



**DEPARTMENT OF TRANSPORTATION AND
COMMUNICATIONS**

**Social Impact Assessment of
Cebu Bus Rapid Transit Project**

SOCIAL MANAGEMENT PLAN

Final Report



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ABBREVIATIONS/ACRONYMS

ATC	Area Traffic Control
BRT	Bus Rapid Transit
CBRT	Cebu Bus Rapid Transport
CCG	Cebu City Government
CCT	Conditional Cash Transfer
CITOM	Cebu Traffic Operations Management
CO ₂	Carbon Dioxide
CPC	Certificate of Public Convenience
DENR	Department of Environment and Natural Resources
DepEd	Department of Education
DMDP	Department for Manpower Development and Placement
DOLE	Department of Labor and Employment
DOTC	Department of Transportation and Communications
DSWD	Department of Social Welfare and Development
ESA	Environmental and Social Assessment
ITP	Integrated Transport Planning Limited
LTFRB	Land Transportation Franchising and Regulatory Board
LTO	Land Transportation Office
MFI	Micro-finance Institutions
NEDA	National Economic Development Authority
NGO	Non- Governmental Organization
PAP	Potentially Affected People
PESO	Public Employment Service Office
PHIC	Philippine Health Insurance Corporation
PIU	Project Implementation Unit
PMO	Project Management Office
PNP	Philippine National Police
PUJ	Public Utility Jeepney
PUV	Public Utility Vehicles
PWD	Person with Disability
RA	Republic Act
RAP	Resettlement Action Plan
SEC	Securities and Exchange Commission
SIA	Social Impact Assessment
SMP	Social Management Plan
TESDA	Technical Education and Skills Development Authority
TVET	Technical, Vocational Education and Training
TWG	Technical Working Group



GLOSSARY OF TERMS

Certificate of Public Convenience—Based on the Public Service Law, it is an authorization issued for the operation of public services for which no franchise, either municipal or legislative, is required by law, such as a common carrier.

Involuntary resettlement—Resettlement is involuntary when it occurs without the informed consent of the displaced persons or if they give their consent without having the power to refuse resettlement.

OP 4.12—The World Bank Group Operational Policy Directive on Involuntary Resettlement. OP 4.12 embodies the basic principles and procedures that underlie IBRD's approach to involuntary resettlement associated with its investment projects.

Project-affected person—Any person who, as a result of the implementation of a project, loses the right to own, use, or otherwise benefit from a built structure, land (residential, agricultural, or pasture), annual or perennial crops and trees, or any other fixed or moveable asset, either in full or in part, permanently or temporarily.

Resettlement Action Plan (RAP)—The document in which a project sponsor or other responsible entity specifies the procedures that it will follow and the actions that it will take to mitigate adverse effects, compensate losses, and provide development benefits to persons and communities affected by an investment project.

Stakeholders—Any and all individuals, groups, organizations, and institutions interested in and potentially affected by a project or having the ability to influence a project.

Senior citizens— Under RA 9257, senior citizens or elderly are any resident citizen of the Philippines at least sixty (60) years old

Travel Line—The route assigned or given franchised by LTFRB for public utility vehicles

Vulnerable groups—People who by virtue of gender, ethnicity, age, physical or mental disability, economic disadvantage, or social status may be more adversely affected by resettlement than others and who may be limited in their ability to claim or take advantage of resettlement assistance and related development benefits.



EXECUTIVE SUMMARY

PROJECT BACKGROUND

The Department of Transport and Communications (DOTC) and the Cebu City Government (CCG) have mutually agreed to implement a Bus Rapid Transit (BRT) project that will traverse a 23-kilometer corridor between Barangay Bulacao in the south west and Barangay Talamban in the north east of Cebu City. The BRT will operate on the median of the existing national road, with median stations and bus ways physically segregated from other traffic to reduce the impact upon the right-of-way and enable road side activity to proceed with minimal interruption. The proposed BRT corridor will pass through highly urbanized and densely populated area of the city. The land use of the BRT route and its coverage is indicated in *Figure 1.0-1*.

The Cebu BRT is projected to be operational in the 2016. When completed, it will be the first of its kind in the Philippines, providing an alternative viable mass transit option for the country.

OBJECTIVES OF THE SOCIAL IMPACT ASSESSMENT (SIA)

The Cebu BRT is projected to have both positive and adverse impacts on the various stakeholders. To understand and address these impacts, the DOTC has commissioned an Environmental and Social Assessment (ESA). The expected outputs from the Social Assessment (SA) are the Resettlement Action Plan (RAP) and a Social Management Plan (SMP).

Specifically, the SA aims to:

- a) Determine resettlement and other social impacts of the proposed Cebu BRT Demonstration Project and linked activities in order to inform design of the project;
- b) Develop a resettlement action plan (RAP) to guide the acquisition of land and other real properties for the project and its linked activities;
- c) Consult with persons and groups to be affected by the project; and,
- d) Produce a social management plan (SMP) which will cover social impacts other than those caused by land acquisition.

The primary goal of an SMP is to pave the way for social acceptability, improve the project's accountability and be more responsive in attaining its social objectives. Its purpose is to mitigate the adverse impacts and enhance benefits from the project by:

- a) Identifying the key social issues and concerns of the identified potential PAPs;
- b) Identify and recommend management and mitigating measures to respond to these issues and concerns;
- c) Identify the lead government agency or organization responsible for, as well as the required resources needed, in implementing the recommended measures; and,
- d) Provide timelines to implement these measures consistent with the plans and programs of lead agencies.



PRINCIPLES AND METHODOLOGY FOR SOCIAL IMPACT ASSESSMENT (SIA)

Principles of SIA

The crafting of the SMP was guided by the following hierarchy of mitigation:

- a) Avoid adverse social and economic impact.
- b) Where impacts are unavoidable, minimize such impacts.
- c) Offset or compensate impacts in cash or in kind following the principle of replacement cost.

The mitigation measures were developed anchored on the following principles:

- a) *Effective Consultation*
- b) *Equitable Compensation*
- c) *Gender Sensitivity*
- d) *Equitable Access*

METHODOLOGY FOR SOCIAL IMPACT ASSESSMENT

Development of the Cebu BRT through the Pre-Feasibility and full Feasibility Study has been underpinned by consultation guided by an active communication strategy overseen by a communication group led by the Mayor of Cebu City. This involved working with jeepney representative groups, drop in café discussions with jeepney drivers, open events in all Barangays along the BRT route, newspaper articles, TV interviews, meetings with governmental and non-governmental stakeholders and the establishment of design groups consisting of the mobility impaired and local design professionals. It was estimated that almost 5,000 people had been spoken to directly during feasibility phase and many more indirectly. Information has been disseminated through open forums as well as the project web site and Facebook site.

In the conduct of the SA, the Study Team applied the following methodology and approach which supplemented and developed that undertaken through the Pre FS and FS:

- a) *Review of related literature*
- b) *Maximum use of secondary data*
- c) *Conduct of reconnaissance survey*
- d) *Key Informant and On-the-Spot Interviews*
- e) *Conduct of survey/census*
- f) *Conduct of FGDs/Public Consultation*

POLICY FRAMEWORK

Pertinent enabling laws, implementing rules and regulations for a clearer execution of the laws developed and promulgated by national government agencies had been considered; including executive/administrative/department orders issued and updated from time to time by the various government agencies. Some of the more salient policy instruments include:



- a) Harmonized Gender Guidelines, NEDA series of 2007
- b) Executive Order No. 273 s. 1995 Philippine Plan for Gender-responsive Development (PPGD), 1995-2025
- c) DPWH Department Order No. 48, s. 2011 Guidelines for Mainstreaming Gender Equality Actions in Road Infrastructure Projects
- d) "A Toolkit on Making Road Infrastructures and Related Facilities Gender Responsive", DPWH & World Bank publication

Apart from the country's laws, statutes and strategic plans, the SIA Study Team also reviewed and analyzed pertinent international policies, standards and covenants that it deems necessary as a requisite in preparing the Social Management Plan for the CBRT Project. Foremost among these are environmental assessment (OP 4.01 s. 1999 rev. 2011) and gender and development (OP 4.20 s. 2003 rev. 2012).

- a) World Bank Operational Policy 4.01 Environmental Assessment
- b) World Bank Operational Policy 4.12 Involuntary Resettlement
- c) World Bank Operational Policy 4.20 Gender and Development
- d) United Nations Convention on the Right of Persons with Disabilities
- e) The Convention on the Elimination of All forms of Discrimination against Women (CEDAW)

ASSESSMENT OF SOCIAL IMPACTS AND OPPORTUNITIES

Target Population

Commuters

Traffic surveys undertaken for the "Study and Concept Plan for a Demonstration Bus Rapid Transit Corridor" estimated that about 83,940 vehicles enter and 87,723 vehicles leave Cebu City on a typical day. These translate to a total passenger flow of 581,083 entering and leaving the City.

Results of the aforementioned surveys showed that in 2009 share of trips using public transport is 70%, with the PUJ as the most dominant public transport mode carrying 65% of the total person trips in the City. Taxis carry 5% of the total passengers in the City.

Senior Citizens, PWDs and Women

A sub-group within the commuters group is the vulnerable group composed of senior citizens, persons with disabilities (PWD) and the women. It is estimated that there are around 15,126 senior citizens and 3,117 PWDs in the City as of 2012. Working mothers (either as employee or housewife taking care of children) is estimated at 67,195 in 2012.

Residents of the Barangays within the Corridor

The directly affected population will be those living and/or working within the fourteen barangays along the BRT route. These barangays constitute about 28% of Cebu City's total population in 2010 or about 239,094. With an average family size of 4.1, there are nearly 58,316 families that will be potentially affected by the CBRT.



Vendors

Transect walks and windshield wiper survey found that there are at least 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. These are mostly found on Osmeña Boulevard, near the Cebu Institute of Technology and are distinguished by their yellow wooden stalls. There are 1,195 legitimate sidewalk 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. Wares sold are mostly selling cigarette, water and candies.

The *mobile food hawkers* are distinguished by their push-carts or carts attached to bicycles with multi-coloured 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 fixtures on the sidewalks belong to business establishments along the corridor. Some eateries and variety stores have encroached on public space by placing stools, plastic chairs, and tables to cater to their patrons.

PUJ Operators

The baseline survey undertaken by the Cebu Jeepney Industry Study showed that 3 out of 5 PUJ operators are in the business to supplement income from a principal livelihood source while 2 out of 5 rely on jeepney operations as their principal source of income. This group is well educated with 48% completing tertiary education. Seven out of 10 of those interviewed said that they bought their jeepneys with their personal savings. The average years in the jeepney operating business is 8 years.

Majority (55%) stated that the business is their primary source of occupation. Around third of those who have other primary source of income (13%/41%) have other businesses while the rest have OFW relatives or are pensioners. Two-thirds (42%/55%) of those who says PUJ operator is their primary business have been operating for 10 years or less.

PUJ Drivers

Almost three out of four drivers interviewed are between 31-45 years of age, with an average age of 40 years old. Only 6% have attended college and 71% finished high school education. Nearly all of the drivers interviewed (95%) said that their primary source of livelihood is PUJ driving. Twenty two (22%) are renting their home. Fifty seven percent (57%) have children below 12 years of age.



