

**INTEGRATED SAFEGUARDS DATA SHEET
APPRAISAL STAGE**

Report No.: ISDSA1063

Date ISDS Prepared/Updated: 25-Jun-2015

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I. BASIC INFORMATION

1. Basic Project Data

Country:	Philippines	Project ID:	P132401
Project Name:	Manila BRT Line 1 Project (P132401)		
Task Team Leader(s):	Ke Fang		
Estimated Appraisal Date:	06-Jul-2015	Estimated Board Date:	16-Sep-2015
Managing Unit:	GTIDR	Lending Instrument:	Investment Project Financing
Sector(s):	Urban Transport (100%)		
Theme(s):	Infrastructure services for private sector development (60%), Urban planning and housing policy (20%), Other public sector governance (20%)		
Is this project processed under OP 8.50 (Emergency Recovery) or OP 8.00 (Rapid Response to Crises and Emergencies)?			No
Financing (In USD Million)			
Total Project Cost:	109.61	Total Bank Financing:	39.67
Financing Gap:	0.00		
Financing Source			Amount
Borrower			19.89
International Bank for Reconstruction and Development			39.67
Climate Investment Funds			23.95
FRANCE French Agency for Development			26.10
Total			109.61
Environmental Category:	A - Full Assessment		
Is this a Repeater project?	No		

2. Project Development Objective(s)

The Project Development Objective (PDO) is to improve the efficiency, effectiveness and safety of the public transport system along the Project Corridor in Metro Manila in an environmentally

sustainable manner.

3. Project Description

The project adopts a light Bus Rapid Transit (BRT) approach, and utilizes a comprehensive, integrated package of roadway, traffic management, and public and non-motorized transport strategies and investments to improve the people-moving performance of an important transport corridor in Metro Manila. A full fledge BRT option was analyzed but not adopted, due to considerations for reducing investment costs and minimizing social and environmental impacts. As a result, BRT infrastructure such as single-lane segregated bus ways, moderately elevated stations, off-board fare collection will only be provided on some sections of the corridor (totally 12km long); for the remaining sections of the corridor (totally 15.7km long), only traffic management and bus priority measures will be provided.

The project consists of six main components:

Component 1: BRT Infrastructure. This component finances development of BRT infrastructure along the Project Corridor, including, among others, construction of bus terminals and bus stations, segregated busways (on part of the corridor), sidewalks, road reconstruction, intersection improvement, landscape strips, warning and directional signage, advanced directions signs, carriageway markings, and associated traffic management infrastructure (such as pedestrian walkways), construction of bus depots, including pedestrian crossing facilities. The GOP will use the counterpart funds finance the provision of compensation and assistance for land acquisition and resettlement related to the development of BRT infrastructure along the Project Corridor.

Component 2: System Management. This component finances (i) traffic engineering and management measures along the Project Corridor including, among others, intersection optimization, parking management, u-turn slots and improved signals; (ii) development of an intelligent bus operational support and management system; (iii) development of IT and marketing functions of the BRT system management; and (iv) provision of technical support consultants for the planning, design and implementation of the Project and the promotion of BRT and other sustainable urban transport concepts in the territory of the Borrower.

Component 3: Capacity Building and Concept Development and Dissemination. This component includes carrying out of feasibility studies, training and capacity building activities to support the application of the BRT and other sustainable urban transport concepts in metro Manila, and other cities of the Borrower, including public outreach.

Component 4: Accessibility and Urban Realm Enhancements. This component supports carrying out of specific activities aimed at integrating BRT transport and land use development in metro Manila by establishing physical connections from stations and terminals to major trip attractors and generators, and through improvement of the pedestrian environment.

Component 5: Project Outcome Monitoring. This component finances monitoring and evaluation activities, including, among others, service, data collection, reporting and analysis.

Component 6: Project Management. This component finances provision of technical and operational support for the day-to-day management, coordination, supervision, procurement, financial management, environmental and social management, including measures for mitigation of social or environmental impacts, and communication of Project activities.

