-type: none"> ➤ Brief information about the seven (7) M's for MSMEs Development. DTI identified strategies and summed them up in 7Ms to describe the elements of the approaches and frameworks in enabling and fostering the country's MSMEs. ➤ Under the Mentoring element, they have the Negosyo Center to comply with the "Go Negosyo Act," and to strengthen MSMEs to create more job opportunities in the country. In addition, they have Negosyo Centers in partnership with the LGUs, academe, malls and Non-Government Organizations (NGOs). As of March 29, 2022, there are sixty-one (61) established Negosyo Center in the region. ➤ Another program is the Barangay Micro-business Enterprise (BMBE). If registered, there will be an income tax exemption, non-coverage of minimum wage and business assistance. ➤ In partnership with Go Negosyo is the Kapatid Mentor Me program. It is in comparison to a short MBA course. Its goal is to produce confident entrepreneurs with the right mindset and business know-how who will be able to sustain and scale up their enterprises. ➤ Under the Marketing Access element is the One Town One Product (OTOP) program. The program enables localities and communities to determine, develop, support, and promote products or services that are rooted in its local culture, community resource, creativity, connection, and competitive advantage. ➤ The Regional Integrated Product Development Assistance (RIPDA) is for product development. DTI provides assistance in labeling, product design and initial label printings. In addition, assistance to laboratory analysis, nutritional facts, IPO Trademark Registration, Food Safety/cGMP/SSOP Seminars and Workshops etc. to secure FDA LTO and CPR).



	<ul style="list-style-type: none"> ➤ DTI is also conducting Regional Trade Fair which is called the MIMAROPA Naturally. Other national and local trade fairs, are the Manila Fame, PASINAYA, National Food Fair, International Food Expo (IFEX), etc. ➤ Under the Money element, the access to funding is through DTI's P3 microfinance program—in cooperation with SB Corp.—or connection to microfinance institutions (MFIs). ➤ DTI implemented a new program called P3 CARES or Bayanihan CARES an interest-free and collateral-free financing program that aims to assist MSMEs to recover from the adverse effects of the pandemic. In partnership with DOT and SB Corp, the P3 CARES for Travel is for tourism-engaged MSMEs who will have access to zero interest, no-collateral loans. And P3 Heroes is a program of the National Government that provides an opportunity for displaced, repatriated, or returning OFWs to rebuild their lives here in the Philippines by helping them establish their start-up businesses. ➤ Under the Machine element, the major program is the Shared Service Facilities. The program accelerates the MSMEs' competitiveness by giving them access to energy-efficient technologies and more sophisticated equipment. ➤ And for the last element is the Models of Negosyo. DTI provides different business ideas to help MSMEs into business, from traditional enterprises to direct selling and franchising. Under this are three (3) programs namely: Livelihood Seeding Program – Negosyo Serbisyo Sa Barangay, Pangkabuhayan Sa Pagbangon at Ginhawa Program, and Comprehensive Agrarian Reform Program. ➤ Lastly, DTI implemented the Safety Seal Certification during the pandemic which is a voluntary certification scheme that affirms that an establishment is compliant with the minimum public health standards set by the government and uses or integrates its contact tracing with StaySafe.ph. <p>Ms. Gladys A. Quesea, Chief TDD of DOT- 4B, requested a list of list of native products, food and non-food for tokens during the region's projects, events and programs. Ms. Zamora clarified that not all are PHILGEPS registered but they will send a list for reference with the remarks on what materials are used for each product.</p> <p>Ms. Zamora added that DTI has no regulations for online booking platforms however, Fair Trade Enforcement Bureau (FTEB) accepts complaints regarding tourists using online booking platforms.</p>
Status of DOT-DPWH Convergence	<p>ARD Sto. Domingo presented the DPWH Region IV-B FY-2022 TRIP Projects (based on GAA). The following were mentioned on his presentation:</p>

