



Cebu Bus Rapid Transit (BRT) Project (P119343)

EAST ASIA AND PACIFIC | Philippines | Transport & ICT Global Practice |
IBRD/IDA | Investment Project Financing | FY 2015 | Seq No: 3 | ARCHIVED on 11-Dec-2015 | ISR21196 |

Implementing Agencies: Department of Transportation and Communications

Key Dates

Key Project Dates

Bank Approval Date:26-Sep-2014

Effectiveness Date:03-Dec-2014

Planned Mid Term Review Date:01-Dec-2017

Actual Mid-Term Review Date:--

Original Closing Date:30-Jun-2021

Revised Closing Date:30-Jun-2021

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

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.

Has the Project Development Objective been changed since Board Approval of the Project Objective?

No

Components

Name

BRT Infrastructure and System:(Cost \$186.00 M)

Traffic Management:(Cost \$21.40 M)

BRT Concept Dissemination and Development:(Cost \$7.00 M)

Urban Realm Enhancements:(Cost \$3.00 M)

Project Outcome Monitoring:(Cost \$5.00 M)

Project Management:(Cost \$6.10 M)

Overall Ratings

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	● Satisfactory	● Moderately Satisfactory



Overall Implementation Progress (IP)	● Moderately Satisfactory	● Moderately Satisfactory
Overall Risk Rating	● Substantial	● Substantial

Implementation Status and Key Decisions

Progress has been made in setting up the Project Implementation Unit (PIU) and the ongoing activities related to the detailed design. However, the following key issues are starting to affect the implementation progress of the Project: (i) several technical decisions (e.g. bus length and floor height, fare collection system) would need to be confirmed as soon as possible to facilitate the finalization of detailed design for the proposed initial civil works package, (ii) the detailed design would need to be finalized soon to determine right-of-way and land acquisition requirements, (iii) procurement of key technical consultants has been significantly delayed and needs to be fast-tracked, (iv) remaining project staff positions would need filled up and capacity building needs have to be addressed the soonest possible time. The following were recommended to be undertaken by DOTC and the Cebu City Government to ensure the Project remains on track: (i) key actions to expedite the procurement of technical consultants, (ii) fill up vacant staff positions and training for Cebu BRT project staff on resettlement/social safeguards and procurement process for international competitive bidding of civil works, and (iii) continued engagement with stakeholders especially those that will be affected by the Project.



Risks

Systematic Operations Risk-rating Tool

Risk Category	Rating at Approval	Previous Rating	Current Rating
Political and Governance	--	● Substantial	● Substantial
Macroeconomic	--	● Substantial	● Moderate
Sector Strategies and Policies	--	● Substantial	● Substantial
Technical Design of Project or Program	--	● Moderate	● Moderate
Institutional Capacity for Implementation and Sustainability	--	● Substantial	● Substantial
Fiduciary	--	● Moderate	● Moderate
Environment and Social	--	● Substantial	● Substantial
Stakeholders	--	● Substantial	● Substantial
Other	--	--	--
Overall	--	● Substantial	● Substantial

Results

Project Development Objective Indicators

► Increase in the number of people using improved public transport services (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	75000.00	--	75000.00	275000.00
Date	01-Apr-2013	--	09-Oct-2015	05-Oct-2020



► Increase in the number of women using improved public transport services (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	40000.00	--	40000.00	180000.00
Date	01-Apr-2013	--	09-Oct-2015	05-Oct-2020

► Reduction in average travel times for BRT users during PM peak from Ayala to Bulacao (Minutes, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	45.00	--	45.00	35.00
Date	01-Apr-2013	--	09-Oct-2015	05-Oct-2020

► Reduction in GHG emissions of transport in Cebu City. CO2 emissions per person-km in project corridor (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	131.10	--	131.10	75.20
Date	01-Apr-2013	--	09-Oct-2015	05-Oct-2020

► Reduction in number of road accidents in Cebu City. Annual accidents in city per 100,000 population (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	1290.00	--	1290.00	1000.00
Date	01-Apr-2013	--	09-Oct-2015	05-Oct-2020

Overall Comments

Intermediate Results Indicators



► Construction of BRT Corridor (Kilometers, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	23.00
Date	01-Apr-2013	--	09-Oct-2015	05-Oct-2020

► Improve Communications Strategy (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	--	N	Y
Date	01-Apr-2013	--	09-Oct-2015	05-Oct-2020