4. Project location and salient physical characteristics relevant to the safeguard analysis (if known)

The Project will be implemented along the España-Quezon-Commonwealth Avenue corridor, which is a main strategic transport route cutting diagonally through the upper half of Metro Manila from Quezon City to Manila City. The corridor is located within high density commercial areas of north east Manila City and south west Quezon City, These areas also contain key institutional centers, a number of important medical facilities, and high density residential centers. The corridor's total length is 27.7 km. Currently there is no any form of mass transit, such as metro, light rail or BRT, on this corridor. Public transport demands are mainly served by low quality and low capacity jeepneys or buses operated by private companies with licenses issued by the government.

The project corridor extends from the immediate area around Philcoa footbridge on Commonwealth Avenue, in the north east; to the Andres Bonifacio Memorial area near Manila City Hall in the south west – a length of 13.0 km. This section forms the core improvement corridor and will witness the insertion of comprehensive infrastructure at the median of the corridor to assist with bus priority. Beyond Philcoa, to/from Fairview, no new infrastructure investment will be made under this project, and thus any bus services along this section of the corridor will be operated in mixed traffic on the existing roads.

Metro Manila is dotted with places of significant cultural importance including monuments, museums, libraries, schools, even old bridges. The ESIA identifies several cultural and historical sites including old buildings and bridges, churches, monuments and shrines, and public institutions that are located along and/or in close proximity to the BRT route and thus may be affected by the project.

The project design seeks to minimize negative project impacts and also manage implementation risks, particularly to reduce the need for land acquisition and impacts on existing public transport operations. BRT stations will be placed relatively far apart, positioned where there is no land constraint and thus avoid land acquisition. During the life of the project, most existing jeepney services will continue to operate providing additional service of intermediate locations and reducing overall impact upon the existing transport sector. Infrastructure to support the proposed BRT Line 1 is defined to sit within the confines of the existing road right of way both negating the need for land acquisition and managing overall environmental impact.

The project includes a terminal at Manila City Hall. Several potential sites for two bus depots have been identified, but final selection has not been made, and thus construction of the bus depots is not included to the first year of project implementation. The locations considered for the North depot include properties along Regalado Avenue, Quirino Avenue, parking area of SM Fairview, and a more expansive farm lot located 2 kilometers northwest from SM Fairview. For the South depot, the locations being considered include the property of the Philippine Veterans Affairs Office located near the Manila City Hall and a property at Palanca Street near the Ayala and Quezon Bridges.

5. Environmental and Social Safeguards Specialists

Frederick Edmund Brusberg (GSURR)

Leonardo Jr. Batugal Paat (GENDR)

Roberto B. Tordecilla (GSURR)

Shakil Ahmed Ferdausi (GENDR)

6. Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	<p>The BRT is expected to generate benefits as a result of improved and more efficient mass transit system. However, the development of the BRT is anticipated to generate significant environmental and social impacts including loss of livelihood of affected drivers and operators of public vehicles plying the corridor since the old transport system will be replaced by high quality A/C buses. Ambulant vendors whose livelihoods depend on the PUV system may be impacted as well. Access and affordability to the new system could also be an impact especially for vulnerable sectors such as women, persons with disabilities and the poor.</p> <p>Potential traffic congestion and related traffic safety will also be a concern during the construction phase. In addition, the project may have some impacts on physical cultural resources along the route.</p> <p>Construction-related activities may include overall nuisance to the communities brought about by noise and vibration, dust, traffic congestion, and waste.</p>
Natural Habitats OP/BP 4.04	No	The proposed project is not expected to have any impact on conversion or degradation of critical or other natural habitats. There are no known natural habitats expected to be covered by the proposed project. Accordingly, the policy has not been triggered.
Forests OP/BP 4.36	No	The project will be implemented in the urban areas and will not have any impact on the health and quality of forests, the rights and welfare of people and their level of dependence upon or interaction with forests; and the management, protection, or utilization of natural forests or plantations.
Pest Management OP 4.09	No	The project will not purchase or promote use of fertilizer or pesticides.
Physical Cultural Resources OP/BP 4.11	Yes	There are cultural properties and historical landmarks found along and near the corridor. These properties include old buildings and bridges, churches, parks, monuments and shrines, and public institutions. Among the important sites validated by the ESIA include the historical monuments and shrines such as the Quezon City Memorial Circle, Nacpil-Bautista House, and the Bantayog ng mga Bayani Memorial. Important religious places were also identified including the UST, oldest catholic university in Asia Included as important

