

INTEGRATED SAFEGUARDS DATA SHEET CONCEPT STAGE

Report No.: ISDSC6683

Date ISDS Prepared/Updated: 12-Mar-2015

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I. BASIC INFORMATION

A. Basic Project Data

Country:	Philippines	Project ID:	P132401
Project Name:	Metro Manila Corridor Improvement Project (P132401)		
Task Team Leader(s):	Ke Fang		
Estimated Appraisal Date:	26-Jun-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%)		
Financing (In USD Million)			
Total Project Cost:	119.00	Total Bank Financing:	53.00
Financing Gap:	0.00		
Financing Source			Amount
Borrower			41.00
International Bank for Reconstruction and Development			53.00
Climate Investment Funds			25.00
Total			119.00
Environmental Category:	A - Full Assessment		
Is this a Repeater project?	No		

B. Project Objectives

The objective is to help improve performance of the public transport system along a high priority corridor in Metro Manila in terms of the quality and level of service, safety and security for passengers, and over-all environmental efficiency.

To accomplish this objective, the project would: (a) develop high quality bus services, emulating

some of the features of a BRT, partly on segregated lanes (as permitted by available right-of-way) with attractive designated stations and formal schedules, high quality, A/C buses with multiple doors, weather protected stations, convenient and efficient off-board fare payment, priority through signalized intersections, passenger information at stations and level boarding/alighting; (b) introduce traffic management and ITS approaches along the corridor and critical bottlenecks throughout the city; and (c) reform the bus system and rationalize the routes by modifying the current arrangements for issuing bus franchises using route measured capacity which has led to a number of inefficiencies. The modified approach would involve issuing franchises using competitive contracting on a gross cost basis. The focus is on managing implementation risks and deliverability in a short time.

C. Project Description

The project utilizes a comprehensive, integrated package of travel, roadway and public and non-motorized transport strategies and investments to improve the people-moving performance of multi-modal transport systems in high demand corridors. A full fledge Bus Rapid Transit (BRT) option consisting of segregated bus ways, elevated stations, and off board fare collection for the entire corridor, was analyzed but not adopted, due to considerations for reducing investment costs and minimizing social environmental impacts.

The project consists of four main components:

Component 1 – Investment in PT infrastructure and System Management (España-Quezon-Commonwealth Avenue corridor) This component will finance goods, works, and services for: a) detailed design, construction and supervision of bus improvement infrastructure, and b) corridor traffic management systems, ITS and intersection upgrades. Land acquisition and resettlement cost of US\$18.0 million will be financed by GoP.

Component 2 – Concept Dissemination and Urban Realm Enhancements This component will finance studies, training, and capacity building to support: a) bus improvement application along other corridors in Metro Manila; b) foster integration of land development and bus system along the corridor by establishing physical connections from stations and terminals to major trip attractors and generators.

Component 3 – Project Outcome Monitoring This component will finance technical assistance, equipment, and other operational support monitoring project performance and results.

Component 4 – Project Management This component will finance: (a) technical assistance, equipment, vehicles, office equipment, outreach activities, and other operational support to help with project implementation and management; (b) conduct detailed feasibility studies to support implementation of bus reform program along additional corridors as identified in the bus network rationalization study.

The project is proposed to be financed from different sources, including the IBRD, Clean Technology Fund (CTF), and the Government of the Philippines. The Bank’s safeguard policies however will apply to the entire project and any “linked projects”. The associated instruments such as environmental assessments and management plans will comply with Bank’s procedures regardless of financing sources.

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

The project will be implemented along the busy España-Quezon-Commonwealth Avenue corridor. This is a main strategic transport route cutting diagonally through the upper half of Metro Manila from Quezon City to Manila City. It is a corridor that is not currently served by any form of mass transit although the planned MRT Line 7 will serve the northern half of the corridor between Fairview on the North end and Elliptical. The corridor's strategic importance and its connections with LRT1, MRT3 and Philippine National Rail together with its high volume of travel justify its inclusion as a priority corridor. The corridor's total length is 27.7 km consisting of the 13 km between Manila City Hall and PHILCOA, largely along Quezon Avenue, and 14.7 km along Commonwealth Avenue to an outer terminal at Fairview Mall. 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 – all depending on mass public transport provision.

The Manila-Quezon corridor extends from the immediate area around PHILCOA footbridge, Commonwealth Avenue, in the north east; to the Andres Bonifacio Memorial area bounded by Padre Burgos, Natividad Almeda-Lopez, A Villegas and Cecilia Munoz-Palma 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, any bus services will be asked to operate in mixed traffic.

E. Borrowers Institutional Capacity for Safeguard Policies

The project will be implemented by DOTC, which will have the overall responsibility for its coordination and management. The DOTC 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 city 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 is familiar with the World Bank safeguard policies and hired a firm to carry out an integrated environment and social assessment. An environment and social (E&S) unit will be set-up under PIU and qualified specialists will be recruited for environment and social review, ESMP implementation supervision and monitoring. These personnel working on the project's environmental and social safeguards shall be appointed prior to negotiation.

