

**INTEGRATED SAFEGUARDS DATA SHEET
APPRAISAL STAGE**

Report No.: ISDSA10388

Date ISDS Prepared/Updated: 28-Aug-2014

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I. BASIC INFORMATION

1. Basic Project Data

Country:	Philippines	Project ID:	P119343
Project Name:	Cebu Bus Rapid Transit (BRT) Project (P119343)		
Task Team Leader:	Ajay Kumar		
Estimated Appraisal Date:	04-Feb-2013	Estimated Board Date:	26-Sep-2014
Managing Unit:	GTIDR	Lending Instrument:	Investment Project Financing
Sector(s):	General transportation sector (40%), Public administration- Transportation (40%), General finance sector (20%)		
Theme(s):	Infrastructure services for private sector development (25%), Urban services and housing for the poor (25%), Climate change (25%), Gender (25%)		
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:	228.50	Total Bank Financing:	116.00
Financing Gap:	0.00		
Financing Source			Amount
Borrower			87.50
International Bank for Reconstruction and Development			116.00
Clean Technology Fund			25.00
Local Sources of Borrowing Country			0.00
Total			228.50
Environmental Category:	B - Partial Assessment		
Is this a Repeater project?	No		

2. Project Development Objective(s)

The Project Development Objective (PDO) is to improve the over-all performance of the urban

passenger transport system in the Project Corridor in Cebu City in terms of the quality and level of service, safety, and environmental efficiency.

3. Project Description

The project consists of six main components as following:

Component 1 – BRT Infrastructure and System (Total base cost: US\$162.0 million; WB: US\$80.2 million, CTF: US\$8.8 million; AFD: US\$43.0 million; GoP: US\$30.0 million). This component will finance goods, works, and services for detailed design, construction and supervision of BRT infrastructure, and corridor traffic management systems. Land acquisition and resettlement cost will be financed by GoP.

Component 2 – Traffic Management (Total base cost: US\$15.6 million, CTF: US\$13.2 million, AFD: US\$2.4 million). This component will finance goods, works, and services for intelligent transportation system components, traffic management, and road and intersection upgrades across Cebu City.

Component 3 – BRT Concept Dissemination and Development (Total base cost: US\$7.0 million, WB: US\$4.0 million, AFD: US\$3.0 million). This component will finance studies, training, and capacity building to support bus improvements and BRT application in the Philippines, as well as preparation of feasibility study and detailed design of the proposed Metro Manila BRT system.

Component 4 – Urban Realm Enhancements (WB: US\$3.0 million). This component will finance goods, works, and services to foster integration of land development and BRT system in Cebu City by establishing physical connections from stations and terminals to major trip attractors and generators.

Component 5 – Project Outcome Monitoring (Total base cost: US\$5.0 million, WB: US\$3.9 million, CTF: US\$1.1 million). This component will finance technical assistance, equipment, and other operational support monitoring project performance and results.

Component 6 – Project Management (WB: US\$6.1 million). This component will finance technical assistance, equipment, vehicles, office equipment, outreach activities, and other operational support for management of implementation of BRT and related measures.

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

The location of the civil works is within the city limits of Cebu City. Because of the geographic constraints of interior mountains and the sea, the overall configuration of the transport system in Metropolitan Cebu is linear in a general northeast – southwest direction. The proposed BRT corridor follows the major roadway network put in place over the last 40 years and traverses urbanized, mixed use (residential, commercial, and institutional) areas of Cebu City, starting from Bulacao in the southwest of the city to Talamban in the north east of Cebu City.

For a diagram of the proposed BRT route which consists of segregated operation between Bulacao and Ayala, as well as within the South Reclamation Project (SRP), and buses running with some priority between Ayala and Talamban, please see PAD.