SOCIAL IMPACTS AND OPPORTUNITIES

Benefits and Opportunities

The Cebu BRT is projected to create significant communal benefits, including:

- 1) **Improvement of transport experience and options**
The Cebu BRT will significantly improve travel within the designated corridor and beyond. It is accessible to PWD's and affordable with a fare structure similar to the existing PUJ. All travelers, including commuters, can enjoy more reliable waiting time, faster travel time, and safe and efficient travel. This will improve the economic efficiency of the city and the social wellbeing of those residing within and travelling through the city.
- 2) **Savings in travel time for commuters and motorists**
A total of 570 million hours will be saved by the CBRT commuters within a twenty-year period (2015-2035) due to physical segregation of the bus travel way and high frequency of buses, especially during peak hours.
- 3) **Enhancement of operational efficiencies of public mass transport**
By 2020, it is estimated that BRT passengers shall be from 220,934 to 317,039. On the other hand, there shall be reduction in vehicle operating costs by the transfer of passengers from PUJs to the more efficient BRT vehicles. These savings shall yield an aggregate economic net benefit of USD72.3 million within a 20-year span.
- 4) **Improvement of air quality**
The particulate matter (PM) saving as a result of the scheme has been estimated at 386 tons per year (2020) and a CO₂ saving of 61,407 tons per year (2020).
- 5) **Enhancement of safety and security of commuters and pedestrians**
The BRT will incorporate improvements the sidewalks. Currently sidewalks are non-continuous, broken and obstructed by electrical equipment. This forces pedestrians to walk in moving traffic causing significant road safety problems most notable within eth vulnerable sectors.
- 6) **Create direct employment (especially during the construction and operations phase) to the benefit of local labor.**
- 7) **Increase in land values along the BRT routes and its proximate areas.**

Risks and Impacts

The Cebu BRT FS proposed 22 PUJ routes for deletion. This translates to 916 operators, with approximately 2,620 drivers. Implementation of the Cebu BRT will likely impact the PUJ Sector in the following ways:

1. Reduced passenger volume for some PUJs (others will increase where PUJs have an enhanced role as feeder to BRT)
2. Cancellation of the present PUJ routes that are along the BRT corridor and that become noncommercial due to passenger transfer
3. Consequential dislocation of drivers and operators of affected PUJs
4. Changing role of existing transport cooperatives

Consultation with key stakeholder groups within the PUJ sector revealed that the loss of income of PUJ drivers and operators (especially the small operators running between one to



three units who either operate independently or belong to cooperatives) is considered to be the most serious social concern.

The average boundary earned daily by the operators is PhP653. More than two-thirds (71%) of the operator-respondents earn between PhP500-PhP750 and own three or less units.

On the other hand, the magnitude of potential income loss to drivers can be gleaned from the indicative average daily gross income and average daily net income. Most of them have daily net from PhP300 to PhP1,000 (76%). Average daily net is about PhP822. Based on cross tabulation analysis, majority (55%) have a daily gross of PhP1,001 to PhP2,500 and a daily net of PhP300 to PhP1,000.

Tenured Vendors

The implementation of the Cebu BRT will not adversely impact the tenured vendors as they will be relocated to equally lucrative areas for their particular business. The Cebu City Government does not consider the relocation of these vendors a major issue in as much as are resources are available and the control of sidewalk vendors is one of its priority.

Summary Impacts upon Key Stakeholders

Positive impacts on the commuters (including senior citizens, PWDs, and women/working mothers) range between medium to high, achieving maximum benefits when Cebu BRT is operational.

Those that are adversely affected due to property/land acquisition will be adequately compensated through statutory mechanisms. As such the social management plan must concentrate upon the PUJ sector where most impact must be managed to ensure that it lies within acceptable limits. **Table ES-1** presents the summary of the impacts that the stakeholders will experience from the project.

**Table ES-1
Impacts of Project on Key Stakeholders**

STAKEHOLDER	TYPE OF POTENTIAL IMPACT (+/-)	CONSEQUENCE OF IMPACT (High/medium/low)	DESCRIPTION OF IMPACTS
Commuters	Positive	High	<ul style="list-style-type: none"> - Reduction of in-vehicle travel time - Reduction of waiting time due to high frequency of buses - Enhanced safety - Better customer service
Senior Citizens	Positive	Medium to high	<ul style="list-style-type: none"> - Easier boarding/alighting since bus floor is at the same level as station - Safer and more convenient walk to the stations due to wider sidewalks - Senior citizens' discount can be integrated in the ticketing system
Persons with Disability (PWD)	Positive	Medium to high	<ul style="list-style-type: none"> - Easier boarding/alighting since bus floor is at the same level as station - Safer and more convenient walk to the stations due to



STAKEHOLDER	TYPE OF POTENTIAL IMPACT (+/-)	CONSEQUENCE OF IMPACT (High/medium/low)	DESCRIPTION OF IMPACTS
			wider, unobstructed sidewalks - Improved information and payment information
Women/Working mothers	Positive	- Medium to high	- Protection from undue physical harassment due to cramped space inside the public transport vehicle - Enhanced convenience and comfort when bringing small children due to step-less boarding and alighting
Residents in barangays along the BRT Route/ Community-at-large	Positive	- Medium	- Enhanced accessibility and economic/social opportunities that brings - Improvement of ambient air quality along the CBRT corridor due to the reduction of PUJ units
Residents in barangays at stations along the BRT Route	Negative	- Medium to high	- Relocation due to right-of-way acquisition to widen the carriageway
Tenured vendors along the CBRT corridor		- None to Low	- Relocation to other areas for vending will be undertaken by the Cebu City Government
PUJ Operators	Negative	- Medium to High	- Potential loss of income
PUJ Drivers	Negative	- Medium to High	- Potential loss of income

STRATEGIES TO MANAGE SOCIAL IMPACTS

Options for PUJ Operators

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.

Option One

Option one is not considered to be viable due to the following reasons:

1. Retaining the jeepneys alongside the BRT segregated busways would not address the congestion on the road.
2. Competition for passengers along the corridor would reduce the viability of either, or both, the BRT and jeepney operators and drivers.



Option Two and Three

The second and third options are potentially the most viable and acceptable from the perspective of both the BRT operations and PUJ sector.

Route restructuring will include either:

- a) route shortening or truncating to serve as feeders to the BRT; or
- b) maintaining the origin and destination as reflected in the franchise but altering the travel line or streets traversed to cover underserved areas and link these to the BRT system.

Route restructuring has two advantages:

1. Jeepneys would be plying much shorter routes which translate into higher income and less fuel consumption and the potential for greater operational efficiencies.
2. Drivers would experience less stress and fewer traffic violations as competition for passengers would be actively managed through efficient and up to date market reactive, operational planning of jeepney terminals.

In discussions with CITOM management, they articulated that these options will provide an opportunity for the City to update the travel lines which were established more than 10 years ago.

Option Four

In the fourth option, PUJs can be awarded franchises to operate school buses or 'trucks-for-hire'. According to the regional office of the LTFRB, there are still available franchises for these services, particularly school services, and the conversion of the PUJs to comply with the vehicle specifications of these services is low cost.

Option Five

The opportunity offered by Option 5 is for the current PUJ operators to be part of the BRT System; eliminating the view that they have been replaced and displaced. Consultation with the PUJ cooperatives included expressed interest in this option subject to financial capacity. Moreover, for independent operators, there is no existing coherent mechanism to work and negotiate terms of entry into the BRT market. This measure requires a large degree of social preparation to enable collective action and coordination. A corporate or cooperative type of business model represents a major change from the renter type of economic relations prevailing in the PUJ industry.



Table ES-2
Analysis of Options for the PUJ Operators

OPTION	Advantages/Opportunities	Disadvantages/Challenges
<p>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</p>		<ul style="list-style-type: none"> - Competition for passengers will ensue, reducing the viability of the BRT and/or the PUJ, thus compromising the overall transport services of the City - Congestion will likely occur leading to longer travel time and increased emissions, among others
<p>Option 2 & 3 Remain on their route, which has been restructured and will remain strong, or, operate on newly opened route</p>	<ul style="list-style-type: none"> - Reduction in vehicle operating costs due to shorter travel distance and less congestion - PUJ drivers more able to pay their rental fees daily - This is in keeping with the preference of the PUJ drivers and operators 	<ul style="list-style-type: none"> - Requires coordinated planning between the DOTC and the Cebu City Government to identify new routes, feeder routes, and underserved routes
<p>Option 4 Cancel their PUJ franchise and apply for open franchises of other transport services such as trucks-for-hire or school service</p>	<ul style="list-style-type: none"> - Presence of available franchise 	<ul style="list-style-type: none"> - Demand for trucks for hire still to be determined - Acceptability of scheme for operators still need to be validated
<p>Option 5 Transform their investment to participate in a BRT Feeder Route</p>	<ul style="list-style-type: none"> - Provides an opportunity for the current PUJ operators to be part of the BRT and increase sense of ownership 	<ul style="list-style-type: none"> - CITRASCO and VUDTRASCO have signified interest but due to its small membership, capacity still has to be validated - The PUJ sector is highly fragmented. Thus, for independent operators, no existing mechanism can be tapped into for negotiation

OPTIONS FOR PUJ DRIVERS

The options identified for the PUJ operators will also benefit the PUJ drivers. In addition, displacement of drivers could also be addressed by the job opportunities that will be opened up by the BRT operation. It is estimated that the first phase of the BRT alone would require the services of some 400 drivers. Apart from this, there will be need for mechanics, welders, and several other types of support jobs. In this regard, participants suggested that current PUJ stakeholders be given priority for such job opportunities.

Displaced PUJ drivers may also be placed in non-transport related employment. This option may be availed by those who by choice or compulsion will have to exit the transport industry and begin anew in another line of business. Those with carpentry, plumbing, and welding skills¹ can be placed in labor pool marketing their services. The project can support the enrolment of drivers in TESDA (Technical Skills and Development Authority) to get the required certification to enhance their opportunities for both local and foreign employment.

¹ Refer to Section 4 Target Population for details on the survey results



Foreign employment is likely to benefit the more educated and younger drivers. Opportunities will likewise be explored through the Department of Manpower Development and Placement (DMDP) of the Cebu City Government.

IMPLEMENTATION PLAN

Hierarchy of Mitigating Measures

The results of the Cebu BRT Feasibility Study clearly show that impact to the PUJ Industry is inevitable. It will however be minimized through pro-active social impact management. The options that will be pursued are as follows:

- *Option 2:* Some PUJ's will remain on their route, which has been restructured and will remain commercially strong;
- *Option 3:* Some PUJ operators and drivers will operate on newly identified and defined routes for which new franchises will be granted ;
- *Option 4:* Those that cannot be accommodated by option 2 or 3 will cancel their PUJ franchise and be assisted in applying for open franchises of other transport services such as trucks-for-hire or school service; and
- *Option 5:* Those with capacity and ambition will be assisted to transform their investment to participate in a BRT Feeder Route.

The above actions will lead to the accommodation of a significant number of displaced drivers. Residual drivers will be given aid to enter either:

- Employment in the BRT system in various capacities; or
- Employment in non-transport related entities.

The options for the PUJ operators and drivers were presented to and affirmed by the Cebu BRT Technical Working Group², based on available resources and ability to implement within the next four years complementing the Cebu BRT implementation program. The group has expressed its commitment to lead efforts in mitigating the impacts to the PUJ sector.

Key Entities in the Implementation of the SMP

The successful execution of the SMP requires the cooperation and coordination of various national and local government units as shown in the table below. The implementation arrangements outlined below apply only during the implementation phase of the Project. Upon operation of the Cebu BRT System, the responsibility will be transferred to the BRT System Owner and BRT Operator/s.