F. Environmental and Social Safeguards Specialists on the Team

Frederick Edmund Brusberg (OPSOR)

Karen Jonesy Jacob (GGODR)

Leonardo Jr. Batugal Paat (GENDR)

Shakil Ahmed Ferdausi (GENDR)

Victoria Florian S. Lazaro (GSURR)

II. SAFEGUARD POLICIES THAT MIGHT APPLY

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Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	<p>The project aims to strengthen the institutional, regulatory and delivery framework for bus operations in a significant urban corridor in Metro Manila. It will entail upgrading and/or construction of dedicated bus lanes and other related infrastructure. Considering the current traffic congestion, the proposed activities may have construction related localized impacts, traffic disturbance, occupational health and safety of workers, commuters, pedestrian, non-motorized transport especially during the construction phase of the elevated section for Bus Rapid Transit. There may be additional impacts related to opening up of new areas identified for the resettlement of families residing in the road right of way, interaction of workers with the local community and the potential economic effect on small business during construction and operation of the bus services.</p> <p>An Integrated Environmental and Social Impact Assessment (ESIA) will be undertaken to address the environmental and social issues related to the project. An ESIA will cover social and environmental baseline, evaluation of impacts and the holistic approach to mitigate and manage environmental and social impacts even beyond OP 4.12 requirements. The ESIA report is expected to adequately cover: (i) description of all components of the proposed project and their individual and cumulative impacts; (ii) environmental baseline of the project influence areas; (iii) possible linked projects and their environmental impacts; (iv) alternative analysis from environmental consideration; (v) permanent and temporary economic impact on people due to construction work; non-renewal of some franchises in some jeepney routes; (vi) disposal of very old vehicles (if required); (vii) assessment of implementing agency’s capacity for environmental management; (viii) inter-agency coordination and public/NGO participation; and (ix) costing of activities proposed for environmental mitigation and monitoring. The description of environmental and social impacts will be developed based on alignment sheets that specify site specific environmental information and socio-</p>

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		<p>economic conditions. Measures to include the accessibility needs particularly of Persons With Disabilities (PWD) and women will also form part of the consultation process and incorporated in the management plans. Environmental Code of Practice (ECoP) will be developed to address generic construction-related impacts and to be included as appropriate in the bidding documents. A Grievance Redress Mechanism will be included in the ESIA and presented to the communities during public consultation.</p> <p>The ESIA will include a communication and community participation plan and information on a comprehensive public consultation process.</p> <p>An integrated Environmental and Social Management Plan (ESMP) will be formulated and included in the ESIA. The ESMP will outline the agreed upon and identified measures to mitigate and manage social and environmental impacts.</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 proposed project 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. The proposed project is located within a built urban environment and there are likely to be no forest habitats within the project site. As such, the policy has not been triggered.
Pest Management OP 4.09	No	Not relevant for the proposed project. Use of pesticides not anticipated.
Physical Cultural Resources OP/BP 4.11	TBD	There are some old bridges and buildings on the project corridor that are considered as PCR. ESIA will screen the PCR. If the ESIA identifies impacts to these physical cultural resources, the policy will be triggered at the appraisal stage and will provide for measures to address PCR impacts including the preparation and inclusion of PCR Management Plan and Chance Find Procedures.

Indigenous Peoples OP/BP 4.10	No	Not applicable.
Involuntary Resettlement OP/BP 4.12	Yes	<p>The Project is likely to involve small size involuntary land acquisition and resettlement. Potential loss of income from business disturbance is also expected to arise for some shop owners and some jeepney/bus operators as a result of public transport service restructuring that would take place on the project corridor. The project will seek to minimize these impacts through public communication, inclusive planning, and feasible design interventions and mitigation.</p> <p>A Resettlement Action Plan (RAP) will be prepared, disclosed and consulted upon prior to appraisal. The RAP will include a census of affected people, socio-economic survey, estimates of replacement values including contingency budget, estimate of timing on when people are likely to be moved, and Grievance Redress Mechanism. The RAP will also specify the procedures needed to verify the estimated replacement rate. The compensation based on the calculated replacement rate should be paid before actual resettlement takes place and at least a month prior to start of civil works. Direct social impact of the project other than those arising from land acquisition such as loss of income and livelihood will be addressed in the integrated environmental and social management plan (ESMP).</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.

III. SAFEGUARD PREPARATION PLAN

A. Tentative target date for preparing the PAD Stage ISDS: 18-Mar-2015

B. Time frame for launching and completing the safeguard-related studies that may be needed.

The specific studies and their timing¹ should be specified in the PAD-stage ISDS:

18-Mar-2015

IV. APPROVALS

Task Team Leader(s):	Name: Ke Fang
Approved By:	

¹ Reminder: The Bank's Disclosure Policy requires that safeguard-related documents be disclosed before appraisal (i) at the InfoShop and (ii) in country, at publicly accessible locations and in a form and language that are accessible to potentially affected persons.

Safeguards Advisor:	Name: Peter Leonard (SA)	Date: 19-Mar-2015
Practice Manager/ Manager:	Name: Michel Kerf (PMGR)	Date: 20-Mar-2015