The BRT project includes:

- (a) A segregated busway between Bulacao and Ayala Mall, 10 km in length (BRT running lane width of 3.5m, overtaking lane: 3.5 m, sidewalk: 2.0 m, physical segregation between BRT and general traffic lane: 0.3m);
- (b) BRT overtaking lanes at all transit way stations;
- (c) Stations and terminals along the segregated bus way route;
- (d) A depot for overnight, off-street overnight bus parking, bus servicing and maintenance;
- (e) An area Traffic Control (ATC) system to facilitate BRT priority at signals in the corridor and provide improved traffic flow benefits city-wide;
- (f) A service plan where BRT services operate beyond Ayala Mall to Talamban even though dedicated BRT transitway infrastructure is physically limited to the segment between Bulacao and Ayala Mall because of right of way constraints (in mixed traffic segments, BRT bus passage will be facilitated by signal and other priority measures at intersections and where otherwise achievable within the confines of the roadway);
- (g) Traffic management measures to improve traffic flow outside of the corridor that are seen to complement the BRT and maximize its impact;
- (h) Parking management measures to similarly complement BRT and improve traffic flow;
- (i) Interchange improvements to offer enhancement to the level of service received by all public transport passengers; and
- (j) Urban planning improvements consisting of public realm enhancements and enhanced integration of transport and land use.

The section between Bulacao and Ayala Mall is mostly a dual 3-lane road with sidewalks and requires minimal Right of Way acquisition. The section between Ayala Mall and Talamban, on the other hand, is partly constrained by a two lane road. Taking this into consideration, the BRT project will maintain an exclusive transit-way for buses from Bulacao to Ayala Mall while extending bus operations to Talamban in the shared ROW, with prioritized access to buses at intersections. Special arrangements are proposed for Osmeña Boulevard in recognition of the historic nature of this route. In particular, the project has sought to maintain linearity, protect the vista of the Capital building and enhance the accessibility of Fuente circle. The overall design of the project ensures to minimize adverse environmental and social impacts while demonstrating a successful integrated approach to a BRT system.

For Component 3, the preparation of feasibility study and detailed design will be in Metro Manila for the Metro Manila BRT system.

5. Environmental and Social Safeguards Specialists

Simon Peter Gregorio ()

Maya Gabriela Q. Villaluz (GENDR)

6. Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/ BP 4.01	Yes	Though the project has environmental and social benefits through improved and more efficient public transport system, it is also expected to generate negative environment and social impacts. Civil works will generate dusts, wastes, noise, vibration, and contribute to the worsening traffic problem during construction. Trees may

		<p>also be removed along the sides and in the median along the work areas.</p> <p>The project will result in loss of income for (a) vendors and business establishments along the corridor; and (b) PUJ operators and drivers. It will also result to displacement of some vegetation, houses and establishments located along the BRT corridors.</p> <p>The preparation of the feasibility study and detailed design for the BRT in Metro Manila will also have downstream environment and social impacts when implemented.</p>
Natural Habitats OP/BP 4.04	No	The project is located in the center of Cebu City, an urban center and the Philippines second largest city outside Metro Manila. It is a heavily built up area, where natural habitats, as defined by the policy, is not affected by the project based on the EIA study. There may be individual trees along the road sides that maybe affected but these are just few trees and do not constitute natural habitats. A government-issued tree cutting permit will obtained prior to the cutting of the trees and each tree cut will be replaced with 10 seedlings planted at designated areas in the city.
Forests OP/BP 4.36	No	No forest will be affected by the project as the project is located in an urban center.
Pest Management OP 4.09	No	The project will not involve any purchase and/or use of chemical pesticides nor will it lead to increase usage of pesticides.
Physical Cultural Resources OP/ BP 4.11	No	The EIA has confirmed that the project will not be affecting any historical and cultural assets. Nevertheless the EIA has prescribed chance find procedures which will be strictly observed during the construction phase. As a precautionary measure, the contract will include a provision requiring the contractor to immediately stop excavation activities and promptly inform the authorities if archaeological and cultural assets are discovered.
Indigenous Peoples OP/BP 4.10	No	The project is located in urban centers without IP communities.
Involuntary Resettlement OP/BP 4.12	Yes	Project requires land for (a) bus depot and terminal; (b) expansion of the sidewalks and roadway in areas fronting median stations; (c) bus

