



EXECUTIVE ORDER NO. 024
Series of 2024 *ef*

**AN EXECUTIVE ORDER REORGANIZING THE LOCAL PUBLIC TRANSPORT
ROUTE PLAN (LPTRP) TEAM OF THE CITY OF ISABELA, BASILAN**

WHEREAS, Department of Transportation Department Order 2017-11, “Omnibus Guidelines on the Planning and Identification of Public Road Transportation Services and Franchise Issuance” shifted the determination of local public transport services to the Local Government Unit (LGUs) with the rationale that the LGUs are in a better position to identify local public transport service requirements;

WHEREAS, Department of Transportation (DOTr) and Department of Interior and Local Government (DILG) issued Joint Memorandum Circular No. 001 s. 2017 of “Guidelines in the Preparation and Issuance of Local Ordinances, Orders, Rules and Regulations concerning the Local Public Transport Route Plan (LPTRP) mandated the LGUs thru the Land Transportation Franchising and Regulatory Board (LTFRB) nationwide to prepare and issue local ordinances concerning the LPTRP;

WHEREAS, the City Government of Isabela prepared the City of Isabela LPTRP CY 2019-2023, which was approved through Sangguniang Panglungsod Resolution No. 22-6459 on September 1, 2022;

WHEREAS, to update the LPTRP, there is a need to reorganize the LPTRP Team;

NOW THEREFORE, I, SITTI DJALIA A. TURABIN-HATAMAN, City Mayor of the Isabela City, by virtue of the powers vested in me by law do hereby ORDER the reorganization of the LPTRP Team of City of Isabela, as provided in the following:

Section 1. **COMPOSITION.** The LPTRP Team shall be composed of the following:

Chairperson	City Mayor
Vice-chairperson	Vice Mayor
Members	City Councilor, Committee on Communications, Information, and Public Utilities





City Administrator
City Planning & Development Coordinator
City Engineer
City Agriculturist
City Tourism Officer
City General Services Officer
Disaster and Risk Reduction Management Officer
Business Permit Licensing Officer
Local Economic Development and Investment Promotions Officer
PESO Manager
ABC Federation President
Chief of Traffic & Patrol Division, Isabela City Police Station
District Engineer of Isabela City District Engineering Office,
DPWH Region IX
Representative from LTO Basilan
Representative from LTFRB Regional Office
President, Tricycle Operators and Drivers' Association (TODA)
President, PUV Operators and Drivers' Association
Representative from Business sector
Representative from NGO
IPMR

Section 2. **Roles and Functions.** The LPTRP Team shall have the following roles and functions:

- a. Prepare/update the Local Public Transport Plan (LPTRP) based on and/or consistent with the Manual prescribed in Joint Memorandum Circular No. 001, series of 2017, dated 19 June 2017 of the Department of Interior and Local Government (DILG) and Department of Transportation (DOTr);
- b. Review and assess the current transport routes and propose necessary adjustments to improve the public transport system in the city.



Local Public Transport Route Plan (LPTRP) Briefer

Prepared by: City Planning and Development Office

Definition

- **LPTRP** - A plan detailing the route network, mode, and required number of units per mode for delivering public land transport services. This is prepared by local government units and approved by the DOTr/LTFRB.
- **Public Utility Vehicles (PUVs)** – Vehicles that carry passengers and/or cargo for a fee, offering services to the public, which may include, but are not limited to, UV Express service, PUBs, PUJs, TNVS, Filcab and Taxis. Franchise issued by LTFRB.
- **Motorized Tricycle** - is a motor vehicle composed of a single motorcycle or motorcycle fitted with a single wheel sidecar, or motorcycle fitted with a two-wheel cab operated to render transport services to the public for a fee. Franchise/MTOP issued by the LGU.

City of Isabela LPTRP 2019-2023

- The LPTRP Team through the CPDO prepared the LPTRP 2019-2023 and submitted the same to LTFRB for review.
- The LTFRB issued Notice of Compliance (NOC) for the City of Isabela LPTRP on March 1, 2022.
- The City of Isabela LPTRP CY 2019-2023 was approved through SP Resolution No. 22-6459 on September 1, 2022.
- No ordinance was enacted for the proposed PUV routes based on the said LPTRP.
- Tricycle route plan is included in the LPTRP
- LPTRP is one of indicators in the SGLG profiling.
- LPTRP 2019-2023 need to be updated.