<p>ARD Melquiades H. Sto. Domingo from DPWH</p>	<ul style="list-style-type: none"> ➤ Access roads leading to the various attractions of Mindoro Occidental and Oriental, Palawan and Romblon. To summarize, there are thirty-seven (37) projects in the region. ➤ In comparison between the last two administrations, from 2012 to 2016, DPWH has completed fifty-four (54) projects. While from 2017 to 2022, there are fifty-eight (58) ongoing and one hundred forty-eight (148) projects. All in all, DPWH has two hundred sixty (260) projects in total. <p>Mr. Demetrio Alvior, City Tourism Officer of Puerto Princesa, asked about the status of the viaduct. ARD Sto. Domingo answered that it is currently in the finalization of implementation and it is proposed for 2023.</p> <p>Mr. Bernardino A. Atienza Jr. from NEDA asked if the 2023 TRIP projects will be the last starting the implementation of Mandanas Case Ruling. ARD Sto. Domingo answered that DPWH did not propose any new projects for next year and will focus on completing the pending and ongoing 2022 projects. There may be a consideration for the DOT convergence programs and the small projects would be devolved to LGUs.</p>										
<p>Requirements for the New/Renewal of Application for Permits for boats used for tourism activities</p> <p>Ms. Mary Colene R. Faltado and Ms. Mariz Andal from Shipping and Domestic Section of MARINA IV</p>	<p>Ms. Faltado and Ms. Andal discussed the following:</p> <ul style="list-style-type: none"> ➤ Brief information about the Memorandum Circular DS-2019-01: Rules On the Registration, Licensing and Operation of Recreational Boats. It ensures proper documentation over a recreational boat either for commercial use or private use within Philippine waters. And enhance & strengthen the implementation and monitoring capabilities over recreational boats. ➤ The following certificates, permits and/or documents issued to recreational boat and their respective validity for Commercial use: <ol style="list-style-type: none"> 1. Certificate of Ownership (CO) – no validity 2. Recreational Boat Certificate (RBC) – 5 years 3. Recreational Boat Safety Certificate (RBSC) – 1 year 4. Minimum Safe Manning Certificate (MSMC) – 1 year 5. Permit to Operate (PTO) – 1 year <p style="text-align: center;">For the Private Use:</p> <ol style="list-style-type: none"> 1. Certificate of Ownership (CO) – no validity 2. Recreational Boat Certificate (RBC) – 5 years ➤ The twenty-one (21) types of Recreational Boats namely: <table border="0" style="width: 100%;"> <tr> <td>1. Personal Water Craft</td><td>2. Speed Boat</td></tr> <tr> <td>3. Canoe Kayak Sail</td><td>4. Motor Yacht</td></tr> <tr> <td>5. Dinghy</td><td>6. Mega Yacht</td></tr> <tr> <td>7. Auxiliary</td><td>8. Super Yacht</td></tr> <tr> <td>9. Dragon Boat Galley</td><td>10. Hydrofoil</td></tr> </table> 	1. Personal Water Craft	2. Speed Boat	3. Canoe Kayak Sail	4. Motor Yacht	5. Dinghy	6. Mega Yacht	7. Auxiliary	8. Super Yacht	9. Dragon Boat Galley	10. Hydrofoil
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- 11. Day Sailboat
- 12. Pontoon Boat
- 13. Sailboat
- 14. Raft or Floating Bar
- 15. Motorsailer
- 16. Houseboat
- 17. Motor Launch
- 18. Submersible
- 19. Motor Boat / Cabin Cruiser
- 20. Aircushion or Ground Vessel
- 21. Miscellaneous Vessel

➤ Class 1 Day Boats are boats with no overnight facilities. These are the Dive Boats, Tour Boats, Guest Transfer Boats, River Boats, Charter Boats, and Special Use Vessels. While the Class II Multi-Day Boats which are with overnight accommodations for their passengers. These are the Live-Aboard Dive Boats, Charter Yachts, and Multi-Day Expedition/Research Boats.

➤ In addition, this table was also presented:

CLASSIFICATION
(tourism or commercial purposes)

CLASS	RANGE of OPERATION from point of embarkation (Nautical Miles)	CAPACITY (maximum)
Class C	10 (18.52km)	8 passengers 2 crews
Class B	20 (37.04km)	12 passengers 4 crews
Class A	60 (111.12km)	< 50 passengers
Class A1	60 – 120	based on capacity computation or stability computation

➤ The different requirements for boats acquired through Local Construction acquired through Importation, previously registered boats with MARINA, and Under Amnesty Program.

➤ The process flow for Commercial Use and Private Use is the same until the Issuance of Certificates such as CO and RBC. For Commercial Use, the inspector will check if the recreational boat is compliant then they will issue the safety-related certificates. If it is not compliant, the Maritime Technical Division (MTD) will issue a Notice of Deficiency. The applicant must coordinate with MTD for a list of noted deficiencies. After submitting the rectification, MARINA will issue the certificates.