		stops from Ayala to Talamban; (d) resettlement of physically displaced informal settlers. In addition to the government land, about 66.5 hectares of land will need to be acquired, which is estimated to impact 243 private structures, occupying an estimated 20,000 square meters or 2 hectares. Currently a large percentage of these structures (81%) is commercial and commercial cum residential in use. About 57 or one in four (23%) are purely residential. There are a few informal settlers residing and doing business in the vicinity of the proposed stations.
Safety of Dams OP/BP 4.37	No	The project will not involve construction of any dam nor is it dependent on any existing dam or dam under construction.
Projects on International Waterways OP/BP 7.50	No	The project is not located on International waterways.
Projects in Disputed Areas OP/BP 7.60	No	The project is not located in a disputed area.

II. Key Safeguard Policy Issues and Their Management

A. Summary of Key Safeguard Issues

<p>1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:</p> <p>The Project triggers two safeguard policies as indicated above - OP 4.01: Environmental assessment and OP 4.12: Involuntary Resettlement. Although there are no issues related to physical cultural resources as confirmed by the EIA Report, precautionary measures would be taken by the project through inclusion of provisions in tender and construction contract documents requiring the contractor to immediately stop excavation activities and promptly inform the authorities if archaeological and cultural assets are discovered.</p> <p>Environment and Social Issues: Though the Project is environmentally enhancing, it would generate negative environment impacts during the construction phase, most of which are temporary and reversible during the operational phase. As part of the construction phase, civil works will create to some extent unavoidable dust and waste, noise and vibration, in addition to removal of trees at the road side and in the median along the work areas. However, the removal of trees will not interfere with the sites protected for their biodiversity as the Project is more than 30km from the nearest area protected for its biodiversity and landscape properties, falling in the urban area, mostly within the roads' ROW.</p> <p>The project will result in loss of income for: (a) vendors and business establishments along the corridor; and, (b) PUJ operators and drivers.</p> <p>Survey revealed three types of vendors plying their trade on the BRT corridor: (a) tenured street vendors; (b) informal or untenured street vendors; and (c) ambulant vendors. The tenured street vendors are officially registered by the city government. There are 1,195 legitimate sidewalk</p>
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vendors throughout Cebu City in 2011, 405 of these are currently located along the Cebu BRT Corridor. The informal or untenured street vendors stay in front of the Cebu South Bus Terminal and in front of the Development Bank of the Philippines building at the corner of N. Bacalso and Osmeña Boulevard. The mobile food hawkers are distinguished by their push-carts or carts attached to bicycles with multi-colored umbrellas to protect their goods. The mobile food hawkers transfer from place to place, timing their presence during the lunch hour and dismissal time of schools and offices along the corridor.

The project would result in cancellation of 22 PUJ routes, which would impact 916 operators and 2,620 drivers, in the following ways:

- (a) Reduction in passenger volume for some PUJs (others will increase where PUJs have an enhanced role as feeder to BRT);
- (b) Cancellation of the present PUJ routes that are along the BRT corridor and that become noncommercial due to passenger transfer;
- (c) Dislocation of drivers and operators of affected PUJs; and
- (d) Changes in the role of existing transport cooperatives.

Land Acquisition and Resettlement Issues: Project requires land for a) bus depot and terminal; b) expansion of the sidewalks and roadway in areas fronting median stations; c) bus stops from Ayala to Talamban; d) resettlement of physically displaced informal settlers. The land proposed as a depot is city-owned and currently used as a solid waste segregation and vehicle impounding area; there are no persons residing in the area. For the informal settlers, the RP has identified two potential resettlement sites: Labangon in the city center and in Barangay Sinsin. Land in these sites is owned by the city and only lot subdivision and additional development is required.

In addition to the government land, about 66.5 hectares of land will need to be acquired, which is estimated to impact 243 private structures, occupying an estimated 20,000 square meters or 2 hectares. Currently a large percentage of these structures (81%) is commercial and commercial cum residential in use. About 57 or one in four (23%) are purely residential. There are a few informal settlers residing and doing business in the vicinity of the proposed stations.