² The Cebu BRT TWG is composed of DOTC and its attached agencies, particularly LTFRB and LTO, DPWH, representatives from the Cebu City Government, DPWH, and CITOM



Table ES-3
Institutions Responsible for SMP Implementation: Project Implementation Stage

AGENCY	SMP-Related Functions
OVER-ALL	
National Project Management Office (NPMO)	The DOTC has established a National Project Management Office which will exercise overall supervision over the Cebu BRT and other BRT projects in the country.
Project Implementation Unit (PIU)	At the city level, the PIU has been established which will undertake day to day supervision of the project. This PIU includes personnel from the city government and DOTC. Likewise, it will have safeguard specialists who will oversee the implementation of the SMP
MITIGATION MEASURES FOR PUJ SECTOR	
PUJ Network Revisions (Options 2, 3, and 4)	
Cebu City Traffic Management Operations Management (CITOM)	In coordination with LTFRB, update travel lines for the restructured routes and manage traffic within the City, in keeping with its mandate
Land Transportation Franchising and Regulatory Board (LTFRB)	In coordination with CITOM, manage the migration of PUJ operators and drivers to restructured/new routes and to other transport modes such as trucks-for-hire and school service
Land Transportation Office (LTO)	In coordination with LTFRB and CITOM, oversee the registration of vehicles and issuance of licenses of PUJ drivers, as needed by the Plan
Skills Training and Alternative Livelihood	
Department of Education (DepEd)	The Department Education implements the Alternative Learning System, Non-Formal Education programs as well as regulates private institutions implementing Adult Education programs. PUJ drivers or their spouses can avail of these programs
Technical Education and Skills Development Agency (TESDA)	In coordination with the Cebu City Government, spearhead the retooling the displaced PUJ drivers and operators under its Technical and Vocation Education Training (TVET program)
Department of Social Welfare and Development (DSWD)	The DSWD is the lead agency implementing the Conditional Cash Transfer (CCT) Program/ <i>Pantawid Pamilyang Pilipino Program</i> (4Ps) where the children of displaced PUJ drivers/operators maybe enrolled in. In addition, it is the agency mandated to implement the government's social welfare and development program and has collaborative network with the LGU and other NGOs
Department for Manpower Development and Placement (DMDP) of CCG	This is an office under the city government tasked with human resource development of the city's residents, job matching and placement, and holding of job fairs.
Philippine Health Insurance Corporation (PHIC)	The Philippine Health Insurance Corporation implements the Indigent Program. In this program, PHIC shares the cost of the premium payments for poor groups with the local government unit.
Micro-finance Institutions (MFIs)	These are NGOs that provide micro-credit to poor families. Some rural banks (RBs) also provide micro-credit. Some of the better known MFIs operating in Cebu include <i>Kabalikat para sa Maunlad na Buhay, Inc.</i> (KMBI)
Public Employment Service Office (PESO)	An office under the Department of Labor and Employment (DOLE) tasked with providing job information, verifying job offers and openings, especially overseas work, job matching and placement. May be tapped to assist to augment opportunities provided by the DMDP for placement of drivers who will pass the TESDA examinations



Critical Actions

To ensure efficient and effective implementation of the SMP the following critical actions have been identified:

- Establish a policy to ensure that displaced PUJ Operators receive first preference in franchise re-allocation or renewal
- Align Franchise termination dates with the expected commencement date of BRT, both for the impacted routes and target routes to which displaced units may migrate.
- Waive franchise application fees and other attendant administration expenses for those involuntarily displaced by the BRT
- Establish mechanism for re-training programs for PUJ drivers who opt to exit the PUJ industry and seek employment in non-transport related professions.

All of these actions are currently being implemented by the appropriate agencies.

Operationalization of Critical Actions

The execution of the SMP and the corresponding critical actions to ensure success requires that up-to-date information on the PUJ Industry must be obtained, particularly on profile of the PUJ Operators and Drivers, with emphasis on their capacity to adapt to change and preferences.

Towards this end, the Cebu BRT TWG and the Cebu City Government, in their commitment to manage the impacts, have prepared a *PUJ Industry Engagement Action Plan* which was presented to partners in the government and non-government organizations during workshop on the 'Social and Environment Impact of the Cebu BRT' held in October 12, 2012.

MONITORING AND EVALUATION

The safeguards specialist of the Project Implementing Unit (PIU) will oversee the implementation of the identified mitigating measures embodied in the resulting Mitigation Action Plan. Moreover, the monitoring and evaluation of the SMP will be made part of the terms of reference of the External Monitoring Agent. Stakeholder satisfaction and progress in livelihood restoration – or the lack of it – require a longer period to manifest and be detected. Apart from the external private entities, the following city government offices must also take an active part in monitoring the implementation of the SMP, in accordance with their respective mandates:

GOVERNMENT AGENCY	MONITORING FUNCTION
PWD and Senior Citizens Office in the City Government	The city office in charge of overseeing senior citizen's affairs as well as with persons with disability (PWD) will monitor how the concerns of these groups regarding fare discounts during operation as well as accessibility of the BRT stations, terminal and rolling stock are addressed.
Division for the Welfare of the Urban Poor (CCG)	The division of the Cebu City Government tasked to implement the City's socialized housing program and provide services towards addressing the tenurial and housing needs of the homeless citizens. Monitor the implementation of the RAP.
Dept. of Manpower Development and Placement (CCG)	The CCG-DMDP is tasked to provide an effective and efficient employability enhancement programs & placement services for the Cebu City residents. Monitor the implementation of the alternative livelihood programs as indicated in the Impact Mitigation Action Plan.



Active Information Dissemination Activities

The implementation of a new form of mass public transport in Cebu has required a shifting of paradigms among future users of the BRT and commuters using traditional public transportation modes and openness to new economic opportunities for those whose employment will be affected. Thus, an active information and education campaign will form part of the social management plan.

Implementation

During the planning and construction phases, dissemination of information about the BRT is very important to ensure that all commuters will understand what BRT is all about and what benefits they will get from the project. Moreover, equal access to information on livelihood options must be made available to all affected persons. Towards this end, the Cebu City Government has prepared the PUJ Industry Engagement Plan to ensure that accurate information is obtained on the affected persons and for the affected persons to be informed of their options. The active engagement of the stakeholders in crafting the way forward is projected to create trust between the stakeholders and the project proponent.

Operation

During the operation phase, it is recommended that the feedback system through crowd sourcing be handled by the BRT Customer Service/ for customer support to ensure that the BRT will provide the high quality customer service as envisioned. There are several existing platforms for feedback in Cebu City that may be utilized:

- *Crowd Sourcing*

The crowd sourcing initiative for infrastructure presently being introduced by the World Bank in Cebu City make use of mobile phones for articulating concerns, comments or views on a particular topic to a designated hotline number. The need for information and feedback may vary at various stages of the BRT implementation.

- *Facebook*

Another avenue through which the general public can express their views and concerns will be the Facebook account managed by the Cebu BRT PMO. During the operations, it is recommended that the responsibility of managing the account be transferred to the BRT Customer Service unit.



1.0 INTRODUCTION

1.1 Project Background

The Department of Transport and Communications (DOTC) and the Cebu City Government (CCG) have mutually agreed to implement a Bus Rapid Transit (BRT) project that will traverse a 23-kilometer corridor between Barangay Bulacao in the south west and Barangay Talamban in the north east of Cebu City. The BRT will operate on the median of the existing national road, with median stations and bus ways physically segregated from other traffic to reduce the impact upon the right-of-way and enable road side activity to proceed with minimal interruption. The buses will travel on dedicated bus lanes serviced by median stations from Bulacao to Ayala Mall. From thereon, it will travel in mixed vehicular traffic until the turnaround in Talamban. Boarding and alighting will be allowed only at bus stops in key locations. Sidewalks will likewise be improved to offer improvements in accessibility in general and specifically to and from BRT. Alongside BRT a new Area Traffic Control (ATC) system will be implemented that will improve the way in which all traffic signal intersections will operate throughout the whole of Cebu City.

The proposed BRT corridor will pass through highly urbanized and densely populated area of the city. The land use of the BRT route and its coverage is indicated in **Figure 1.0-1** below.

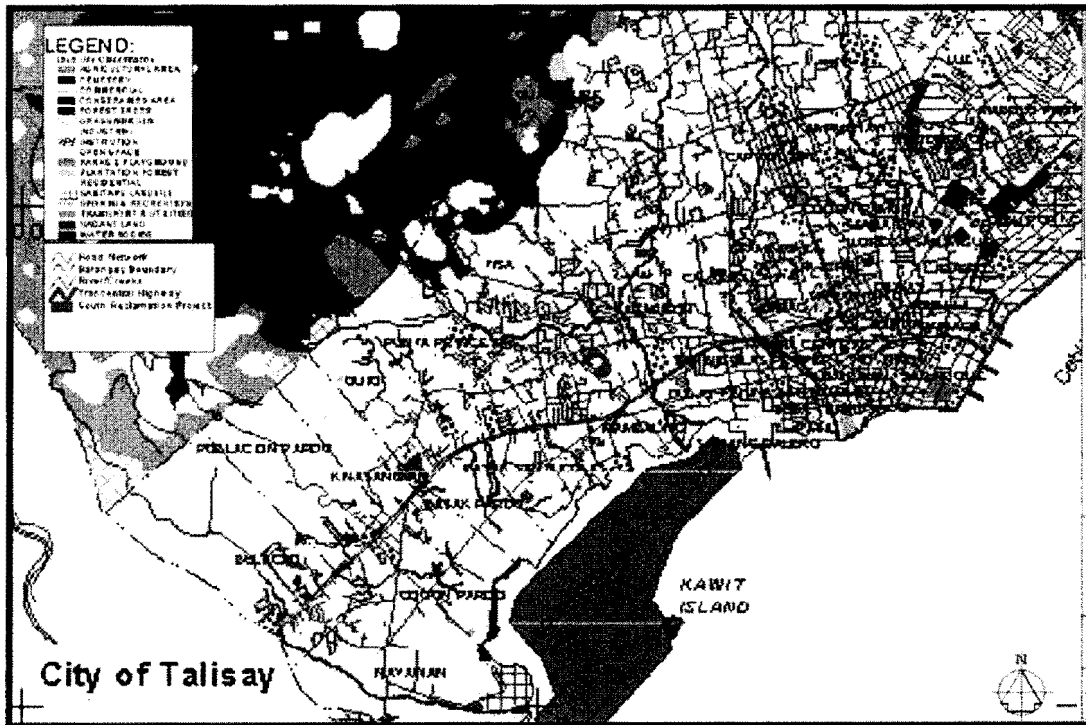


Figure 1.0-1
BRT Route and Surrounding Land Use (BRT Stations in Heavy Red Line)

The Cebu BRT is projected to be operational in the 2016. When completed, it will be the first of its kind in the Philippines, providing an alternative viable mass transit option for the country.



1.2 Objectives of the Social Impact Assessment (SIA)

The Cebu BRT is projected to have both positive and adverse impacts on the various stakeholders. To understand and address these impacts, the DOTC has commissioned an Environmental and Social Assessment (ESA). The expected outputs from the Social Assessment (SA) are the Resettlement Action Plan (RAP) and a Social Management Plan (SMP).