RD Malateo asked how many registered recreational boats were in the region. Ms. Faltado answered that as of March 29, 2022, the total is one hundred and forty-four (144).

Mr. Michael Casto A. Ras II from DILG asked how many days of processing for the issuance of a license to operate. Engr. Maria Edna F. Cantos, head of MTD, answered that the standard

	<p>processing time is seven (7) days for registration of private use and for commercial, twenty (20) days.</p> <p>Engr. Cantos added about the registration on their Amnesty Program has already ended last December 31, 2021. However, the new advisory extends it until June 30, 2022. It is accorded to the existing, unregistered, and undocumented recreational boats prior to the effectivity of their MC.</p> <p>Ms. Quesea requested for the list of Live Aboard operators to be invited in developing packages for dive tourism in the region. Engr. Cantos answered that there are no registered Live Aboard operators but they will double-check in Palawan with Engr. Nelson if they have an existing list.</p> <p>Engr. Nelson mentioned that there are three Live Aboard boats used for diving in Tubbataha Reef. These are the Azalea, Mariana, and Summer Juice.</p> <p>Ms. Quesea added a query about the phasing out of wooden-hulled boats. Engr. Nelson clarified that those only include motor bancas with outriggers and liners with a specific route and trip schedules. Exemption with this is the wooden-hulled bancas intended for tourism activities. In addition, Engr. Cantos mentioned that recreational boats are intended for technologically improved hulled vessel like fiberglass, steel and aluminum. Due to lack of investors, ports and limited market, temporarily some wooden-hulled bancas with specific routes are operational but MARINA already informed them that they need to transition to modern vessels.</p> <p>Ms. Quesea asked if MARINA is responsible for pitching to investors or the LGUs will do it. Engr. Cantos mentioned that at present they have letters to LGUs, PPA and Coastguards regarding the continuous implementation of phase out. They have disseminated the information about the routes for possible investors or shipping operators to deploy their boats to the identified routes.</p> <p>RD Malateo added a query if until when is the temporary suspension of phasing out of the wooden-hulled bancas. Engr. Cantos clarified that it is not a suspension but a continuous implementation due to indispensable routes and bancas are the primary means of transportation between the islands. They are only temporarily allowed to operate.</p>
<p>PPPs for Tourism-led Economic Development</p> <p>Ms. Maria Lerma L. Advincula, Director of Project Development, Public-Private Partnership Center of the Philippines</p>	<p>Director Advincula discussed the following:</p> <ul style="list-style-type: none"> ➤ Infrastructure development for economic recovery and resiliency. The usual government budget/financing uses appropriations and corporate funds for their respective projects. Our country's good credit standing allows government borrowing of domestic and foreign debt and Official Development Assistance (ODA). And lastly, Public-private Partnership (PPP).