		<p>historical feature of Manila are the old bridges connecting the various parts of Manila City and traversing the Pasig River such as the Quezon Bridge and the Ayala Bridge.</p> <p>There is a possibility that due to excavation work, property of historical, cultural or religious importance may be found. During construction, the landscape of the sites may also be affected and structural damage to old structures may result from vibrations, earth moving and excavation of adjacent areas. The ESMP provides for the mitigating measures needed to address such disturbances and the handling of chance finds. A Chance Find Procedure is included in the ESIA.</p>
Indigenous Peoples OP/ BP 4.10	No	The proposed project is not expected to have any impacts on indigenous peoples and/or ancestral domains as none exist in Metro Manila. Accordingly, the policy has not been triggered.
Involuntary Resettlement OP/BP 4.12	Yes	<p>Most infrastructure and facilities to be constructed under the project are located within the existing right of way of roads, and thus would not involve land acquisition. However, about 3.2hectares of land will need to be acquired for the construction of two bus depots but the specific locations of these depots have not been finalized by appraisal.</p> <p>Consistent with the principle of avoidance and/or minimizing impact to resettlement, the borrower intends to acquire unoccupied land using willing buyer-willing seller scheme. Thus, impact is expected to be minimal.</p> <p>Potential loss of income from business disturbance is also expected to arise for some shop owners.</p> <p>A Resettlement Policy Framework (RPF) for the project has been prepared to guide the acquisition of land and resettlement activities that may take place during the project. The project also seeks to minimize impacts through meaningful stakeholders consultations, public communication, inclusive planning, and feasible design interventions and mitigation.</p>
Safety of Dams OP/BP 4.37	No	Not applicable. The project does not entail works related to dams.
Projects on International Waterways OP/BP 7.50	No	Not applicable. Project site is specific to the urban built areas of the cities of Manila and Quezon.
Projects in Disputed Areas OP/BP 7.60	No	Not applicable. Project site is not located in any disputed areas as defined in OP7.60

II. Key Safeguard Policy Issues and Their Management

A. Summary of Key Safeguard Issues

1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:

The corridor chosen for the BRT project is a main artery connecting Manila City with Quezon City, home to more than a quarter of Metro Manila's population who would directly or indirectly benefit from the Project. However, although efforts have been made during project identification and preparation to avoid or minimize the negative social and environmental impacts, some drivers, operators, and support workers of public utility vehicles, and some buildings and structures, are still likely to be adversely affected by the project. The traffic congestion and safety during the construction period will also need to be managed carefully. Considering the possible loss of existing economic status of a large group of people, possible impacts on traffic during construction period, and possibility of potential risk on PCR, the project is classified as a Category A.

The Environmental and Social Impacts Assessment (ESIA) for this project confirmed that the project will produce significant improvements in the existing transport system that can lead to social and environmental benefits, apart from the adverse social and environmental impacts.

The social benefits that are expected from the Metro Manila BRT Line 1 Project are (a) a more efficient and safer public transport alternative; (b) a safer and orderly loading and unloading system, particularly for the vulnerable stakeholders; (c) creation of direct employment as a result BRT construction and operation; (d) creation of new job opportunities (including new skill training opportunities) for existing public transport workers and their family members, including drivers, operators, and support workers, (e) enhanced land use along the corridor due to the resulting efficient transportation service; (f) improved public transport regulations; and (g) provision of transport supportive of women. Economic benefits include travel time and cost savings, reduced vehicle operating costs, savings in GHG and CO2 emissions, and reduction in traffic accident occurrences. In terms of environmental benefits, the project will contribute to improving the urban environment in the long-run by reducing air pollutants and GHG emissions as well as nuisance such as noise and exposure to fumes and pollutants from existing jeepneys.