Tricycle Route Plan in LPTRP

- At present, tricycles are the major public transport in Isabela City.
- The tricycle operations are regulated by City Ordinance No. 04-163, prescribing the operation of tricycle and granting franchise for the operation thereof within the territorial jurisdiction of the City of Isabela, Province of Basilan.
- ***Section 8. The Motorized Tricycle Operator's Permit (MTO) shall be limited to One Thousand Five Hundred (1500) units...***
- ***Section 13. Franchised motorized tricycle shall operate in all national and city roads. No tricycle for hire shall be allowed to operate or carry passengers beyond the 3 km limit of the city proper.***

Table 3.2-3 – Area of Operations of Tricycle (City Ordinance No. 04-163)

Route	Authorized Units	Actual No. of Units
<p>Isabela City Center (within 3 km)</p> <ul style="list-style-type: none">The city proper/center is composed of Barangays Isabela Proper, Port Area, Marketsite, Kaumpurnah Zones 1, 2, and 3, Eastside, Sta. Cruz, La Piedad, Lanote, Sunrise, Binuangan, Timpul, Seaside, Riverside, Doña Ramona, Tabuk, San Rafael, Aguada, Menzi, and Sumagdang with the following boundaries:<ul style="list-style-type: none">Isabela – Lamitan National Highway Km. 3Isabela – Maluso National Highway Km. 3Isabela – Sumagdang Road Km. 3Isabela – Lanote Road Km. 3	1500	1500

Source: SP, City Ordinance No. 04-163, Traffic Code of the City of Isabela

Note: Malamawi Island is not included in the Area of Operations of Tricycle

Table 3.2-4 – Existing Tricycle Operations on National Roads

Mode: Tricycle	Route	Authorized Units	Actual No. of Uni
East Corridor (Isabela-Lamitan National Road)			
1	Tricycle Terminal - Binuangan	Included in the 1500 authorized units	21
2	Tricycle Terminal - Busay - Begang		40
3	Tricycle Terminal - Tablawan		40
4	Tricycle Terminal - Baluno		25
5	Tricycle Terminal - Lower Lanote		25
6	Tricycle Terminal - Upper Lanote - Calvario		20
7	Tricycle Terminal - Panunsulan		8
	<i>Sub-Total</i>		179
West Corridor (Isabela-Maluso National Road)			
		Included in the 1500 authorized units	
8	Tricycle Terminal - Cabunbata		20
9	Tricycle Terminal - Maligne		20
10	Tricycle Terminal - Upper Maligne		5
11	Tricycle Terminal - Concepcion - Matarling		4
12	Tricycle Terminal - Kapayawan		5
13	Tricycle Terminal - Sumagdang		15
14	Tricycle Terminal - Kumalarang		10
15	Tricycle Terminal - Maki		8
16	Tricycle Terminal - Balatanay		7
	<i>Sub-Total</i>		94

Source: CPDO/ LPTRP Driver's Interview Survey Conducted CY 2018-2019

- However, it was found during LPTRP survey, tricycles are plying the national roads serving the rural barangays because there are no alternative routes and alternate mode of transport as they are inactive.

Tricycle ban on National Roads

- The proposed updated route structure adheres to the guidelines in the formulation of LPTRP, specifically on tricycle operations as prescribed in the Section 3.1 of DILG-DOTC JMC No. 1, series of 2008 with the following provision:
- “Tricycle operation should only be confined along city or municipal roads, not along national roads and is limited only to routes not traversed by higher modes of public transport. However, the local Sanggunian may allow if there is no other alternative route.”
- Further, DILG MC No. 2020-036 prohibits tricycle from operating on national roads



MEMORANDUM CIRCULAR
NO. 2020-036

TO: ALL PROVINCIAL GOVERNORS, CITY MAYORS, MUNICIPAL MAYORS, PRESIDING OFFICERS OF THE SANGGUNIANG PANLALAWIGAN, SANGGUNIANG PANGLUNSOD, AND SANGGUNIANG BAYAN, PUNONG BARANGAYS, REGIONAL GOVERNOR OF THE BARMM, CHIEF OF THE PHILIPPINE NATIONAL POLICE, CHIEF OF THE BUREAU OF FIRE PROTECTION, AND ALL OTHER CONCERNED