	<ul style="list-style-type: none"> ➤ PPP Center is an attached agency of NEDA and its main mandate is the implementation of the country's PPP Program. It serves as a central coordinating and monitoring agency for all PPP projects in the country. ➤ They provide technical assistance to all government agencies who are doing joint venture arrangements (development to implementation and monitoring). Advocate for policy reforms to enhance enabling environment. And conduct capacity-building activities to improve the skills of agencies. ➤ As of March 29, 2022, one hundred and eighty-three (183) are PPP awarded projects consisting of eighty-eight (88) National and ninety-five (95) Local. Sixty-one (61) are still in development or projects in the pipeline. It consists of forty-three (43) National and eighteen (18) Local. ➤ The two PPP options for tourism development are the Integrated PPP Approach and Unbundled Approach. The Integrated PPP Approach allows the government to enter a partnership with only one private sector that will do everything from the development, design, financing, construction, operation, and maintenance of the entire tourism complex/tourism enterprise zone. The Unbundled Approach has specific stand-alone projects / selected projects in a tourism complex that can be assigned to the private sector partner. ➤ Some examples of PPP's Select Ecozone projects are UPLB Agro-Industrial and Information Technology Parks, Ormoc City Water Supply System Project, Clark International Airport Expansion – EPC and O&M and San Ramon Newport. ➤ The first activity in the Proposed Strategy for PPP Implementation is to identify the required support infrastructures. These include Water and Sanitation, Solid Waste Management, IT Development / Telecom, airports, seaports, roads, and MICE venues. Under the Mandanas Case Ruling, the approved development plans of the DOT and other concerned national agencies should also be considered in project identification. ➤ Second activity is the conduct of a preliminary assessment. It includes the initial market study to estimate demand and determine possible revenue streams. Next is the conduct of preliminary market sounding to measure private sector interest/appetite and concerns. And lastly, the other assessment is to determine if PPP is a viable option for the project. ➤ The third and fourth activities are to identify projects that are viable for PPP development and conduct development studies. This is to determine which projects are viable
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	<p>through feasibility studies and business case reports. Incidentally, PPP has the facility/funding called Project Development and Monitoring Facility (PDMF) which can help agencies in tapping consultants who will put together the feasibility study and assist in transactional advisory services during the bidding process.</p> <ul style="list-style-type: none"> ➤ The last activity is the submission of viable PPP projects for PPP approval. PPP has options for the legal frameworks that the government agencies may consider. First is the BOT Law and its IRR (RA No. 77118), which is an act authorizing the financing, construction, operation, and maintenance of infrastructure projects by the private sector and for other purposes. Second is the Local Government PPP Code/JV Ordinances. ➤ Some other tourism PPP Projects are the Clark TIEZA Tourism Enterprise Zone (TEZ) – 150-Room 3-Star Hotel, Mt. Data Lodge Project, and Rizal Park Western Section Development Project.
<p>Dive Safari Circuit</p> <p>Ms. Faye Angeli Reyes, Senior Tourism Operations Officer of DOT – 4B,</p>	<p>Ms. Reyes presented the following:</p> <ul style="list-style-type: none"> ➤ The Dive Safari Circuit is a regional project that aims to assess emerging and potential dive sites in the region as they gear toward pursuing dive tourism as one of its priority products identified in the Regional Development Plan (RTDP). The region should have an inventory of which dive sites should be further developed and marketed. ➤ Tourism Product and Manpower Development was one of the four (4) strategic areas identified in the RTDP 2020-2026 with the goal of becoming The Destination of Choice in 2026. The assessments aim to come up with a report on the potential dive sites as tourist attractions and the reports will be the basis for proposing facilities and trainings to further enhance the sites. ➤ Specifically, the projects aim to: <ol style="list-style-type: none"> 1. Assess the potential of dive sites as tourism destinations and identify factors that may contribute to or hinder the attainment of this 2. Provide recommendations for further product development/enhancement 3. Provide marine ecology assessment and fish population specifics 4. Provide documentation through photos and videos ➤ In total, twenty-five (25) dive sites were assessed within ten (10) municipalities. The assessment covered in Marinduque (3), Palawan (2), Oriental Mindoro (2), and Occidental Mindoro (3). ➤ In general, the assessment in Marinduque with the given location of the province that can support scuba diving activities whole year round whether <i>Amihan</i> or <i>Habagat</i> is