The total cost of land acquisition, replacement of structures, and resettlement is estimated at PHP1.23 billion (US\$30.0 million).

With regard to land classified as commercial, industrial and institutional, the total number of businesses using this land totaled 108. Most of these are in the services sector, and dominated by enterprises engaged in “wholesale retail, food repair motor vehicles, motorcycles and personal household goods”. The number of employees ranges from 1 to 33 with a maximum income loss estimated at PHP36 million (USD900,000).

The preparation of feasibility study and detailed design for the Metro Manila BRT will have downstream environmental and social impacts once implemented. These impacts will be assessed as part of the feasibility study and detailed design preparation.

2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:

The Project will not have any adverse long term impact. While the improvement in the road system in Cebu will potentially cause increase in traffic and commercial activities that will indirectly lead to additional pollution, the Project adopted an alternative approach to introduce

high occupancy public transport system to reduce carbon dioxide (CO₂) and local air pollution. In terms of social impacts, the project will generate indirect long-term benefits to women, the elderly, and the physically challenged by responding to their concerns which were identified during design stage stakeholder consultations.

As observed earlier, the project would result in loss of income for PUJ operators and drivers operating along the route and business establishments. Specific mitigation measures and an action plan have been developed by the City in consultation with the affected people.

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

The design is guided by consultation with users, specialist interest groups and stakeholders together with ethnographic study of transport users. The impact on current jeepney operators and drivers is minimized by addressing their specific concerns as part of route rationalization. Five options have been identified to manage PUJ operator and driver impacts which are listed in the section on mitigation measures. Broadly the options include allowing the PUJ to continue operating along the corridor, restructure the route, or facilitate their participation in BRT bus operations.

The location of the stations on the median of the existing national road minimized land acquisition, and physical and economic displacement. Widening of the roadway and sidewalks in areas fronting these stations was further minimized by adopting a staggered design for stations. This asymmetrical design has entrances to and exits from the stations at different parts rather than at a single point, thereby minimizing congestion on the pedestrian crossings and station platform. From Ayala to Talamban, where the right of way narrows, the project avoided major land acquisition by providing kerb-side bus stops instead of at the median.

Physical displacement of informal settlers was minimized during the feasibility studies by moving the proposed location of the terminal from the land near the Visayas Electric Cooperative (VECO) sub-station to a hundred or two meters north of the corridor to a land presently used by a hardware and lumber corporation. The bus depot and the proposed resettlement sites in Sinsin and Labangon are government-owned lands.

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 assessment was made for the proposed Cebu Bus Rapid Transit (BRT) Project of the Department of Transportation and Communications (DOTC) and the Cebu City Government (CCG). It was carried in accordance with OP 4.01 on Environmental Assessment and OP 4.12 on Involuntary Resettlement.

Environmental and Social Impact Assessment. An EIA and Social Impact Assessment (SIA)/ Social Management Plan (SMP) have been carried out under this project to identify and minimize potential adverse environmental impacts through formulation of an environmental management plan (EMP). The EMP will form part of the TOR and the Environmental Code of Practice (ECOP) in the Detailed Engineering Design (DED) and bid documents for the Contractor. The EMP will be updated and customized by the Contractor based on the results of the DED subject to the final approval of the government.

Under the Philippines' environmental framework, the following laws and regulations are considered: (i) PD 1586 - Establishing the Philippine Environmental Impact Statement System, (ii)

Republic Act No.9275 - Philippine Clean Water Act of 2004, (iii) RA 6969 -Toxic substances & Hazardous & Nuclear Waste Control Act of 1990, (iv) RA 8749 - Philippine Clean Air Act of 1999, and (v) RA 9003 - Act Providing for an Ecological Solid Waste Management Program. The Project when implemented should be able to comply with pertinent provisions of the above stated national environment laws which govern the management of solid waste, water quality, air quality and hazardous wastes. Presidential Decree 1584 or the Philippine Environmental Impact Statement System (PEISS) established the Environmental Impact Assessment (EIA) process to enhance planning and decision making in projects involving transport-related investments.