Specifically, SA aims to:

- a) Determine resettlement and other social impacts of the proposed Cebu BRT Demonstration Project and linked activities in order to inform design of the project;
- b) Develop a resettlement action plan (RAP) to guide the acquisition of land and other real properties for the project and its linked activities;
- c) Consult with persons and groups to be affected by the project; and,
- d) Produce a social management plan (SMP) which will cover social impacts other than those caused by land acquisition.

The primary goal of an SMP is to pave the way for social acceptability, improve the project's accountability and be more responsive in attaining its social objectives. Its purpose is to mitigate the adverse impacts and enhance benefits from the project by:

- a) Identifying the key social issues and concerns of the identified potential PAPs;
- b) Identify and recommend management and mitigating measures to respond to these issues and concerns;
- c) Identify the lead government agency or organization responsible for, as well as the required resources needed, in implementing the recommended measures; and,
- d) Provide timelines to implement these measures consistent with the plans and programs of lead agencies.

2.0 PRINCIPLES AND METHODOLOGY FOR SOCIAL IMPACT ASSESSMENT (SIA)

2.1 Principles of SIA

The crafting of the SMP was guided by the following hierarchy of mitigation:

- a) Avoid adverse social and economic impact.
- b) Where impacts are unavoidable, minimize such impacts.
- c) Offset or compensate impacts in cash or in kind following the principle of replacement cost.

The mitigation measures were developed anchored on the following principles:

Effective Consultation

Project Affected Person's (PAPs) and other stakeholders were meaningfully consulted in all phases of project development and implementation in order to guide design and give them ample opportunity to participate in discussion and be informed of the decisions which will impact their lives and their community.

Equitable Compensation

Identified measures are designed to assist PAPs in their efforts to improve their livelihood and standard of living or at least restore them to levels prevailing prior to the beginning of project implementation.



Gender Sensitivity

The Study recognizes that households are not homogenous and the project will affect men and women differently. Thus, equal opportunity shall be accorded to the PAPs, especially the vulnerable groups, in availing of social programs that maybe provided to mitigate the adverse impacts of the project.

Equitable Access

An important component of the SMP is an effective information and education dissemination program and an effective channel for stakeholders to obtain information and provide feedback.

2.2 Methodology for Social Impact Assessment

Development of the Cebu BRT through the Pre-Feasibility and full Feasibility Study has been underpinned by consultation guided by an active communication strategy overseen by a communication group led by the Mayor of Cebu City. This involved working with jeepney representative groups, drop in café discussions with jeepney drivers, open events in all Barangays along the BRT route, newspaper articles, TV interviews, meetings with governmental and non-governmental stakeholders and the establishment of design groups consisting of the mobility impaired and local design professionals. It was estimated that almost 5,000 people had been spoken to directly during feasibility phase and many more indirectly. Information has been disseminated through open forums as well as the project web site and Facebook site.

In the conduct of the SA, the Study Team applied the following methodology and approach which supplemented and developed that undertaken through the Pre FS and FS:

a) *Review of related literature*

This involved the review of pertinent Philippine laws, statutes and jurisprudence, World Bank policies particularly O.P. 4.00, 4.01, 4.12 and 4.20, international covenants of which the Philippines is a party to the covenants, local transportation plans, similar BRT projects abroad, particularly the system in Jakarta (Indonesia), urban transport policy documents on plans and strategies, and other referenced documents. A list of references is found at the end of this report.

b) *Maximum use of secondary data*

The Study reviewed, analyzed and utilized data on the stakeholders obtained from the Cebu BRT studies (Pre-feasibility Study and Feasibility Study) and the suite of projects supporting the CBRT FS such as the Study on "Evaluating the Impacts of Introducing Reforms on Jeepney Industry in Cebu City" conducted in 2012. In the latter study, a total of ten FGD sessions were conducted and organized according to specific interests. These groups were broken down into sub-sectors with specific and common interests, to wit: (1) PUJ drivers on routes likely to be affected by the BRT; (2) Formally constituted PUJ transport organizations' (CITRASCO and VUDTRASCO); (3) PUJ Drivers' and Operator's Associations noted for militant activism (NADSU and ANDAR); and (4) Independent PUJ operators.

c) *Conduct of reconnaissance survey*

This involved actual field observations, transect walk and additional field validations along the proposed CBRT corridor to gather notes and photographs during and even after the surveys/census. Photographs of the reconnaissance survey are found in **Annex 1**.



d) *Key Informant and On-the-Spot Interviews*

Interviews with representatives of the CCG, DENR and DPWH staff directly and indirectly involved with the proposed BRT Project were conducted. Moreover, random man-on-the-street interviews were conducted to gauge the knowledge and awareness of ordinary people about the proposed BRT project, as shown in **Photo 2.2-1**.

e) *Conduct of survey/census*

Surveys were conducted along the corridor (both sides of the street) to determine the number of structures/estimated land and census of all structures were conducted area that will be potentially affected upon the implementation of the CBRT.

f) *Conduct of FGDs/Public Consultation*

This involved the conduct of a workshop and public consultations. The participants to these activities were mixed-aged male-female participants representing public-private stakeholders. During the first FGD/Public Consultations, the initial draft SMP was presented and the views, opinions and comments of the participants were solicited. In the second public consultation, the draft final SMP was also presented for validation. Issue specific discussions were held with representatives of 'Persons with Disabilities' (PWD). These discussions involved scrutiny of design issues that would enhance equitability of access issues to BRT and all transport modes present within the corridor of study. The Minutes of the Public Consultations, the presentation materials and the list of attendees for the 1st and 2nd Public Consultations are found in **Annex 2** and **Annex 3**.

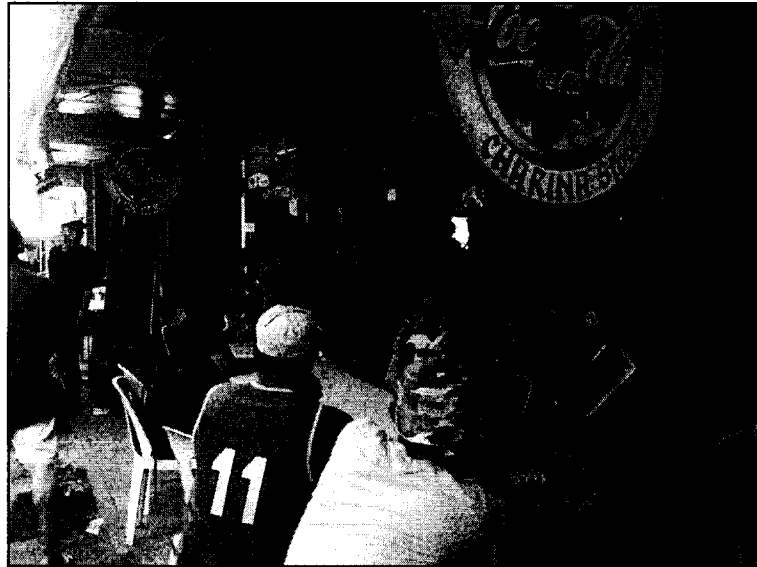


Photo 2.2-1
Drop in Café Consultation with PUJ Drivers



3.0 POLICY FRAMEWORK

This Chapter presents the salient international policy standards and conventions that have been reviewed to guide the preparation of the SMP to ensure that it is legal, ethical and is based on best practices. These are summed up and arrayed in **Table 3.0-1** below.

**Table 3.0-1
Legal Bases of SMP**

Philippine Laws/Statutes	International Covenant
1987 Philippine Constitution	World Bank Operational Policy 4.00/4.01
RA 7160 – Local Government Code	
BP Blg. 344- Accessibility Law and its Implementing Rules and Regulations	United Nations Convention on the Right of Persons with Disabilities
Republic Act 7277- Magna Carta for Disabled Persons (as amended by RA 9442)	
Republic Act 9994 – Expanded Senior Citizens Act of 2010	UN Principles for Older Persons (1991),
Republic Act 9257- Amending RA 7432	Madrid International Plan of Action on Ageing
Republic Act 9710 – Magna Carta for Women (2008)	The Convention on the Elimination of All forms of Discrimination against Women ,
Republic Act 7192, - Women in Development and Nation Building Act (1992)	
	World Bank Operational Policy 4.20

In addition to the pertinent laws listed above, which are actually enabling laws for the provisions in the Philippine Constitution, implementing rules and regulations for a clearer execution of the laws are developed and promulgated by national government agencies based on its specific mandates, programs, plans, operational policies, projects and activities. In addition, executive/administrative/department orders are issued and updated from time to time by the various government agencies. These Orders stand as operational policy guides in effectively carrying out the law. Below is a list of pertinent laws related to the preparation of the SMP. Excerpts of other related laws may be found in **Annex 4**.

3.1 Harmonized Gender Guidelines, NEDA series of 2007

The guideline aims to provide a common set of analytical concepts and tools for integrating gender concerns into development programs and projects; and help achieve gender equity in, and empower women through, projects and programs.

In 1993 the NEDA and the National Commission on the Role of Filipino Women (NCRFW) produced the Guidelines for Developing and Implementing Gender-Responsive Programs and projects that aims to (1) assist line or implementing agencies in complying with RA 7192 and its IRR; (2) integrate the GAD perspective in development planning and programming; and (3) address the issue of inadequate sex-disaggregated data in planning. However, during the mid-1990s most ODA donors have developed their own GAD guidelines to assist in incorporating GAD concerns in the design and implementation of programs and projects. And in early 2003, various agencies were contending with overlapping GAD checklist.

In 2003, the NEDA and the ODA-GAD Network worked to harmonize the GAD checklist and produce a common set of guidelines for the GOP and donors. The guideline aims to provide a common set of analytical concepts and tools for integrating gender concerns into development programs and projects; and help achieve gender equity in, and empower women through, projects and programs.



3.2 Executive Order No. 273 s. 1995 Philippine Plan for Gender-responsive Development (PPGD), 1995-2025

Three years after the promulgation of RA 7192, and immediately after the expiration of the Philippine Development Plan for Women, 1989-1992 (PDPW), the PPGD was approved and adopted through EO 273 by then President Fidel V. Ramos. The PPGD provided the basic socio-cultural, economic, political and legal framework as well as the basic goals, development strategies and policies to ensure that the spirit and substance of RA 7192 is enacted. In 2010, RA 9710 or the *Magna Carta* on Women carried the seminal work of PDPW and ensured that PPGD bear not only letters but teeth as well.

3.3 DPWH Department Order No. 48, s. 2011 Guidelines for Mainstreaming Gender Equality Actions in Road Infrastructure Projects

This was in response to DBM-NEDA-NCRFW's Joint Circular No. 2004-1, of putting into place a client-focused response to gender issues and concerns involving clients and stakeholders related to the construction, maintenance and management of road infrastructures and related facilities. The DO is consistent with the Framework Plan for Women, wherein agencies including DPWH are encouraged to promote gender-responsive governance, protect and fulfil women's human rights, and promote women's economic empowerment. It specified that gender equality actions are to be executed at the planning, design, pre-construction, construction and maintenance stage and will be guided by gender tools provided in the Toolkit for Making Road Infrastructure Projects Gender Responsive.

3.4 "A Toolkit on Making Road Infrastructures and Related Facilities Gender Responsive", DPWH & World Bank publication

This presents the principles, approaches and procedures for making road infrastructures and related facilities sensitive to the differing travel needs and patterns of women and men, especially those from low income sectors who rely solely on public and intermediate modes of transport.