The expected major adverse social impact of the project is the potential loss of livelihood of some PUV drivers and operators, which is caused by the possible cancellation and relocation of some of the present PUV routes that are operating along the projected corridor. Currently there are approximately 6,384 drivers, operators, and support personnel of buses and jeepneys plying on the corridor. In addition, there are ten (10) commercial establishments that are within the proposed limits of BRT stations, most of which are small businesses, makeshift stalls, parking area of a mall, and food shops. Some of them may potentially be blocked by the proposed stations and lose their frontage, customer access, parking space, or display areas. These physical restrictions might have negative impact on the livelihood of the owners and their employees. In some cases, land may need to be temporarily acquired and other properties removed to give way to the construction of stations. However there is no expected permanent land taking of identified establishments along the corridor. Involuntary resettlement and land acquisition is expected to arise from the acquisition of both the North and South bus depots during project implementation. The Feasibility Study of the Project estimated around 3.2 hectares of permanent land is needed for the bus depots. During project preparation, efforts have been made to avoid or minimize all above mentioned social

impacts by comparing different design options. Mitigation measures have been also considered and incorporated into the infrastructure design, and construction and operation arrangements. Additionally, an Environment and Social Management Plan has been developed to ensure all unavoidable social impacts are properly addressed.

Key concerns for women and vulnerable sectors in public transport in Metro Manila are (1) the harassment that they encounter in over-crowded public transport vehicles; and (2) difficulty in boarding and alighting. Women employees are also not well-represented in the sector where drivers and conductors are predominantly men. These concerns have been addressed in the design of the Project through the following actions: (1) ease the boarding and alighting by providing more and wider doors on the buses and reduce the floor level difference between the stations and buses; (2) reduce the encumbrances of passengers including over-crowding by provision of sufficient space for passengers; (3) provide better safety and security environment inside buses and at stations and surrounding areas by improving street lighting and bus lighting at night, installing surveillance cameras inside the buses and at stations, presence of service personnel at stations, etc, and (4) create a policy environment that promotes equal employment opportunity for women in the BRT system.

The BRT system also integrates appropriate public transportation design standards that will address safety and accessibility for persons with disabilities, elderly and students based on existing laws and policies of the Philippine government and international covenants and standards. Students, senior citizens, and PWDs shall be afforded discounted fares based on applicable regulations on passenger fares.

The ESIA found the project may affect some Physical and Cultural Resources (PCRs) along the project corridor such as places that are culturally and historically important. These notable places were documented in the ESIA. They include old buildings, monuments, shrines, churches, bridges, and schools. During the project implementation, property of historical, cultural or religious importance may be found due to the excavation and construction works. Also during the construction, the visual/aesthetic landscape of the sites may also be affected and structural damage to old structures may result from vibrations, earth moving and excavation of adjacent areas. ESIA has provided measures to manage such impacts and the handling of chance finds.

The Project is not expected to create any significant and/or irreversible environmental impacts. Among the expected environmental impacts that require attention during the pre-construction phase are (i) disturbance of vehicular traffic and pedestrians; (ii) Interruption to power, water, telecom and other utility systems and services; (iii) removal of affected structures; and (iv) removal of trees and other vegetation. There will be no massive construction activities that can damage the built environment. The construction of the BRT carriageway and to some extent the associated stations and facilities are low impact construction activities that are expected to generate impacts such as (i) traffic congestion, disturbance and public hazards (ii) soil erosion and disturbance of existing land features or landscape, (iii) noise pollution, and, (iv) air and water pollution due to solid and liquid wastes, hazardous wastes and excavations spoils generations. Environmental impacts during operation include (i) noise pollution, (ii) air pollution, (iii) water pollution, (iv) community safety and (v) power/energy resource use conflict with the locality. Measures to address these impacts have been developed and included in the Environment and Social Management Plan.