Resettlement Plan (RP). A Resettlement Plan (RP) was prepared in close collaboration with the stakeholders. It endorses commitment to ensure that no irreversible harm will occur from implementation and that project benefits are equitably distributed. The RP involved extensive stakeholder consultation in local languages, in a culturally appropriate manner with focus on gender and poverty. The scope of the RP covers: a) replacement or compensation for loss of land and structures; b) resettlement of those at risk of physical displacement; and c) livelihood restoration for those losing various types of income due to property acquisition by the project. It addresses impacts on people with different types of rights over the land; a) owners b) occupants/ users of land; c) informal settlers; d) encroachers on the road right of way; e) employees of businesses which will be permanently closed due to the project. The RP is consistent with the Bank safeguard policy OP 4.12 and contains policies and procedures that govern all aspects of land acquisition, compensation and resettlement with emphasis on key legal and administrative instruments that are currently enforced locally. It also provides measures to bridge the gaps between O.P.4.12 and Philippine laws.

The RP mandates that all civil works will commence only after completion of resettlement implementation. Resettlement implementation is not considered complete unless payment has been made to affected persons. For those who opt for expropriation, payment equivalent to 100% of BIR Zonal Value must have been made or the money placed in escrow for this requirement to be satisfied. No physical and economic displacement will be undertaken without complete payment of affected assets or commencement of livelihood restoration measures. The government will not transfer the site to the civil works contractor until all persons physically displaced have vacated the area and relocated.

The Resettlement Plan and Social Management Plan will be validated and updated during detailed design.

Mitigation measures

The contractor will include EMP in the bidding and contract documentation. Prior to bidding, the DED consultants will develop site-specific environmental management plans based on the EMP and the DED. The broad content of the EMPs is included in the construction mitigation section. The EMPs will demonstrate the manner (location, responsibilities, schedule/ timeframe, budget, etc.) in which the Contractor will implement the mitigation measures specified in the EMP.

The requirements in the construction contract will include full implementation of the EMP to ensure contractors are fully aware in advance of their environmental and social responsibilities and obligations, including any displacement during civil works. National BRT-PMO and BRT-PIU shall ensure that the EMP and above plans are included in the bid and contract documents for civil works. National BRT-PMO and BRT-PIU will require the contractor to engage capable and

trained staff or site agents to take responsibility for the environmental management at the working level and to audit the effectiveness of the contractor's EMP and review mitigation measures as the project proceeds. The effective implementation of the EMP will be audited as part of the project.

For the preparation of feasibility study and detailed design for the Metro Manila BRT, an EIA and SIA/SMP will be carried out as part of the feasibility study and detailed design, including preparation of resettlement plan, where needed, all in accordance with the relevant Bank safeguard policies.

The RP has avoided significant physical displacement by changing the proposed location of the terminal and using vacant city-government land for the depot. Staggered station designs have also minimized the width of the station thereby, limiting the extent of land taking beyond the designated right of way. Where taking of private land is unavoidable, the RP has an entitlement matrix detailing the compensation to be received and specifying the method of valuation for affected fixed assets as well as for income losses and permanent losses of livelihood resulting from the land take. A resettlement site has been identified to accommodate displaced informal settlers. An independent property appraiser will be hired during the DED to estimate replacement cost at the time of taking. The RP contains measures for updating its contents. Finally, the RP sets out the procedure to be followed for negotiations with the property owners, informal settlers, and tenured vendors as well handling disputes or grievances that may arise in the process of land acquisition and resettlement.

The SIA/SMP sets out options for jeepney operators and drivers to be displaced by the operation of the BRT. Five options have been identified to manage PUJ operator impacts. These include:

Option 1: Remain on their route, despite the impact of the BRT, and hope that a sufficient number of other operators will withdraw to make the route viable for those who remain;

Option 2: Remain on their route, which has been restructured and will remain strong;

Option 3: Operate on newly opened routes;

Option 4: Cancel their PUJ franchise and apply for open franchises of other transport services such as trucks-for-hire or school service; and