Apart from the country's laws, statutes and strategic plans, the SIA Study Team also reviewed and analyzed pertinent international policies, standards and covenants that it deems necessary as a requisite in preparing the Social Management Plan for the CBRT Project. Foremost among these are environmental assessment (OP 4.01 s. 1999 rev. 2011) and gender and development (OP 4.20 s. 2003 rev. 2012).

3.5 World Bank Operational Policy 4.01. Environmental Assessment

This policy declares the requirement for an environmental assessment of projects proposed for WB financing as a way of ensuring that WB-supported projects are environmentally sound and sustainable. It further describes the standards that must be observed in ensuring that the environmental assessment complies with the Bank's requisites and requirements.

3.6 World Bank Operational Policy 4.12 Involuntary Resettlement

This policy deals with impacts associated with land acquisition for development projects, including the physical displacement and resettlement of affected persons and their moveable properties. The policy sets forth the hierarchy for addressing, adverse impacts from land acquisition: avoiding land acquisition as much as possible, minimizing whenever feasible if unavoidable, compensating losses, and restoring livelihoods.



3.7 World Bank Operational Policy 4.20 Gender and Development

This policy is concerned with the Bank's objective of assisting member-countries reduce poverty and enhance economic growth, human well-being and development effectiveness by addressing inequalities and disparities on gender. The policy also aims to help member countries to formulate and implement gender and development goals.

3.8 United Nations Convention on the Right of Persons with Disabilities

As a signatory to the Convention, the Philippines is bound to ensure that its development policies, programs, projects and activities complies with the agreements set forth in the Convention. The following relevant passages underscore the need for the SMP to consider with emphasis on PWDs that are likewise covered by other necessities and special considerations:

"Recognizing the valued existing and potential contributions made by persons with disabilities to the overall well-being and diversity of their communities, and that the promotion of the full enjoyment by persons with disabilities of their human rights and fundamental freedoms and of full participation by persons with disabilities will result in their enhanced sense of belonging and in significant advances in the human, social and economic development of society and the eradication of poverty"

"Recognizing that women and girls with disabilities are often at greater risk, both within and outside the home of violence, injury or abuse, neglect or negligent "treatment, maltreatment or exploitation"

"Recognizing that children with disabilities should have full enjoyment of all human rights and fundamental freedoms on an equal basis with other children, and recalling obligations to that end undertaken by States Parties to the Convention on the Rights of the Child"

3.9 The Convention on the Elimination of All forms of Discrimination against Women (CEDAW)

The relevant passages are the following:

The Convention defined "discrimination against women" as any distinction, exclusion or restriction made on the basis of sex which has the effect or purpose of impairing or nullifying the recognition, enjoyment or exercise by women, irrespective of their marital status, on a basis of equality of men and women, of human rights and fundamental freedoms in the political, economic, social, cultural, civil or any other field, and enjoins States Parties to condemn discrimination against women in all its forms and to pursue by all appropriate means and without delay a policy of eliminating discrimination against women.

Hence, the SMP has identified women as one of the vulnerable groups whose needs and rights must be safe-guarded in the course of the CBRT Project.



4.0 ASSESSMENT OF SOCIAL IMPACTS AND OPPORTUNITIES

4.1 Target Population

The assessment of the social impacts of the proposed Cebu BRT considers the following stakeholders:

Commuters

Traffic surveys undertaken for the “Study and Concept Plan for a Demonstration Bus Rapid Transit Corridor” estimated that about 83,940 vehicles enter and 87,723 vehicles leave Cebu City on a typical day. These translate to a total passenger flow of 581,083 entering and leaving the City. A summary of the traffic survey conducted in Bulacao, Mambaling, Banilad and Talamban stations is presented in **Table 4.1-1**.

**Table 4.1-1
Summary of Passenger Flows**

	All Vehicles	Bulacao	Mambaling	Banilad	Talamban
Towards Cebu	Peak Hr 7-8am	7,546	9,933	3,507	6,724
	6am-9am	18,609	26,383	10,572	18,271
	All Day (6am-10pm)	65,469	88,771	64,598	61,752
From Cebu	Peak Hr 7-8am	4,364	3,818	6,448	3,250
	6am-9am	10,881	13,450	16,748	9,459
	All Day (6am-10pm)	69,444	96,180	81,753	53,116

The share of trips using the private modes increased from 9.7 percent in 1979 to 20.6 percent in 1992, while the share of trips using public transport decreased from 90.3 percent in 1979 to 79.4 percent in 1992. Results of the aforementioned surveys showed that in 2009 share of trips using public transport is 70%, with the PUJ as the most dominant public transport mode carrying 65% of the total person trips in the City. Taxis carry 5% of the total passengers in the City.

Senior Citizens, PWDs and Women

A sub-group within the commuters group is the vulnerable group composed of senior citizens, persons with disabilities (PWD) and the women. It is estimated that there are around 15,126 senior citizens and 3,117 PWDs in the City as of 2012. Working mothers (either as employee or housewife taking care of children) are estimated at 67,195. **Table 4.1-2** shows the demographics of vulnerable groups.

**Table 4.1-2
Demographics of Vulnerable Groups**

Vulnerable Groups	% Share of Population	Estimated Population
In Cebu City		
PWDs (National % Rate)	1.23%	11,290
Senior Citizens (Regional rate)	5.97%	54,799
Women (15-49) (National Rate)	26.56%	243,819



Vulnerable Groups	% Share of Population	Estimated Population
<i>Population below poverty level (Provincial rate)</i>	5.40%	49,567
In the Affected Barangays		
<i>PWDs (National % Rate)</i>	1.23%	3,117
<i>Senior Citizens (Regional rate)</i>	5.97%	15,126
<i>Women (15-49) (National Rate)</i>	26.56%	67,195
<i>Population below poverty level (Provincial rate)</i>	5.40%	13,682

Source: NSO and NSCB

Residents of the Barangays within the Corridor

The directly affected population will be those living and/or working within the fourteen barangays along the BRT route. These barangays constitute about 28% of Cebu City's total population in 2010 or about 239,094. With an average family size of 4.1, there are nearly 58,316 families that will be potentially affected by the CBRT. **Table 4.1-3** shows salient demographic characteristics of residents in the barangays along the CBRT corridor.

**Table 4.1-3
Demographics of Affected Barangays**

CBRT AFFECTED BARANGAYS	Census (May 2010)	Pop'n Growth Rate 2007-2010	Projected Population in 2012
Basak Pardo	17,756	3.11%	18,817
Basak San Nicolas	34,313	0.76%	36,362
Bulacao	26,820	8.98%	28,422
Calamba	12,417	2.94%	13,159
Capitol Site (Pob.)	15,308	6.99%	16,222
Duljo (Pob.)	16,387	-0.43%	17,366
Camputhaw (Pob.)	21,765	0.08%	23,065
Luz	16,923	1.51%	17,934
Mambaling	32,162	6.80%	34,083
Pahina Central	5,227	4.48%	5,539
Pardo (Pob.)	12,103	4.61%	12,826
Sambag I (Pob.)	11,865	-7.69%	12,574
Sambag II (Pob.)	13,526	3.22%	14,334
Sta. Cruz	2,522	1.85%	2,673
Total	239,094	2.81%	253,375
CEBU CITY	866,171	2.94%	917,907

Source: NSO, NSCB, SIA Study Team

Vendors

Transect walks and windshield wiper survey found that there are at least 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 first type consists of *tenured street vendors* officially registered by the city government. These are mostly found on Osmeña Boulevard, near the Cebu Institute of Technology and are distinguished by their yellow wooden stalls. Based on the latest inventory conducted by Garbo Asenso Sumbanan Alyansa (GASA), an entity under the City Mayor's Office charged with the responsibility of maintain cleanliness and order in the sidewalks of the City, there are 1,195 legitimate sidewalk vendors throughout Cebu City in 2011, 405 of these are currently located along the Cebu BRT Corridor. These vendors are issued identification cards and are consistently monitored to ensure that there will be zero growth in their number. Moreover, GASA requires that all stalls measure 2ft x 3ft x 4ft and non-conformance of vendors will result to demolition of their stalls.

The second type – 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. Wares sold are mostly selling cigarette, water and candies.

The third type of vendors is *mobile food hawkers* distinguished by their push-carts or carts attached to bicycles with multi-coloured umbrellas to protect their goods. The ocular survey spotted one such vendor in front of the proposed BRT Station 2 in front of Greyhound subdivision selling buttered chicken and *puso*, the Cebuano version of sticky rice wrapped in banana leaves. Other vendors sell fruits in season such as jackfruit and mangoes. 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 fixtures on the sidewalks belong to business establishments along the corridor. Some eateries and variety stores have encroached on public space by placing stools, plastic chairs, and tables to cater to their patrons. One establishment had brought out its merchandise of used clothing (*ukay-ukay*) and placed them on wooden *karitons* (small carts) directly obstructing the path of pedestrians.

PUJ Sector

Public Utility Jeepneys currently dominate urban public transportation in Cebu City carrying 65% of the total daily person trips. However, the role of PUJs as the primary mode of transportation will be re-defined upon the implementation of the Bus Rapid Transit (BRT) as a trunk line mass transportation system in Cebu City. There are currently 90 operational jeepney routes serving Cebu City, 54 of these will overlap with the proposed BRT route in varying degrees. Based on the data obtained from LTFRB on May 2012, 5,148 franchises have been issued for 5,743 PUJ units serving Cebu City. Over 90% of all franchises are for a single unit, and only 2% of all franchises are for more than 2 units.

PUJ Operators

The baseline survey undertaken by the Cebu Jeepney Industry Study showed that 3 out of 5 PUJ operators are in the business to supplement income from a principal livelihood source while 2 out of 5 rely on jeepney operations as their principal source of income. This group is well educated with 48% completing tertiary education. Seven out of 10 of those interviewed said that they bought their jeepneys with their personal savings. A summary of the cross section tabulation of the jeepney operators by civil status, age and educational attainment is presented in **Table 4.1-4** while **Table 4.1-5** shows the number of years the PUJ operators spent as an occupation.



**Table 4.1-4
Civil Status, Age and Educational Attainment of Jeepney Operators**

Civil Status	Age	Educational Attainment of Operators					No Answer	Grand Total
		College Graduate	College Level	Elem. Graduate	H.S Graduate	H.S Level		
Married	21-30	1%						1%
	31-40	5%	5%		1%		1%	12%
	41-50	17%	9%	2%	7%	1%	2%	37%
	51-60	16%	9%	1%	9%			34%
	61-70	5%	2%	2%	2%			10%
	71-80	1%	1%		2%			3%
Married Total		46%	24%	4%	20%	1%	2%	97%
Single	21-30	1%						1%
	31-40	1%	1%					2%
	41-50		1%					1%
Single Total		2%	2%					3%
Grand Total		48%	26%	4%	20%	1%	2%	100%

The average years in the jeepney operating business is 8 years. More than three-fourths (77%) are in operation for 10 years or less. Majority (55%) stated that the business is their primary source of occupation. Around third of those who have other primary source of income (13%/41%) have other businesses while the rest have OFW relatives or are pensioners. Two-thirds (42%/55%) of those who says PUJ operator is their primary business have been operating for 10 years or less.