► Capacity Building (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	20.00
Date	01-Apr-2013	--	09-Oct-2015	05-Oct-2020

Overall Comments

Data on Financial Performance

Disbursements (by loan)

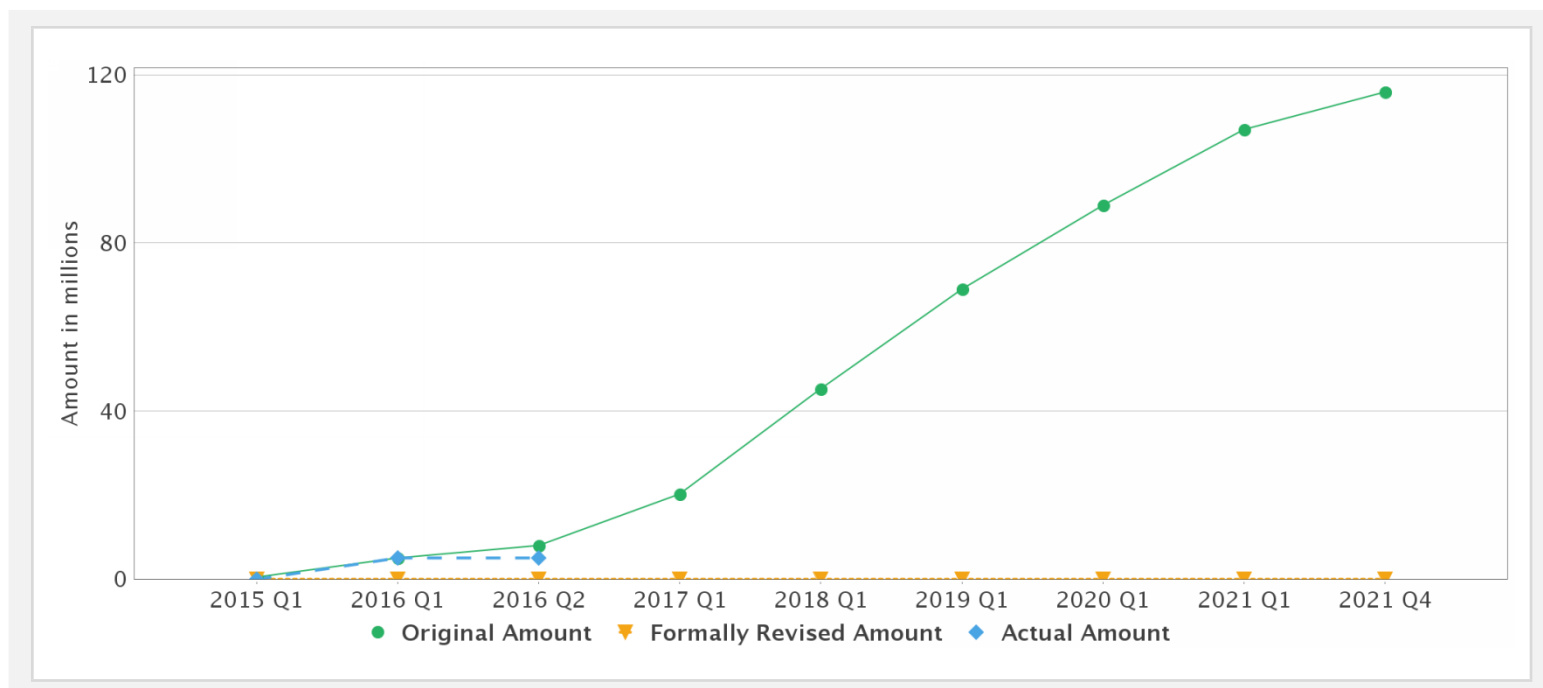
Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	Disbursed
P119343	IBRD-84440	Effective	USD	116.00	116.00	0.00	5.29	110.71	5%
P119343	TF-17646	Effective	USD	25.00	25.00	0.00	0.00	25.00	0%

Key Dates (by loan)



Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P119343	IBRD-84440	Effective	26-Sep-2014	14-Oct-2014	03-Dec-2014	30-Jun-2021	30-Jun-2021
P119343	TF-17646	Effective	26-Sep-2014	14-Oct-2014	03-Dec-2014	30-Jun-2021	30-Jun-2021

Cumulative Disbursements



Restructuring History

There has been no restructuring to date.

Related Project(s)

There are no related projects.