Option 5: Transform their investment to participate in BRT operations

(iii) Implementation Arrangements

The institutional set-up presents the requirements and responsibilities during pre-construction, construction, and operation phases. At the national level, DOTC would provide the overall sight through the National BRT Project Management Office which will operate under the guidance of the Steering Committee (SC). At the local level, there is Cebu Project Implementation Unit (PIU) that will oversee the works of the Contractor and the BRT Operator. Mitigation measures during construction will be implemented by contractors with the cost incorporated in the bidding documents and be closely supervised by the supervision consultants, NPMO and PIU. The Technical Support Consultants (TSC) will be recruited to support the BRT-PIU management during project implementation. The TSC provides engineering, procurement, construction management support and is engaged to undertake detailed design, draft bidding documents and

supervise the construction.

The Contractor and the BRT Operator are tasked to carry-out implementation of the environmental and social management plan under day-to-day supervision by PIU. Overall regulatory compliance of the project would be continuously and independently monitored by DENR and Cebu City Environment and Natural Resources Office.

The PIU will have dedicated safeguards personnel and will be supported by a City Resettlement Implementation Committee (CRIC) with members consisting of the heads of different city departments and relevant national government agencies. One of the first tasks of this PIU will be to draft a Land Acquisition and Resettlement Operations Manual in coordination with the social development specialists and property appraiser in the Detailed Engineering Design consultant team. The CRIC will hold the responsibility to deal with operational questions and coordination issues among agencies involved in land acquisition and resettlement. Staff from these city departments can be seconded to the PIU to assist the social safeguards staff.

With regard to environment, National BRT-PMO through its BRT-PIU is required to obtain approval and the Environmental Clearance certificate (ECC) from the Department of Environment and Natural Resources (DENR) following environmental assessment and public consultation. Under the Philippine EIS System, the project requires EIA and compliance to the EIS System is necessary and DENR-EMB Region 7 is the authority to issue the necessary ECC for the project.

The Project also defines measures and frequency for monitoring the compliance on various provisions of the EMP during pre-construction, construction and operation phases. BRT-PIU would implement a number of measures during detailed design phase (e.g., incorporation of environmental design measures into the detailed design, preparation of draft method statements/ SEMP, etc.). During construction, monitoring works are implemented by the contractors and their environmental performance, in terms of implementation of such works, is monitored by BRT-PIU. During operation, EMP implementation is the responsibility of the BRT Operator.

In the context of resettlement and land acquisition, specific implementation arrangements will be determined after the project has been approved by the NEDA Board and Monetary Board.

A service center or one-stop shop will be established to handle inquiries, receive grievances, and facilitate the securing of documentation to obtain payment or prove eligibility, and getting payment. The one stop shop will have representatives of the City Assessor's for matters relating to tax arrears, local transfer taxes, and facilitating changes in the tax declaration. This one stop shop will be open at certain times of the week. An External Monitor, which can be a non-government organization, will undertake external monitoring and evaluation of land acquisition and resettlement implementation.

(iv) Capacity of the Borrower. In addition to the implementation arrangements, BRT-PIU and Environment and Social Safeguard Specialists will be trained to ensure proper monitoring in the preparation and implementation of EMP, SIA/SMP and RP. As the project is under implementation, BRT-PIU will engage staff as Environmental and Safety Officers (ESOs) to undertake environmental management. It will also engage social and environmental safeguard specialists to supervise updating and disclosure of the plans during the detailed design phase and the implementation of the RP and SMP.

(v) Public Consultation

Within the context of “meaningful consultation”, DOTC and the Cebu City government (CCG) initiated a process of consultation during project preparation and intend to continue it during the construction phase. Consultations were held with key stakeholders, including: (i) NGOs, and local government unit (LGU) planning officials; (ii) commuters, (iii) people in settlements and establishments along the corridor, (iv) public transport jeepney and bus drivers and operator, v) vendors and business establishments along the BRT corridor. Details of the project components were presented to the stakeholders and their views on the respective proposals were gathered. Stakeholders expressed support to the proposed project.