**Table 4.1-5
Number of years of Operation and PUJ Operator as Primary Occupation**

Being Operator Is Primary Occupation	Primary source of income	Number of Years Operator					No reply	Grand Total
		1-5	6-10	11-15	16-20	21-25		
No	Business	2%	5%	2%	2%		1%	13%
	OFW relative	2%	2%			1%		5%
	Pensioner	1%	1%					2%
	No Answer	12%	7%	2%	1%			22%
No Total		16%	16%	5%	2%	1%	1%	41%
Yes		23%	19%	7%	5%	2%		55%
No Answer		3%	1%					4%
Grand Total		42%	35%	12%	7%	3%	1%	100%



PUJ Drivers

Almost three out of four drivers interviewed are between 31-45 years of age, with an average age of 40 years old. Only 6% have attended college and 71% finished high school education. Nearly all of the drivers interviewed (95%) said that their primary source of livelihood is PUJ driving. Twenty two (22%) are renting their home. Fifty seven percent (57%) have children below 12 years of age.

The cross section tabulation presented in **Table 4.1-6** shows that more than majority or 58% are high school level/graduates in the 29-48 age group range.

Table 4.1-6
Civil Status, Age and Educational Attainment of PUJ Drivers

Civil Status	Age	Educational Attainment of Drivers						No Answer	Grand Total
		College Graduate	College Level	Elem. Graduate	Elem. Level	H.S Graduate	H.S Level		
Married			3%	10%	13%	28%	29%	1%	84%
	19-28				1%	1%			1%
	29-38		1%	3%	3%	9%	10%		24%
	39-48		2%	7%	7%	17%	14%	1%	47%
	49-58		1%	1%	3%	3%	5%		11%
	59-68				1%		1%		2%
Single		1%	2%	1%		6%	7%		16%
	19-28	1%		1%		2%	3%		6%
	29-38		1%			4%	3%		8%
	39-48		1%			1%	2%		3%
	59-68			1%					1%
Widower							1%		1%
	39-48						1%		1%
Grand Total		1%	5%	11%	13%	34%	36%	1%	100%

4.2 Social Impacts and Opportunities

4.2.1 Benefits and Opportunities

The Cebu BRT is projected to create significant communal benefits, including:

- 1) Improvement of transport experience and options

The public utility jeepneys (PUJs) dominate intra-urban service in Cebu City. It is affordable and offers reasonable route coverage. However, level of service is



considerably low with unreliable waiting and travel time, improper boarding and alighting (**Photo 4.2-1**), overloading, and penchant of PUJ drivers to refuse to pick up elderly passengers. They are largely inaccessible to those with mobility problems. Taxis, on the other hand, are more comfortable but expensive, thus do not offer a viable public transportation option for the majority of the population without access to a car. However, commuters are forced to take cabs when carrying cargo or when travelling with children.

The Cebu BRT will significantly improve travel within the designated corridor and beyond. It is accessible to PWD's and affordable with a fare structure similar to the existing PUJ. All travelers, including commuters, can enjoy more reliable waiting time, faster travel time, and safe and efficient travel. This will improve the economic efficiency of the city and the social wellbeing of those residing within and travelling through the city.



Photo 4.2-1
PUJ Dropping Passengers into Traffic

2) Savings in travel time for commuters and motorists

A total of 570 million hours will be saved by the CBRT commuters within a twenty-year period (2015-2035) due to physical segregation of the bus travel way and high frequency of buses, especially during peak hours.

3) Enhancement of operational efficiencies of public mass transport

By 2020, it is estimated that BRT passengers shall be from 220,934 to 317,039. On the other hand, there shall be reduction in vehicle operating costs by the transfer of passengers from PUJs to the more efficient BRT vehicles. These savings shall yield an aggregate economic net benefit of USD72.3 million within a 20-year span.

4) Improvement of air quality

The particulate matter (PM) saving as a result of the scheme has been estimated at 386 tons per year (2020) and a CO₂ saving of 61,407 tons per year (2020).

5) Enhancement of safety and security of commuters and pedestrians

Jeepneys currently travel slowly along the corridor seeking out passengers through their journey allowing them to board/alight not only at established pick up points but in



between often on/from a moving vehicle. **Photo 4.2-2** shows an example of the existing accessibility problem for unloading jeepney passengers. This not only significantly affects the carrying capacity of the corridor but endangers the lives of jeepney users and acts as a barrier to use by all but the most ambulant able.

The BRT will incorporate improvements the sidewalks. Currently sidewalks are non-continuous, broken and obstructed by electrical equipment. This forces pedestrians to walk in moving traffic causing significant road safety problems most notable within eth vulnerable sectors.



Photo 4.2-2
Accessibility problems getting off a jeepney

- *Senior Citizens and PWDs*

Access throughout the BRT will be accessible. Between station and bus will be step-less thus making boarding and alighting easier and quicker. Movement along the corridor will be easier and safer due to improved sidewalks.

- *Women*

Restricted height entry and cramped space inside jeepneys reduces the dignity of travel and in many reported incidences provides opportunities for harassment and theft. The impact is greatest for women with many women reporting harassment as a regular occurrence within their daily journeys. Wider and accessible buses will improve access and high frequency will reduce the often present vehicle overloading. **Photo 4.2-3** shows how difficult it is to board a jeepney.

- 6) Create direct employment (especially during the construction and operations phase) to the benefit of local labor.
- 7) Increase in land values along the BRT routes and its proximate areas.



Photo 4.2-3
Accessibility Difficulties in Boarding a Jeepney

4.2.2 Risks and Impacts

Physical Dislocation of the development of an efficient mass transportation system requires the acquisition of additional right-of-way for widening of the carriageway and the provision of pedestrian walkways, which will create physical dislocation of affected residents along the BRT route. Through careful consultation based design this has been limited to areas around stations only. The extent of this impact will be addressed in the Resettlement Action Plan.

Economic Dislocation

The potential for trip transfer between jeepney and BRT has been analyzed using a purpose built forecasting model. This model shows impacts upon existing jeepney routes allowing a pro-active approach to be taken to managing jeepney impacts. That is, where through the abstraction of trips existing routes become sub-economic they are proposed for modification or deletion rather than accept gradual withering of profits to a level that is non commercial. The Cebu BRT FS proposed 22 PUJ routes for deletion. This translates to 916 operators, with approximately 2,620 drivers. These routes with the corresponding number of operators and PUJ units are shown in **Table 4.2-1**.



**Table 4.2-1
Proposed Routes for Restructuring**

Route	No. of franchises	No. of operators	No. of Authorized units
04-H	66	46	66
06-D	18	9	31
06-F	46	37	56
07-D	35	27	39
09-C	54	44	68
09-F	75	65	79
09-G	66	46	75
09-H	7	5	13
10-C	19	19	19
10-D	4	3	4
10-E	43	38	47
10-F	135	119	138
10-G	40	23	55
10-M	73	65	77
11-D	46	40	47
12-B	27	21	28
12-D	140	104	145
12-J	27	23	30
12-L	137	88	144
12-M	8	8	8
14-B	10	9	16
14-D	116	73	125
	1,191	912	1,310

Implementation of the Cebu BRT will likely impact the PUJ Sector in the following ways:

1. Reduced passenger volume for some PUJs (others will increase where PUJs have an enhanced role as feeder to BRT);
2. Cancellation of the present PUJ routes that are along the BRT corridor and that become noncommercial due to passenger transfer;
3. Consequential dislocation of drivers and operators of affected PUJs; and
4. Changing role of existing transport cooperatives.

Consultation with key stakeholder groups within the PUJ sector revealed that the loss of income of PUJ drivers and operators (especially the small operators running between one to three units who either operate independently or belong to cooperatives) is considered to be the most serious social concern.



The average boundary earned daily by the operators is PhP653. More than two-thirds (71%) of the operator-respondents earn between PhP500-PhP750 and own three or less units. The summary of the rate of daily rentals or boundary the drivers pay to their operators per unit of vehicle is presented in **Table 4.2-2**.

Table 4.2-2
Daily Rentals/ Boundary of PUJ Operators

Number of units	Daily Rental/ Boundary				No Answer	Grand Total
	Below PhP 500	PhP500-PhP750	PhP751-PhP1000	PhP-1001-PhP1260		
1	3%	25%	5%		2%	34%
2	2%	19%	3%		2%	27%
3		8%	3%			11%
4		8%	2%	1%		10%
5		1%	2%			2%
6		1%	1%	1%		2%
7		2%				2%
8		3%			1%	4%
9		1%				1%
10			1%			1%
11		1%		1%		2%
12		1%				1%
14		1%				1%
15		1%				1%
16		1%				1%
19			1%			1%
Grand Total	5%	71%	16%	2%	5%	100%

On the other hand, the magnitude of potential income loss to drivers can be gleaned from the indicative average daily gross income and average daily net income. Daily gross income ranges from a low of PhP900 to a high of PhP3,500 while average gross is about PhP2,184. Most of the drivers (61%) have gross from PhP1,001 to PhP2,500. After deducting fuel and boundary, the driver derives his daily net income which ranges from PhP300 to PhP2,000. Most of them have daily net from PhP300 to PhP1,000 (76%). Average daily net is about PhP822. Based on cross tabulation analysis, majority (55%) have a daily gross of PhP1,001 to PhP2,500 and a daily net of PhP300 to PhP1,000. The summary of the drivers' daily gross income and daily net income can be seen in **Table 4.2-3**.

Table 4.2-3
Daily Gross Income and Daily Net Income of PUJ Drivers

Daily Gross Income of Drivers	Daily Net Income of Drivers			No Answer	Grand Total
	PhP300-PhP499	PhP500-PhP1,000	PhP1,001-PhP2,000		
PhP900-PhP1000	6%	1%			6%
PhP1001-PhP1500	19%	3%			22%
PhP1501-PhP2000	8%	11%	1%		20%
PhP2001-PhP2500	3%	11%	5%		19%
PhP2501-PhP3000	1%	12%	17%		29%



Daily Gross Income of Drivers	Daily Net Income of Drivers			No Answer	Grand Total
	PhP300-PhP499	PhP500-PhP1,000	PhP1,001-PhP2,000		
PhP3001-PhP3500		3%			3%
No Answer				2%	2%
Grand Total	36%	40%	22%	2%	100%

Source: SIA Study Team's analysis of Socio-Economic Survey raw data performed by ITP

Tenured Vendors

The implementation of the Cebu BRT will not adversely impact the tenured vendors as they will be relocated to equally lucrative areas for their particular business. The Cebu City Government does not consider the relocation of these vendors a major issue in as much as resources are available and the control of sidewalk vendors is one of its priority.

Summary Impacts upon Key Stakeholders

The impacts of the Project on key stakeholders are summarized in **Table 4.2-4**. Positive impacts on the commuters (including senior citizens, PWDs, and women/working mothers) range between medium to high, achieving maximum benefits when Cebu BRT is operational.