ATTN: DILG REGIONAL, PROVINCIAL, CITY DIRECTORS, AND ALL LGOOs

SUBJECT: PROHIBITING TRICYCLES, PEDICABS, AND MOTORIZED PEDICABS FROM OPERATING ON NATIONAL HIGHWAYS

DATE: 17 FEB 2020

City Ordinance provisionally permitted tricycle operations on national roads

- Since there are no alternative routes and alternate mode of transport within Isabela City, the City Council enacted Ordinance No. 20-567 on March 11, 2020, which provides that motorized tricycle may be provisionally permitted to ply the routes of the national highway where no alternative route exist unless and until a provincial, city or barangay alternative secondary roads and other infrastructure established in accordance with the LPTRP of the City of Isabela.



CITY OF ISABELA
Province of Basilan
OFICINA DEL CONSEJO LOCAL
(Office of the Sangguniang Panlungsod)

EXCERPTS FROM THE MINUTES OF THE JOURNAL OF PROCEEDINGS OF THE REGULAR SESSION OF THE SANGGUNIANG PANUNGSOD OF THE CITY OF ISABELA, PROVINCE OF BASILAN, HELD AT KASINNAHAN HOTEL AND RESORT, ISABELA CITY, BASILAN, ON MARCH 11, 2020.

PRESENT:

Hon. Yusep I. Abokokoy	Temporary Presiding Officer
Hon. Candul Mojero	Focal Leader
Hon. Jobern I. Tolpni	Asst. Floor Leader
Hon. Sara S. Soronel	Member
Hon. Ar Jhemar K. Albon	Member
Hon. Alan Ritchie Lins B. Bial	Member
Hon. Nider P. Davis	Member
Hon. Korel Anngaza R. Sokkalahad	Member
Hon. Ma. Jemeno S. Tubonggabera	Member (p Representative)
Hon. Abdulkudus A. Sahlan	Member (SK Fed. President)
Hon. Holzer A. Sohan	Member (ABC Fed. President)
Hon. Tommy M. Soronel	Member

ABSENT:

Hon. Khyreender M. Asanul Member

ORDINANCE NO. 20-567
ENACTED MARCH 11, 2020
AUTHORED BY: HONORABLE JASHIM I. TIPLANI

AN ORDINANCE AMENDING SECTION 13, ARTICLE V, SECTION 20, ARTICLE VIII, AND SECTION 22, ARTICLE X OF CITY ORDINANCE NO. 04-163, ENTITLED - "AN ORDINANCE PRESCRIBING THE OPERATION OF TRICYCLE AND GRANTING FRANCHISE FOR OPERATION THEREOF WITHIN THE TERRITORIAL JURISDICTION OF THE CITY OF ISABELA, PROVINCE OF BASILAN"

ARTICLE V

AREAS OF OPERATION

Section 1. AMENDMENT. That Sec. 13, Article V, of Ord. 04-163, is hereby amended - franchised motorized tricycles, whether for hire or for private use, shall be prohibited to ply the routes of the national highway and shall exclusively operate only within provincial, city and barangay roads. Provided, however, that motorized tricycles may be provisionally permitted in the interim to ply the routes of the national highway where no alternative roads exist until and unless a provincial, city or barangay alternative secondary roads and other infrastructures shall be established in accordance with the Local Public Transport Act (LPTRP) of the City of Isabela. Motorized tricycles for hire or for private use shall not be allowed to operate or carry passengers beyond the 3km radius of the city proper.

Proposed Tricycle operations in Malamawi Island

- As mentioned, Malamawi Island which is composed of 7 barangays is not included in the City Ordinance regulating the tricycle operations in Isabela City.
- However, during the LPTRP Survey, it was found that the mode of transport in Malamawi Island is habal-habal. There is no city ordinance regulating the operations of habal-habal.

e. Driver's Interview Survey (Included Tricycle Operations Survey)