Project disclosure activities were also done during the conduct of the Feasibility Study from January 2012 to July 2012. More than 1,000 key stakeholders have participated in all of these consultation works. During detailed design, DOTC and CCG will conduct 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 and CCG shall keep 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. The EIA, SIA/SMP and RP were disclosed locally on March 13, 2013 and in the Bank’s Infoshop on March 29, 2013.

Additional public disclosures and consultations will be held during the detailed engineering design phase. By this time, the disclosures and public consultations will be held by affected barangays to inform people of the presence of surveyors, enumerators for the 100% census, and the real property appraisers. At this time, (a) census of all affected people will be carried out; (b) cut-off date will be announced and published; (c) tagging of affected structures will be done; (d) detailed appraisals will be undertaken, and (e) an offer will be made to the affected owner by the PIU with a deadline for a response.

Grievance Redress Mechanism. Implementation of the proposed Cebu BRT project will be fully compliant to WB’s safeguards requirement on grievance redress mechanism. DOTC and CCG would disclose the proposed mechanism in public consultations during detailed design and in meetings during the construction phase. Complaints and concerns about environmental performance of the project during construction phase would be handled by an ad-hoc Joint DOTC and CCG Environmental Complaints Committee for expeditious resolutions, while complaints during the operation phase would be brought to the attention of DENR-Environmental Management Bureau (EMB). DOTC and CCG would address promptly, at no costs to the complainant and without retribution, any complaints and concerns. The joint committee would be co-chaired by DOTC and CCG and would have members from the contractor, barangay level LGU, concerned NGOs, and women’s organizations. DENR-EMB is mandated by PD 1586 to act on complaints about environmental performance of projects issued with environmental compliance certificates.

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

Key stakeholders of the project include DOTC, LTFRB and line agencies, CCG, CITOM, PUJ organizations, individual jeepney driver/ operators, commuters, and private car owners, The Project followed an approach through the communications and consultation process during

preparation and will continue to implement measures to ensure the participation momentum is maintained throughout the duration of the project.

During preparation, the objective was to gain a baseline understanding of the key issues to be considered in the outline design process (consultation) whilst raising awareness and promoting a general understanding and acceptance of the Cebu BRT concept in the city (communications). The overall approach was based on the premise that the technical aspects of the work are to be led by the demands and objectives of the user throughout the study. The BRT concept was therefore developed systematically through consultation with key stakeholders and the travelling public.

To ensure stakeholder participation through the project cycle, a series of communication tools have been developed to accompany the planned press releases and associated promotional materials at appropriate stages of the project. They include:

- (a) A study website (in English and Cebuano language);
- (b) Social media communications (Facebook and Twitter) managed by the Communications Manager
- (c) Posters / flyers (in English and Cebuano language);
- (d) Promotional materials e.g. fans, t-shirts, badges;
- (e) Exhibition banners for display at shopping centers and other public locations; and
- (f) A BRT conference to which all stakeholders, politicians, media and adjacent cities are invited (planned).

In addition, the Bank team will continue to undertake field visits such as those undertaken during the preparation stage to interact with the people and stakeholders to have a firsthand assessment of impacts and issues on the ground.

Public Disclosure

All safeguard instruments, namely the EIA, RP, and SIA/SMP for the proposed project have been prepared and disclosed electronically and in paper at the Bank's Infoshop on March 29, 2013 and locally on March 13, 2013. Brochures in English and Sugbuanon will be distributed on the rights and responsibilities of displaced people and notices posted on the barangay, in Manila, and InfoShop.

Further details on disclosure of safeguard documents are described below.

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other	
Date of receipt by the Bank	18-Feb-2013
Date of submission to InfoShop	29-Mar-2013
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	
"In country" Disclosure	
Philippines	13-Mar-2013
<i>Comments:</i>	
Resettlement Action Plan/Framework/Policy Process	

Date of receipt by the Bank	18-Feb-2013
Date of submission to InfoShop	29-Mar-2013
"In country" Disclosure	
Philippines	13-Mar-2013
<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 4.12 - 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:	Name: Ajay Kumar	
<i>Approved By</i>		
Sector Manager:	Name: Michel Kerf (SM)	Date: 28-Aug-2014