Table 4.2-4
Impacts of Project on Key Stakeholders

STAKEHOLDER	TYPE OF POTENTIAL IMPACT (+/-)	CONSEQUENCE OF IMPACT (High/medium/low)	DESCRIPTION OF IMPACTS
Commuters	Positive	- High	<ul style="list-style-type: none"> - Reduction of in-vehicle travel time - Reduction of waiting time due to high frequency of buses - Enhanced safety - Better customer service
Senior Citizens	Positive	- Medium to high	<ul style="list-style-type: none"> - Easier boarding/alighting since bus floor is at the same level as station - Safer and more convenient walk to the stations due to wider sidewalks - Senior citizens' discount can be integrated in the ticketing system
Persons with Disability (PWD)	Positive	- Medium to high	<ul style="list-style-type: none"> - Easier boarding/alighting since bus floor is at the same level as station - Safer and more convenient walk to the stations due to wider, unobstructed sidewalks - Improved information and payment information
Women/Working mothers	Positive	- Medium to high	<ul style="list-style-type: none"> - Protection from undue physical harassment due to cramped space inside the public transport vehicle - Enhanced convenience and comfort when bringing small



STAKEHOLDER	TYPE OF POTENTIAL IMPACT (+/-)	CONSEQUENCE OF IMPACT (High/medium/low)	DESCRIPTION OF IMPACTS
			children due to step-less boarding and alighting
Residents in barangays along the BRT Route/ Community-at-large	Positive	- Medium	- Enhanced accessibility and economic/social opportunities that brings - Improvement of ambient air quality along the CBRT corridor due to the reduction of PUJ units
Residents in barangays at stations along the BRT Route	Negative	- Medium to high	- Relocation due to right-of-way acquisition to widen the carriageway
Tenured vendors along the CBRT corridor		- None to Low	- Relocation to other areas for vending will be undertaken by the Cebu City Government
PUJ Operators	Negative	- Medium to High	- Potential loss of income
PUJ Drivers	Negative	- Medium to High	- Potential loss of income

Table 4.2-4 clearly shows that the majority of impacted stakeholders receive benefits from BRT implementation some of which are significant. Those that are adversely affected due to property/land acquisition will be adequately compensated through statutory mechanisms. As such the social management plan must concentrate upon the PUJ sector where most impact must be managed to ensure that it lies within acceptable limits.

5.0 STRATEGIES TO MANAGE SOCIAL IMPACTS

Based on the evaluation of the benefits and costs of the Cebu BRT on the stakeholders, it is surmised that the adverse impacts will be felt most strongly by the PUJ Sector. This section outlines mitigating measures identified for the PUJ operators and drivers. The advantages/opportunities and disadvantages/issues of each are evaluated based on optimal BRT operations, resource requirement, and views and vulnerabilities of the PUJ industry.

5.1 Options for PUJ Operators

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.



Option One

Option One is not considered to be viable due to the following reasons:

1. Retaining the jeepneys alongside the BRT segregated busways would not address the congestion on the road. Congestion contributes to longer travel times, leading to losses in productivity, increased GHG emissions, deterioration in air quality, and increase in respiratory diseases, and diminished competitiveness and liveability of Cebu City.
2. Competition for passengers along the corridor would reduce the viability of either, or both, the BRT and jeepney operators and drivers, thereby compromising overall transport services in the city and leading to unmanaged adverse impacts and potential project failure.

Option Two and Three

The second and third options are potentially the most viable and acceptable from the perspective of both the BRT operations and PUJ sector.

Route restructuring will include either:

- a) route shortening or truncating to serve as feeders to the BRT; or
- b) maintaining the origin and destination as reflected in the franchise but altering the travel line or streets traversed to cover underserved areas and link these to the BRT system.

Route restructuring has two advantages:

1. Jeepneys would be plying much shorter routes which translate into higher income and less fuel consumption and the potential for greater operational efficiencies.
2. Drivers would experience less stress and fewer traffic violations as competition for passengers would be actively managed through efficient and up to date market reactive, operational planning of jeepney terminals.

In addition, the designation of new routes will improve the over-all efficiency of the transportation system in Cebu City as more areas will have access to public transportation. In discussions with CITOM management, they articulated that these options will provide an opportunity for the City to update the travel lines which were established more than 10 years ago.

Option Four

In the fourth option, PUJs can be awarded franchises to operate school buses or 'trucks-for-hire'. According to the regional office of the LTFRB, there are still available franchises for these services, particularly school services, and the conversion of the PUJs to comply with the vehicle specifications of these services is low cost.

Option Five

The opportunity offered by Option 5 is for the current PUJ operators to be part of the BRT System; eliminating the view that they have been replaced and displaced. Consultation with the PUJ cooperatives included expressed interest in this option subject to financial capacity. Moreover, for independent operators, there is no existing coherent mechanism to work and negotiate terms of entry into the BRT market. This measure requires a large degree of social



preparation to enable collective action and coordination. A corporate or cooperative type of business model represents a major change from the renter type of economic relations prevailing in the PUJ industry. **Table 5.1-1** presents the summary of the impacts that the stakeholders will experience from the project.

Table 5.1-1
Analysis of Options for the PUJ Operators

OPTION	Advantages/Opportunities	Disadvantages/Challenges
<p>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</p>		<ul style="list-style-type: none"> - Competition for passengers will ensue, reducing the viability of the BRT and/or the PUJ, thus compromising the overall transport services of the City - Congestion will likely occur leading to longer travel time and increased emissions, among others
<p>Option 2 & 3 Remain on their route, which has been restructured and will remain strong, or, operate on newly opened route</p>	<ul style="list-style-type: none"> - Reduction in vehicle operating costs due to shorter travel distance and less congestion - PUJ drivers more able to pay their rental fees daily - This is in keeping with the preference of the PUJ drivers and operators 	<ul style="list-style-type: none"> - Requires coordinated planning between the DOTC and the Cebu City Government to identify new routes, feeder routes, and underserved routes
<p>Option 4 Cancel their PUJ franchise and apply for open franchises of other transport services such as trucks-for-hire or school service</p>	<ul style="list-style-type: none"> - Presence of available franchise 	<ul style="list-style-type: none"> - Demand for trucks for hire still to be determined - Acceptability of scheme for operators still need to be validated
<p>Option 5 Transform their investment to participate in a BRT Feeder Route</p>	<ul style="list-style-type: none"> - Provides an opportunity for the current PUJ operators to be part of the BRT and increase sense of ownership 	<ul style="list-style-type: none"> - CITRASCO and VUDTRASCO have signified interest but due to its small membership, capacity still has to be validated - The PUJ sector is highly fragmented. Thus, for independent operators, no existing mechanism can be tapped into for negotiation

5.2 Options for PUJ Drivers

The options identified for the PUJ operators will also benefit the PUJ drivers. In addition, displacement of drivers could also be addressed by the job opportunities that will be opened up by the BRT operation. It is estimated that the first phase of the BRT alone would require the services of some 400 drivers. Apart from this, there will be need for mechanics, welders, and several other types of support jobs. In this regard, participants suggested that current PUJ stakeholders be given priority for such job opportunities. An obstacle towards realizing this suggestion is, however, clear. Most of these current stakeholders have low educational backgrounds and hardly possess any skills other than driving a PUJ. Pursuing this option may require the conduct that special training to these stakeholders. Even current drivers with years of experience might not even qualify as a BRT bus driver.



Displaced PUJ drivers may also be placed in non-transport related employment. This option may be availed by those who by choice or compulsion will have to exit the transport industry and begin anew in another line of business. Those with carpentry, plumbing, and welding skills³ can be placed in labor pool marketing their services. The project can support the enrolment of drivers in TESDA (Technical Skills and Development Authority) to get the required certification to enhance their opportunities for both local and foreign employment. Foreign employment is likely to benefit the more educated and younger drivers. Opportunities will likewise be explored through the Department of Manpower Development and Placement (DMDP) of the Cebu City Government.

6.0 IMPLEMENTATION PLAN

6.1 Hierarchy of Mitigating Measures

The results of the Cebu BRT Feasibility Study clearly show that impact to the PUJ Industry is inevitable. It will however be minimized through pro-active social impact management. The options that will be pursued are as follows:

- *Option 2:* Some PUJ's will remain on their route, which has been restructured and will remain commercially strong;
- *Option 3:* Some PUJ operators and drivers will operate on newly identified and defined routes for which new franchises will be granted;
- *Option 4:* Those that cannot be accommodated by option 2 or 3 will cancel their PUJ franchise and be assisted in applying for open franchises of other transport services such as trucks-for-hire or school service; and
- *Option 5:* Those with capacity and ambition will be assisted to transform their investment to participate in a BRT Feeder Route.

The above actions will lead to the accommodation of a significant number of displaced drivers. Residual drivers will be given aid to enter either:

- Employment in the BRT system in various capacities; or
- Employment in non-transport related entities.

The options for the PUJ operators and drivers were presented to and affirmed by the Cebu BRT Technical Working Group⁴, based on available resources and ability to implement within the next four years complementing the Cebu BRT implementation program. The group has expressed its commitment to lead efforts in mitigating the impacts to the PUJ sector.

6.2 Key Entities in the Implementation of the SMP

The successful execution of the SMP requires the cooperation and coordination of various national and local government units as shown in **Table 6.2-1**. The implementation arrangements outlined below apply only during the implementation phase of the Project. Upon operation of the Cebu BRT System, the responsibility will be transferred to the BRT System Owner and BRT Operator/s.

³ Refer to Section 4 Target Population for details on the survey results

⁴ The Cebu BRT TWG is composed of DOTC and its attached agencies, particularly LTFRB and LTO, DPWH, representatives from the Cebu City Government, DPWH, and CITOM



Table 6.2-1
Institutions Responsible for SMP Implementation: Project Implementation Stage

AGENCY	SMP-Related Functions
OVER-ALL	
National Project Management Office (NPMO)	The DOTC has established a National Project Management Office which will exercise overall supervision over the Cebu BRT and other BRT projects in the country.
Project Implementation Unit (PIU)	At the city level, the PIU has been established which will undertake day to day supervision of the project. This PIU includes personnel from the city government and DOTC. Likewise, it will have safeguard specialists who will oversee the implementation of the SMP
MITIGATION MEASURES FOR PUJ SECTOR	
PUJ Network Revisions (Options 2, 3, and 4)	
Cebu City Traffic Management Operations Management (CITOM)	In coordination with LTFRB, update travel lines for the restructured routes and manage traffic within the City, in keeping with its mandate
Land Transportation Franchising and Regulatory Board (LTFRB)	In coordination with CITOM, manage the migration of PUJ operators and drivers to restructured/new routes and to other transport modes such as trucks-for-hire and school service
Land Transportation Office (LTO)	In coordination with LTFRB and CITOM, oversee the registration of vehicles and issuance of licenses of PUJ drivers, as needed by the Plan
Skills Training and Alternative Livelihood	
Department of Education (DepEd)	The Department of Education implements the Alternative Learning System, Non-Formal Education programs as well as regulates private institutions implementing Adult Education programs. PUJ drivers or their spouses can avail of these programs
Technical Education and Skills Development Agency (TESDA)	In coordination with the Cebu City Government, spearhead the retooling the displaced PUJ drivers and operators under its Technical and Vocation Education Training (TVET program)
Department of Social Welfare and Development (DSWD)	The DSWD is the lead agency implementing the Conditional Cash Transfer (CCT) Program/ <i>Pantawid Pamilyang Pilipino Program (4Ps)</i> where the children of displaced PUJ drivers/operators maybe enrolled in. In addition, it is the agency mandated to implement the government's social welfare and development program and has collaborative network with the LGU and other NGOs
Department for Manpower Development and Placement (DMDP) of CCG	This is an office under the city government tasked with human resource development of the city's residents, job matching and placement, and holding of job fairs.
Philippine Health Insurance Corporation (PHIC)	The Philippine Health Insurance Corporation implements the Indigent Program. In this program, PHIC shares the cost of the premium payments for poor groups with the local government unit.
Micro-finance Institutions (MFIs)	These are NGOs that provide micro-credit to poor families. Some rural banks (RBs) also provide micro-credit. Some of the better known MFIs operating in Cebu include <i>Kabalikat para sa Maunlad na Buhay, Inc. (KMBI)</i>
Public Employment Service Office (PESO)	An office under the Department of Labor and Employment (DOLE) tasked with providing job information, verifying job offers and openings, especially overseas work, job matching and placement. May be tapped to assist to augment opportunities provided by the DMDP for placement of drivers who will pass the TESDA examinations



6.3 Critical Actions

To ensure efficient and effective implementation of the SMP the following critical actions have been identified. These are defined through consultation with the PUJ Industry and are supported by the implementing agencies of the BRT:

- Establish a policy to ensure that displaced PUJ Operators receive first preference in franchise re-allocation or renewal

This action requires up-to-date information on the socio-economic profile of the affected operators and their capacity to adopt to change. Of particular importance will be to prioritized operators who rely on rentals of their vehicles as the primary source of income for their family. Baseline survey indicates that 55% of the respondents are in this category. Actual numbers and preferred options of operators need to be explored.