2. Describe any potential indirect and/or long term impacts due to anticipated future activities

in the project area:

The project will be implemented along the alignment of the existing roads and additional induced/indirect and/or long-term impacts have been foreseen. The project is expected to have long-term social, economic and environmental benefits. With the improvement of transport efficiency and accessibility, the project will promote downstream impacts in the long-term. The improvement in the transport system in Metro Manila can potentially lead to increased traffic and commercial activities that can eventually lead to additional emissions indirectly affecting ambient air quality. On the other hand, the introduction of fuel efficient vehicles and the resulting efficient cycles through the BRT may improve the system overall and reduce the pollution. This can lead to indirect benefits such as reduced exposure to pollutants. The project is expected improve the transport efficiency and accessibility in long run. This will allow a reduction in fuel consumption as a result of transport efficiency gains.

The proposed BRT Line-1 will be established in existing road system and the origins and destinations of passengers will remain much the same but the overall pattern of movement may change with the improved efficiency of public transport. Land use patterns proximate to the corridor may also be influenced by the changes in the movement pattern of commuters. The project may also induce improvements in strategic transport planning, area-wide traffic management system and the general improvement of the overall transport network.

3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.

The ESIA described and analyzed the project alternatives. The alternatives considered are the No Project Alternative and various configurations of With Project Alternative.

No Project Alternative

Under the No project scenario, travel demand will increase with no additional capacity provided. Traffic volume as expressed in terms of vehicles kilometers (v-kilometers) across the Metro Manila, is forecast to increase from around 755,000 v-km in 2013 to around 1,775,000 v-km in 2040. With no increase in network capacity, the result is rapid deterioration in traffic speeds, from around 20.3 km per hour (kph) in 2012 to just 3.8 kph in 2040. The low speeds forecast represents an untenable situation in the future. In a mixed traffic environment where all vehicles compete for road space, public transport vehicles will be affected more severely by the increased traffic congestion than private vehicles, as public transport buses have to make many "stop and go'es during their journeys, and it is also more difficult to maneuver big public transport vehicles than small private vehicle. As a result, poor people and vulnerable groups will suffer the most as they depend on public transport services for accessing jobs and services, and they also have no or very few alternatives in terms of job/housing locations or timing to work.

With Project Alternative

With the proposed BRT project, savings of up to 12 percent in v-km volume are expected to accrue starting 2025 due to improved efficiency. Speed improvement is also anticipated including savings from GHG emissions. Economic productivity is also anticipated to increase alongside the ability of businesses and institutions to provide goods and services and the public's access to education, employment, utilities and services. Poor people and vulnerable groups will gain more benefits than the rich families.

BRT system and LRT system

BRT was also compared with light rail transport as an alternative mass transport system. Although

both systems deliver more or less similar level of service, the BRT was considered significantly less expensive to build and maintain. Comparative analysis of BRT and LRT systems also favored BRT in terms of speed, and operational flexibility.

Other project alternatives considered accessibility issues by minimizing passenger inconvenience particularly for PWDs, fuel options for the BRT vehicles, and minimal development footprint.

4. Describe measures taken by the borrower to address safeguard policy issues. Provide an assessment of borrower capacity to plan and implement the measures described.

An Environmental and Social Management Plan (ESMP) is developed following the ESIA and aims to to effectively manage the environmental and social issues and concerns identified. The plan includes (i) mitigating measures to be implemented; (ii) required monitoring associated with the mitigating measures; and (iii) implementation arrangement. Institutional set-up discusses the requirements and responsibilities during pre-construction, construction, and operation phases. The plan includes tabulated information on (i) required measures for each environmental impact that requires mitigation; (ii) locations where the measures apply; (iii) associated costs; and (iv) responsibility for implementing the measures and monitoring. The BRT system shall integrate appropriate public transportation design standards that will address safety and accessibility for persons with disabilities, elderly and students based on existing laws and policies of the Philippine government and international covenants and standards. Students, senior citizens, and PWDs shall be afforded discounted fares based on applicable regulations on passenger fares. Associated plans that will be developed to support the ESMP include the following:

Tree Cutting and Replanting Plan – provides measures to avoid indiscriminate cutting of trees by defining areas where tree removal is necessary and specific guidance for replanting. This also serves as a compliance document to the DENR tree cutting permit requirement.