Table B-5 – Driver's Interview Survey at Isabela Tricycle Terminal

Service Area	Estimated no. of vehicle operating on this route	ave no. of working hrs/day	Ave. Travel Speed (kph)	Terminal Waiting Time (min)	Ave no. of RT/day	Ave. Seating Capacity
Tricycle						
1 Tricycle Terminal - Concepcion - Matarling	4	8	15-25	120	2	4
2 Tricycle Terminal - Busay – Begang	40	8	15-25	20	4	4
3 Tricycle Terminal - Binuangan	21	8	15-25	7	4	4
4 Tricycle Terminal – Tablawan	40	8	15-25	120	2	4
5 Tricycle Terminal - Lower Lanote	25	8	15-25	60	4	4
6 Tricycle Terminal - Upper Lanote - Calvario	20	8	15-25	120	4	4
7 Tricycle Terminal - Panunsulan	8	8	15-25	120	2	4
8 Tricycle Terminal - Ularne, Lamitan	20	8	15-25	120	2	4
9 Tricycle Terminal - Maligne	20	8	15-25	120	2	4
10 Tricycle Terminal - Cabunbata	20	8	15-25	30	3	4
11 Tricycle Terminal - Atong-atong, Lantawan	7	8	15-25	45	4	4
12 Tricycle Terminal - Kapayawan	5	8	15-25	30	4	4
13 Tricycle Terminal - Upper Maligne	5	8	15-25	60	2	4
14 Tricycle Terminal - Balagtasan, Lamitan	5	8	15-25	45	3	4
15 Tricycle Terminal - Kumalarang	10	8	15-25	20	5	4
16 Tricycle Terminal – Balatnay	7	8	15-25	25	4	4
17 Tricycle Terminal – Baluno	25	4	15-25	20	1	4
Habal-Habal						
1 Tricycle Terminal - Small Kapatagan	10	8	15-25	60	4	2
2 Tricycle Terminal - Kapatagan Grande	10	8	15-25	30	2	2
3 Carbon – Sta. Barbara - Campo – White Beach (Malamawi Island)	30	8	15-25	30	11	3
4 Carbon – Sta. Barbara - Lukburon – White Beach (Malamawi Island)	30	8	15-25	30	13	3

Source: CPDO/LPTRP Survey

Proposed 71 units for Malamawi Island Tricycle Operations

- Based on the LPTRP, 71 units were proposed for Malamawi Island Tricycle Operations.
- Recommendation: Amend the Ordinance regulating the tricycle operations, particularly the area of operations that will include Malamawi Island and additional number of units.

Table 10.2-2 – Summary of Recommended Routes (Medium Term)

Mode/Route Name	Future Volume Short Term	Fleet Size Short Term	Future Volume Medium Term	NRT	VLF	ASC	NU
Bus							
IWT -IET via Lanote Diversion Road	9547	65	11004	5	0.7	50	63
Jeepney							
a. East Corridor							
IET - Baluno and v.v.	115	5	133	5	0.7	9	5
IET - Upper Lanote - Calvario - Kapatagan Grande - Small Kapatagan and v.v.	507	11	585	4	0.7	22	10
IET - Panunsulan and v.v	74	4	86	4	0.7	9	4
IET - Busay - Begang and v.v.	738	12	851	5	0.7	22	12
IET - Tablawan and v.v	369	6	426	5	0.7	22	6
b. West Corridor							
IWT - Concepcion and v.v.	37	3	43	3	0.7	9	3
IWT - Mailigue - Masola and v.v.	334	8	385	4	0.7	22	7
IWT - Kumalarang-Makiri-Balatanay and v.v.	397	8	458	5	0.7	22	6
IWT - Cabunbata and v.v	227	5	262	13	0.7	9	4
IWT - Kapyawan and v.v.	92	3	107	4	0.7	22	2
Tricycle							
Isabela City Center	48405	1357	55789	15	0.7	4	1329
Malamawi Island	2489	71	2869	15	0.7	4	69

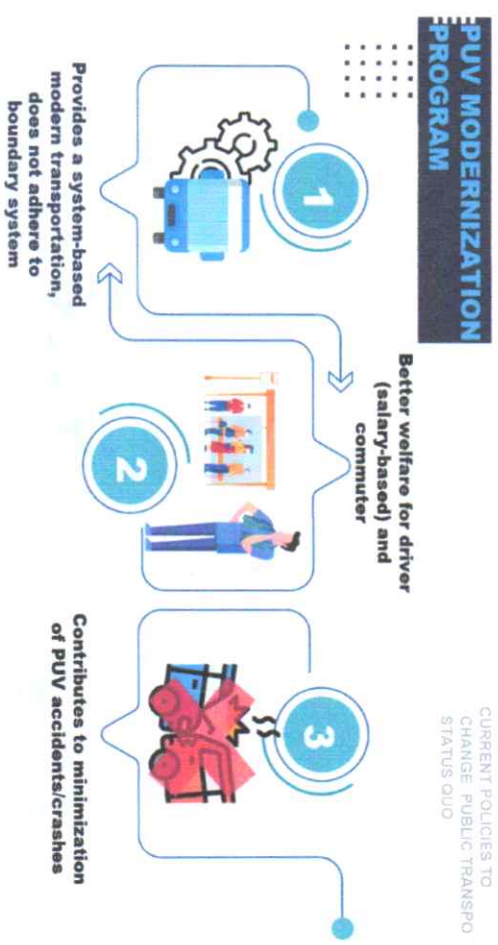
IWT - Isabela West Terminal
IET - Isabela East Terminal