	<p>affecting the province. The hard coral community in the dive sites is categorized as fair with dead corals dominating all the sites as previously mentioned cause of rampant dynamite and compressor fishing.</p> <ul style="list-style-type: none"> ➤ The dive sites assessed in Gasan, Baltazar Island, Bugtong Channel, Buenavista, Metati Point, and Puntod Reef have a higher potential of scuba diving sites attracting foreign and local underwater photographers' comparison into some dive spots of Mabini, Tingloy and Batangas. ➤ In summary of the assessment in Marinduque, the Jump-off points are the town proper. The travel time is mostly less than an hour. The certification needed is Open Water and at least Advanced Open Water. The dive time is mostly from 30-50 minutes. The maximum depth is 35 meters in Metati point while the average depth is ranging from 1.6 – 18 meters. The current is none to light. ➤ Three dives sites in each municipalities of Palawan were assessed namely: Okikawa Maru, Nanshin Maru, Concepcion MPA in Busuanga and Malcapuya Island, Piedra Blanca, Buhi Reef in Culion. ➤ In summary the recommendations of the dive team are: <ol style="list-style-type: none"> 1. Potential for underwater photography <ul style="list-style-type: none"> • Buhi Reef and area along Culion Pier are potential sites for Macro Photography; • Dugong watching in Busuanga is a good candidate for wide-angle photography to encourage awareness of community efforts and document dugong behavior. Strict rules from those knowledgeable about dugong should be followed; and • The dive guides in Culion informed the team that there are sightings of whale sharks, dolphins, eagle rays, sea turtles and big fish around Buhi Reef, Pangatlong Buya and other areas. 2. Retrofit boats to accommodate divers <ul style="list-style-type: none"> • In preparation for dive tourism, the LGU with support from the Philippine Commission on Sports Scuba Diving (PCSSD) and DOT – 4B should organize dive operators to retrofit some passenger boats that would cater to diving with underwater photography divers in mind. 3. Capability training for dive guides <ul style="list-style-type: none"> • While the dive guides were trained on what to look for and assist photographers, they can also be trained on the details of underwater photography and the ecology of macro photography subjects. This is to engage guests from the US and Europe and potentially increase repeat clients.
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	<p>4. Protection of the dive sites</p> <ul style="list-style-type: none"> • The protection is not only for tourism but also for its long-term survival that benefits the community; • Strictly enforce buffer zones and no-take zones for existing marine sanctuaries and established additional sanctuaries; • The placement of mooring buoys will greatly improve the chances of survival of the reef environment from boat anchors that damages corals; and • The protection of shipwrecks by coordinating with appropriate government agency will help the LGU for long-term preservation if applicable. <p>➤ In summary of the assessment in Palawan, the Jump-off point are the Barangays and Pearl Bay in Busuanga. The longest travel time is in Malcapuya for two hours. The type of habitat is natural except for the two shipwrecks. Type of dive are coral and wreck. The certification needed is Open Water and at least Advanced Open Water for the shipwrecks. The dive time is from 30-45 minutes. The maximum depth is 33.5 meters in Nanshin Maru. The current is none too slow and moderate.</p> <p>➤ Nine (9) dive sites were assessed in the province of Occidental Mindoro. The travel time ranges from 10-66 minutes. The type of habitats is mostly coral reef and sand. The type of dives are Intro Dive, Photography, and Deep Dive. The certification needed is Open Water and at least Advanced Open Water for the deep dives in Mamburao and Paluan. The maximum depth is 10-27 meters. The current is none to medium.</p> <p>➤ Four (4) dive sites were assessed in the province of Oriental Mindoro. The travel time ranges from 10-45 minutes. The type of habitats are sandy and coral. The type of dive in Puerto Galera is photography and for Pola, introductory dive. The certification needed in Puerto Galera is Advanced Open Water and for Pola is Open Water. The dive time ranges from 39-98 minutes. The maximum depth is 17.2 meters in Tagumpay Beach. The current is none to low.</p> <p>➤ In summary the recommendations of the dive team in Mindoro Islands are:</p> <ol style="list-style-type: none"> 1. Potential for underwater photography <ul style="list-style-type: none"> • All dive sites assessed were potential sites for macro photography; • 7 out of the 12 sites are ideal for wide-angle photography; 2. Retrofit boats to accommodate <ul style="list-style-type: none"> • In preparation of dive tourism, the LGU with support from the Philippine Commission on Sports Scuba
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	<p>Diving (PCSSD) and DOT – 4B should organize dive operators to retrofit some passenger boats that would cater to diving with underwater photography divers in mind;</p> <ul style="list-style-type: none"> • Dive boats from Puerto Galera, Oriental Mindoro and Mabini Tingloy, Batangas can be replicated on all the dive sites assessed <ol style="list-style-type: none"> 3. Capability training for dive guides 4. Protection of the dive sites <p>➤ For the Ways Forward, these are the pipelined activities:</p> <ol style="list-style-type: none"> 1. Conduct of Dive Guide Trainings; 2. Assessment of other dive sites; and 3. Launching of MIMAROPA Dive Safari Circuit. <p>Ms. Quesea asked about the status of the request with regards to the training of dive guides to OPMD and to request PTOs, CTOs, and MTOs to provide the initial list for potential dive guides. Ms. Reyes answered that the request has been sent to PCSSD for the trainings however there is still no reply. She advised the tourism officers to start the initial screening of the potential participants for the training. RD Malateo suggested issuing a memo regarding the assessment.</p>
Next Steps/Remarks	
<ol style="list-style-type: none"> 1. Request of list of native products, food and non-food for tokens from DTI. 2. Presentation of status of remaining ongoing road projects from DPWH. 3. Request of list of live-aboard operators from MARINA for the dive tourism services in the region. 	

Prepared by: MRTC Secretariat