Utilities Management Plan – provides measures to minimize interruption to power, water and telecommunication systems

Traffic Management Plan – provides measures to minimize disturbance to vehicular and pedestrian traffic particularly during construction period

Waste Management and Spoil Disposal Plan – for handling, storage, treatment, transport and disposal of solid and liquid waste, hazardous waste, spoils, and inert construction debris

Materials Management Plan – details the arrangements to facilitate the timely production and supply of construction materials to avoid unnecessary stockpiling and storage inside and near the project area

Drainage Management Plan – ensures that construction will not cause flooding with the project area, camps, borrow/quarry areas, and other project-related activities and areas

Excavation Protection and Runoff Control Plan – ensures that construction works will not cause excessive runoff and siltation of waterways and drainage channels

Noise and Dust Control Plan – minimizes impacts of noise and dust to identified sensitive receptors

Workers and Public Safety Plan – identifies interfaces between works and public and ensures workers and public safety measures are in place to prevent accidents from construction activities

Resettlement Policy Framework - prepared specifically for the north and the south depot components of the Proposed Metro Manila BRT Line – 1.

The social management plan also contains measures to manage and mitigate social impacts and include options for PUV drivers and operators such as (a) Route relocation, modification and truncation; (b) Co-existence with the BRT or remain on their route, despite the impact of the Metro Manila BRT Line-1 Project; (c) Scrapping or wholesale purchase of old PUJ units by the government; (d) Formation of concessionaire group among operators to become part of the BRT consortium/investors; and (e) Provision of alternative livelihood/TESDA training/preferential hiring to affected drivers/personnel and/or members of affected households. Commercial establishments that will be affected close to the BRT stations will be entitled to social safeguards under applicable Philippine laws and WB safeguard standards. Efforts will be taken to prevent impacts as in using the outer lane roadway so as not to affect entrances to malls and other activities taking place in sidewalks. In the event that negative impacts cannot be avoided, these establishments are entitled to receive compensation as a replacement cost for the physical structures affected by the project and loss of income in accordance with compensation guidelines under Philippine laws and the WB social safeguard policies which ever is more superior in provisions.

The implementing agency DOTC is responsible for coordination and management if the project has prepared the detailed E SIA by hiring a consulting firm. It has set up a National Steering Committee (NSC) for the overall policy formulation and oversight of bus rationalization in the Philippines. The Steering Committee has participation of all national and city-based agencies, including DOTC, MMDA and DPWH at the national level and representatives of the concerned municipalities. A Memorandum of Understanding (MoU) will be signed among all agencies laying down key responsibilities and obligations during design, implementation and operation of the system. A National Project Management Office (NPMO) has been set up to support the mandate of the NSC and oversee implementation of all bus improvement plans, policies, standards, regulations, and projects nationwide. At the project level, a Project Implementation Unit (PIU) has been set up to carry out day-to-day project implementation, including project management, financial management, procurement, reporting, monitoring, and environmental and social safeguards. To support project preparation and implementation, NPMO/PIU will be supported by a Technical Support Consultant (TSC), in the areas of project management, technical support, monitoring and evaluation.

DOTC and the firm hired to carry out an integrated environmental and social assessment are familiar with the World Bank safeguard policies. The PIU will hire qualified environment and social safeguards specialists to implement safeguards compliance and management including reviews, ESMP implementation, supervision, and monitoring. These personnel working on the project's environmental and social safeguards shall be appointed prior to negotiation. Capacity development for the project's safeguards specialists will be undertaken and can be through the UP National Engineering Center's Center of Excellence for Environmental and Social Sustainability.

5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.