NRT - No. of roundtrips
VLF - Viable Load Factor

ASC - Average Seating Capacity
NU - No. of Required Units





PUV Modernization Program in LPTRP

- Public Utility Vehicle (PUV) Modernization Program envisions a restructured, modern, well-managed, and environmentally sustainable transport sector where drivers and operators have stable, sufficient, and dignified livelihood while commuters get to their destinations quickly, safely, and comfortably.



FLEET MODERNIZATION



FEATURE	REQUIREMENT
 <p>Environment-friendly</p>	<p>Clean Air Act complaint engine. Euro 4 emission or better. Electric, Solar, Alternative Fuel</p>
 <p>Safety</p>	<p>Side door, Speed limiter, Automatic Braking System, Compliant with safety standards.</p>
 <p>Security</p>	<p>CCTV, GPS, Dashboard Camera</p>
 <p>Comfort/ Convenience</p>	<p>PWD/elderly-friendly, Free Wi-fi, AFCS</p>

FLEET MODERNIZATION



CLASS 1

9-13 seats



CLASS 2

**more than 22 seats,
with standing**



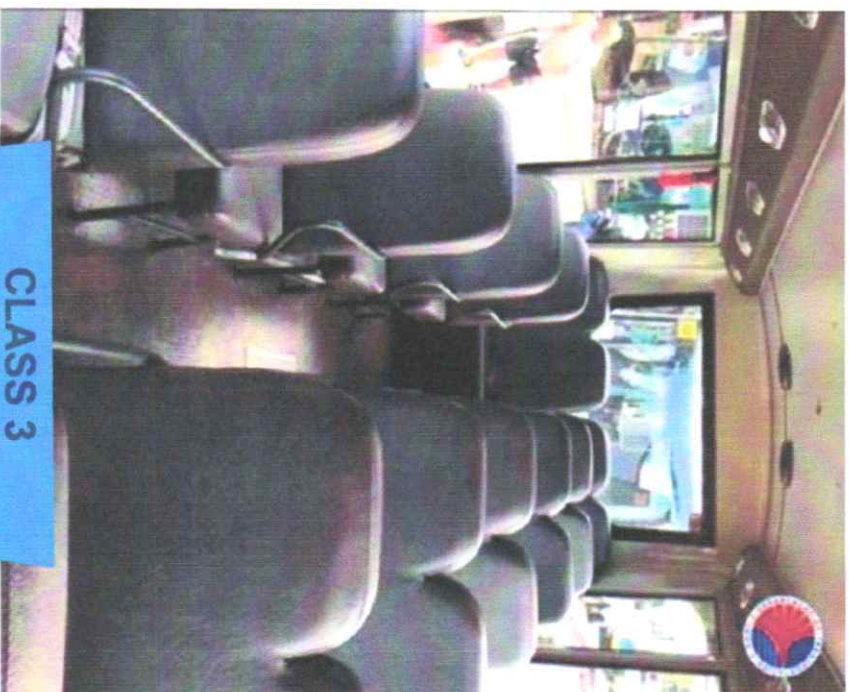
CLASS 3

**more than 22 seats,
no standing**

FLEET MODERNIZATION



**CLASS 2
Side-facing Seats**



**CLASS 3
Front-facing Seats**

INDUSTRY CONSOLIDATION



INDUSTRY CONSOLIDATION refers to strategically merging smaller transport industry players to form into a legal entity either by forming cooperative or corporation, among others, through the help of OTC and CDA.

CURRENT STATE



CURRENT STATE: Majority are operating under **ONE FRANCHISE, ONE OPERATOR, ONE VEHICLE.**

UNDER THE PROGRAM



Existing operators shall form a consolidated group (either a cooperative or corporation) who owns and operates the fleet.

INDUSTRY CONSOLIDATION



REQUIREMENT FOR OPERATORS UNDER THE OMNIBUS FRANCHISING GUIDELINES

BEFORE



One franchise, one unit
= Inefficiency

AFTER



Formation of cooperatives, corporation or consortium with CDA & OTC



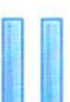
FLEET MANAGEMENT



SAFETY OFFICER



TERMINAL & GARAGE



EFFICIENT OPERATIONS & REDUCED COSTS

INDUSTRY CONSOLIDATION



OPERATIONAL BENEFITS OF CONSOLIDATION

- **Access to credit facilities**
- **Maximizes revenue while keeping maintenance costs low;**
- **Spread of Capital Expenses; Shared O&M Costs**
- **Operational efficiency via organized dispatching system and fleet management system**
- **Improves collection and lesser risk (efficient multiple trips)**
- **Consolidated entities can access to more discounts in fuel and spare parts**
- **Access to common garage/depot**
- **Has dividend and membership benefits**

Authorized PUJ Routes and No. of units

- Based on the proposed PUJ routes and No. of Units in the LPTRP, the LTFRB issued Notice of Compliance (NOC) to City of Isabela LGU indicating the authorized PUJ routes and No. of units for Isabela City.



Republic of the Philippines
 Department of Transportation
LAND TRANSPORTATION FRANCHISING AND REGULATORY BOARD
 Regional Franchising and Regulatory Office No. 9
 Diversion Road, Brgy. Tiguma, Pagadian City

NOTICE OF COMPLIANCE

This has reference to the Local Public Transport Route Plan (LPTRP) that the Local Government Unit (LGU) of Isabela City, Basilan has submitted last 12 November, 2021. After a thorough evaluation made by the Department of Transportation (DOT), this Land Transportation Franchising and Regulatory Board (LTFRB) Regional Franchising and Regulatory Office (RFRO), and the third-party consultants, the LPTRP was found to be consistent with the Department of Transportation (DOT) Department Order 2017-011 or the Omnibus Guidelines on the Planning and Identification of the Public Road Transportation Services and Franchise Issuance otherwise known as the Omnibus Franchising guidelines (OFG), and all the other pertinent LTFRB Memorandum Circulars. Hence, this **Notice of Compliance is granted** to the LGU of Isabela City, Basilan on 1st March, 2022.

Pursuant to the OFG and the DOT and the Department of the Interior and Local Government (DILG) Joint Memorandum Circular (JMCI) No. 001, S. 2017 or the Guidelines on the Preparation and Issuance of Local Ordinances, Orders, Rules and Regulations concerning the Local Public Transport Route Plan (LPTRP), the LGU is hereby directed to pass an ordinance adopting the said LPTRP indicating the following:

ROUTE NAME (Detailed Route Structure)	Route Length (km)	Authorized Mode	No. of Authorized Units
RATIONALIZED ROUTES			
1 ISABELA EAST TERMINAL- BALUNO & VICE VERSA Isabela City East Terminal - Basilan Circumferential Rd - Saburo & Vice Versa	10.6	PUJ (Class 1)	5
2 ISABELA EAST TERMINAL- SMALL KAPATAGAN & VICE VERSA Isabela City East Terminal- Basilan Circumferential Rd - Lower Lantoe Rd - Cawiro - Kapagagan Grande - Small Kapatagan & Vice Versa	17.2	PUJ (Class 2)	11
3 ISABELA EAST TERMINAL- PANUNSUHAN & VICE VERSA Isabela City East Terminal- Basilan Circumferential Rd - Panunuhan-Cawiro Rd - Panunuhan & Vice Versa	13.3	PUJ (Class 1)	4
4 ISABELA EAST TERMINAL- BUSAY- BEGANG & VICE VERSA Isabela City East Terminal- Basilan Circumferential Rd - Busay- Begang & Vice Versa	6	PUJ (Class 2)	12
5 ISABELA EAST TERMINAL- TABAWAN & VICE VERSA Isabela City East Terminal- Basilan Circumferential Rd - Tabawan & Vice Versa	8	PUJ (Class 2)	6
6 ISABELA WEST TERMINAL- CABUNBATA & VICE VERSA Isabela City West Terminal- Basilan Circumferential Rd - Cabunbata & Vice Versa	3.57	PUJ (Class 1)	5
NEW/ ORIGINATORIAL ROUTES			
7 ISABELA WEST TERMINAL- ISABELA EAST TERMINAL VIA LANOTE DIVERSION ROAD & VICE VERSA Isabela City West Terminal- Basilan Circumferential Rd - Lantoe Diversion Road - Lower Lantoe Rd - Basilan Circumferential Rd - Isabela East Terminal & Vice Versa	10	PUJB	15