From November 2014 to May 2015, a total of 21 consultation sessions were held attended by close

to 300 participants from different transport groups and institutions. Separate consultations were also held with other special interest groups such as the National Center for Commuter Safety and Protection (NCCSP), National Council for Disabilities Affairs, and the Philippine Commission on Women (PCW). Prior to these, seven consultations sessions with the LGUs of Quezon and Manila cities were also held in the course of preparing the Detailed Technical Study.

During the consultations, the project concept was presented and through facilitated discussions, key environmental and social issues were noted from the stakeholders. Among the issues that were raised include loss of income as well as the risk of eradicating the Jeepney as a cultural symbol/icon of the country. Upon the presentation of the key features and examples of similar systems in other parts of the world as well as the proposed alignment, the participants acknowledge the potential benefits this would have on addressing the problem of congestion and organizing road transport. The consultation sessions were documented and recorded. Concerns specific to the vulnerable groups were also noted and addressed in the ESMP.

Additional public disclosures and consultations will be held alongside the similar consultation as a requirement of the Philippine EIS system. At this time, the final version of the ESIA will have been prepared and shall serve as input to the detailed engineering design.

The project has multiple key stakeholders. These are public transport passengers, pedestrians, public transport drivers/operators, public transport owners, different associations, various government department and agencies etc. DOTC has initiated a process of two-way communication during project preparation and intends to continue it during the construction and operational phase. As part of the communication process, the project concept was presented to the stakeholders and their views on the respective proposals were gathered and incorporated into the project design. A detailed list of individual operators and drivers and the agreed method of addressing their concerns have been developed for further action.

During detailed design, DOTC will conduct further public consultations and information disclosure. Affected stakeholders and property owners will be invited to attend these proposed consultations since detailed mode and scheme of property and structure acquisition and compensation will be presented and discussed. DOTC will maintain records of environmental and social complaints received during consultations, field visits, informal discussions, and letters, together with the subsequent follow-up and resolutions of issues.

All safeguard instruments, namely the ESIA and RPF for the proposed project have been prepared and disclosed locally on May 15, 2015; they were disclosed electronically at the Bank's Infoshop on May 15, 2015. Brochures in English and Tagalog will be distributed on the rights and responsibilities of displaced people and notices posted in barangays in City of Manila and Quezon City.

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other	
Date of receipt by the Bank	12-May-2015
Date of submission to InfoShop	15-May-2015
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	00000000

"In country" Disclosure	
Philippines	15-May-2015
<i>Comments:</i>	
Resettlement Action Plan/Framework/Policy Process	
Date of receipt by the Bank	05-May-2015
Date of submission to InfoShop	15-May-2015
"In country" Disclosure	
Philippines	15-May-2015
<i>Comments:</i>	
If the project triggers the Pest Management and/or Physical Cultural Resources policies, the respective issues are to be addressed and disclosed as part of the Environmental Assessment/Audit/or EMP.	
If in-country disclosure of any of the above documents is not expected, please explain why:	

C. Compliance Monitoring Indicators at the Corporate Level

OP/BP/GP 4.01 - Environment Assessment	
Does the project require a stand-alone EA (including EMP) report?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
OP/BP 4.11 - Physical Cultural Resources	
Does the EA include adequate measures related to cultural property?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
OP/BP 4.12 - Involuntary Resettlement	
Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
The World Bank Policy on Disclosure of Information	
Have relevant safeguard policies documents been sent to the World Bank's Infoshop?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Have relevant documents been disclosed in-country in a public place in a form and language that are understandable and accessible to project-affected groups and local NGOs?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
All Safeguard Policies	
Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]

Have costs related to safeguard policy measures been included in the project cost?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]

III. APPROVALS

Task Team Leader(s):	Name: Ke Fang	
<i>Approved By</i>		
Safeguards Advisor:	Name: Peter Leonard (SA)	Date: 26-Jun-2015
Practice Manager/ Manager:	Name: Michel Kerf (PMGR)	Date: 28-Jun-2015