Authorized PUJ Routes and No. of units

8	ISABELA WEST TERMINAL- CONCEPCION & VICE VERSA Isabela City West Terminal - Basilan Circumferential Rd - Conception & Vice Versa	13.9	PUJ (Class 1)	15
9	ISABELA WEST TERMINAL- MASJUA & VICE VERSA Isabela City West Terminal - Basilan Circumferential Rd - Masjua & Vice Versa	15	PUJ (Class 1)	15
10	ISABELA WEST TERMINAL- BALATYANAY & VICE VERSA Isabela City West Terminal - Basilan Circumferential Rd San Rafael - Batastany & Vice Versa	11.2	PUJ (Class 2)	15
11	ISABELA WEST TERMINAL- KAPAYAWAN & VICE VERSA Isabela City West Terminal - Basilan Circumferential Rd - Kapayawan & Vice Versa	14.6	PUJ (Class 2)	15
11	Total Number of Routes/Total Number of Units			118

The approved LPTRP shall be updated at least once every three (3) years from the date of issuance stated herein. Moreover, the ordinance should include a repealing clause amending all issued ordinances, order, rules, and regulations which conflict with the OFG, DLG-DOT JMC No. 001, S. 2017, other pertinent LTRB Memorandum Circulars, LPTRP Manual Volume 1.

The ordinance shall be endorsed to this RRFO immediately for the conduct of the transparent selection process and franchise issuance(s).

Attested by:


PAGEN JOHNSON C. ALMAZAN (ret)
 Regional Director, LTRB RRFO IX

- Based on the proposed PUJ routes and No. of Units in the LPTRP, the LTRB issued Notice of Compliance (NOC) to City of Isabela LGU indicating the authorized PUJ routes and No. of units for Isabela City.



City Ordinance for the authorized PUV routes and No. of Units based on the NOC issued by LTFRB

BASED ON THE NOC GRANTED BY THE LTFRB, THE CITY OF ISABELA LGU IS DIRECTED TO PASS ORDINANCE APPROVING THE AUTHORIZED PUV ROUTES AND NO. OF UNITS INDICATED IN THE NOC.

ONCE THE ORDINANCE IS ENACTED, THIS WILL BE ENDORSED TO LTFRB FOR THE CONDUCT OF SELECTION PROCESS AND FRANCHISE ISSUANCE.

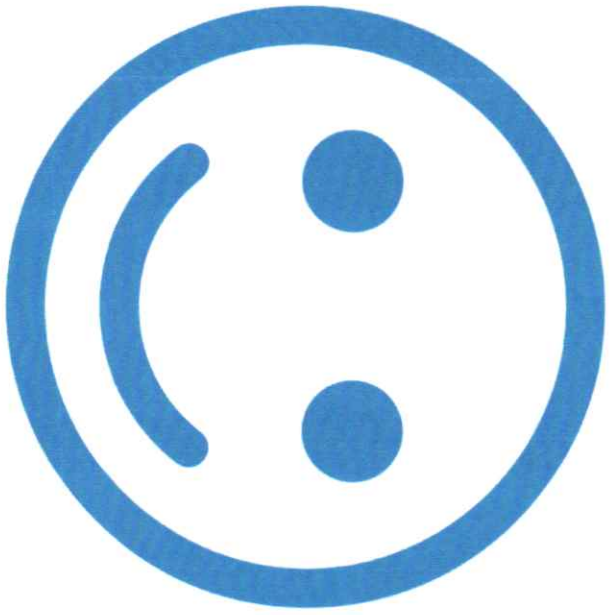
TO DATE, NO ORDINANCE ENACTED APPROVING THE SAID AUTHORIZED PUV ROUTES AND NO. OF UNITS.

Ways forward

1. The City of Isabela LPTRP 2019-2023 need to be updated.
2. Reorganization of the LPTRP Team for the update of the City of Isabela LPTRP.

Note: LPTRP is one of the indicators for profiling in SGLG.





THANK YOU.