- Align Franchise termination dates, as shown in **Table 6.3-1**, with the expected commencement date of BRT, both for the impacted routes and target routes to which displaced units may migrate.

The latest LTFRB data on PUJ franchises, last updated in 2009, was forecasted to show the potential number of franchises that will expire between 2012 and 2016, the projected opening year of the Cebu BRT.

Table 6.3-1
Franchise Expiration of Affected Routes

ROUTE	Total Franchise	Franchise Expiration Year				
		2012 (%)	2013 (%)	2014 (%)	2015 (%)	2016 (%)
04H	66	17	5	29	14	36
06D	No Information					
06F	56	37	11	4	4	43
07D	35	17	19	8	14	42
09C	54	8	38	22	18	13
09F	75	17	23	27	12	21
09G	66	24	32	16	11	16
09H	7	25	13	25	13	25
10C	19	6	6	6	31	50
10D	No Information					
10E	43	16	28	16	22	18
10F	135	33	13	15	8	31
10G	40	15	10	20	40	15
10M	73	20	1	4	22	52
11D	46	20	26	16	16	22
12B	27	3	27	30	23	17
12D	140	17	24	24	14	20
12J	27	17	3	14	14	52
12L	137	11	5	39	29	16
12M	8	13	0	0	25	63
14B	10	0	0	40	20	40
14D	116	34	15	12	13	26

The DOTC, through the Land Transportation Franchising and Regulatory Board (LTFRB) is mandated to issue, amend, revise, suspend or cancel the Certificate of Public Convenience (more commonly termed as 'franchise'), based on public need. Ownership of these franchises is considered by the government as a privilege to serve the public.



CPCs are valid for 5 years and may be renewed upon expiration, upon the approval of government. Thus, aligning the implementation of the SMP will put the government in a stronger legal position to negotiate with the affected operators.

- Waive franchise application fees and other attendant administration expenses for those involuntarily displaced by the BRT
- Establish mechanism for re-training programs for PUJ drivers who opt to exit the PUJ industry and seek employment in non-transport related professions.

This action requires that clear guidelines for qualifying for the program be developed and disseminated with easy and accessible registration system. Employment placements after the training will also be identified.

In consultations with the PUJ drivers, it was articulated that the program for shifting from PUJ to new employment be conducted in phases.

All of these actions are currently being implemented by the appropriate agencies.

6.4 Operationalization of Critical Actions

The execution of the SMP and the corresponding critical actions to ensure success requires that up-to-date information on the PUJ Industry must be obtained, particularly on profile of the PUJ Operators and Drivers, with emphasis on their capacity to adapt to change and preferences.

Towards this end, the Cebu BRT TWG and the Cebu City Government, in their commitment to manage the impacts, have prepared a *PUJ Industry Engagement Action Plan* which was presented to partners in the government and non-government organizations during workshop on the 'Social and Environment Impact of the Cebu BRT' held in October 12, 2102. The planned activities will:

- 1) Verify the route modifications that have to be done and to identify potential new routes using the passenger forecasting model outputs of the Cebu BRT FS;
- 2) Facilitate agreement among key stakeholders to subscribe to an agreement on mechanism for route restructuring and the corresponding franchise modifications;
- 3) Obtain full and comprehensive information on the affected PUJ drivers through the operators. Based on the information gathered, conduct interviews to determine vulnerabilities and options; and
- 4) Craft and agree on the Impact Mitigation Action Plan based on the results of the interviews with the PUJ operators and drivers.

The detailed activities with the corresponding responsible entities and timeline are shown in **Table 6.4-1**.



**Table 6.4-1
PUJ Industry Engagement Action Plan**

ACTIVITY	RESPONSIBLE ENTITY	STATUS	COMMENT
1. Validation of forecast model output (logic check)	CITOM Planning Division	Completed	
1.1 Review of output of FS Annex on Data Modeling and Forecasting Report	CITOM Planning Division	Completed	
1.2 Validate findings with proposed Comprehensive Land Use Plan of Cebu City	CITOM, Cebu CPDO	Completed	The CPDO has agreed that they will ensure that the CLUP will be compatible with the revised routes
1.3 Submit findings to Consultant for the Cebu BRT FS for clarification or comments	CITOM	On-going March 2013	Use of forecast model
1.4 Submit findings to LTFRB for clarification or comments	CITOM	On-going to March 2013	
2. Analysis of routes for potential extension or opening of new routes			
2.1 Segregate routes truncated by BRT or those that will be modified as feeder routes	CITOM	Completed	
2.2 Validate each route as against proposed CLUP	CITOM, Cebu CPDO	Completed	
2.3 Gather all letter requests for route extensions and new routes from CCG, PNP Traffic Group and LTFRB	CITOM, LTFRB, PNP-TPG	On-going to February 2013	
2.4 Come up with draft route extension/new routes proposal	CITOM	On-going to February 2013	
3. Agree on route modification proposals	CITOM, DOTC thru LTFRB	March 2013	
4. Development of PUJ Driver Database			
4.1 Draft information sheet questionnaire	CITOM, WB, ITP	Completed	
4.2 CITOM letter request to LTFRB to mail information sheet to operators	CITOM, LTFRB	Target implementation: February 2013	
4.3 Data gathering through LTFRB	CITOM, LTFRB	March 2013	
5. Operator Screening			
5.1 Draft information sheet questionnaire	CITOM, WB, ITP	February 2013	
5.2 Sending of questionnaires to operators through LTFRB	CITOM, LTFRB	February-March 2013	Timeframe include period for retrieval of questionnaires
5.3 Issuance of letter inviting to meet with PIU through LTFRB	CITOM, LTFRB	Mid-April 2013	
5.4 Operators' Interview Proper	PIU	April 2013	
6. Determine eligibility for operations			



ACTIVITY	RESPONSIBLE ENTITY	STATUS	COMMENT
6.1 Joint meeting with DOTC, CCG and consultants for determination of screening of operators who may participate in the BRT operations		May 2013	
7. Driver interviews	PIU	May-July 2013	
8. Review and agree on PUJ livelihood restoration measures	CCG, DSWD, TESDA, WB	August 2013	Once the profile and preferences of the operators and the drivers have been ascertained, alternative livelihood options will be firming up
9. Impact Mitigation Action Plan			
9.1 Draft detailed impact mitigation proposals	DOTC, CCG, PIU	September 2013	The proposals will include livelihood restoration options integrating the results of the operators and drivers interviews
9.2 Agree impact mitigation proposals	DOTC, CCG, PIU	October 2013	

7.0 MONITORING AND EVALUATION

The safeguards specialist of the Project Implementing Unit (PIU) will oversee the implementation of the identified mitigating measures embodied in the resulting Mitigation Action Plan. Moreover, the monitoring and evaluation of the SMP will be made part of the terms of reference of the External Monitoring Agent, who will also monitor resettlement implementation. Unlike a Resettlement Action Plan, one of the challenges of implementing an SMP is the long-term, evolving nature of livelihood restoration, which cannot be done one-off and need constant scrutiny and adjustment. The duration of the PIU's and EMA's monitoring will extend only as far as project implementation. Many of the measures found here are scheduled for implementation and will be visible only during operation phase. At the moment, the institutional arrangements for BRT operation are still evolving. The BRT operators which are key players in some of these implementation measures will only be known towards the middle and the end of project implementation, during the civil works phase.

The engineering measures and characteristics of the rolling stock enumerated above are one-off interventions whose realization can be known at the end of the detailed engineering design. Their implementation can be monitored and evaluated at the end of civil works. Stakeholder satisfaction and progress in livelihood restoration – or the lack of it – require a longer period to manifest and be detected.



Apart from the external private entities, the City Government Offices mentioned in **Table 7.0-1** must also take an active part in monitoring the implementation of the SMP, in accordance with their respective mandates.

**Table 7.0-1
The Cebu City Government Offices and its Monitoring Function for SMP
Implementation**

GOVERNMENT AGENCY	MONITORING FUNCTION
PWD and Senior Citizens Office in the City Government	The city office in charge of overseeing senior citizen's affairs as well as with persons with disability (PWD) will monitor how the concerns of these groups regarding fare discounts during operation as well as accessibility of the BRT stations, terminal and rolling stock are addressed.
Division for the Welfare of the Urban Poor (CCG)	The division of the Cebu City Government tasked to implement the City's socialized housing program and provide services towards addressing the tenurial and housing needs of the homeless citizens. Monitor the implementation of the RAP.
Dept. of Manpower Development and Placement (CCG)	The CCG-DMDP is tasked to provide an effective and efficient employability enhancement programs & placement services for the Cebu City residents. Monitor the implementation of the alternative livelihood programs as indicated in the Impact Mitigation Action Plan.

7.1 Active Information Dissemination Activities

The implementation of a new form of mass public transport in Cebu has required a shifting of paradigms among future users of the BRT and commuters using traditional public transportation modes and openness to new economic opportunities for those whose employment will be affected. Thus, an active information and education campaign will form part of the social management plan.

7.2 Implementation

During the planning and construction phases, dissemination of information about the BRT is very important to ensure that all commuters will understand what BRT is all about and what benefits they will get from the project. Moreover, equal access to information on livelihood options must be made available to all affected persons. Based on the baseline surveys and the focus group discussions with the PUJ sector, only about 60% understand what the Cebu BRT system is all about and the various options available. This could lead to resistance to resistance to the eventual implementation of the BRT. Towards this end, the Cebu City Government has prepared the PUJ Industry Engagement Plan to ensure that accurate information is obtained on the affected persons and for the affected persons to be informed of their options. The active engagement of the stakeholders in crafting the way forward is projected to create trust between the stakeholders and the project proponent.

7.3 Operation

During the operation phase, it is recommended that the feedback system through crowd sourcing be handled by the BRT Customer Service/ for customer support to ensure that the BRT will provide the high quality customer service as envisioned. There are several existing platforms for feedback in Cebu City that may be utilized:

- Crowd Sourcing

The crowd sourcing initiative for infrastructure presently being introduced by the World Bank in Cebu City make use of mobile phones for articulating concerns, comments or views on a



particular topic to a designated hotline number. The need for information and feedback may vary at various stages of the BRT implementation.

- Facebook

Another avenue through which the general public can express their views and concerns will be the Facebook account managed by the Cebu BRT PMO. During the operations, it is recommended that the responsibility of managing the account be transferred to the BRT Customer Service unit.



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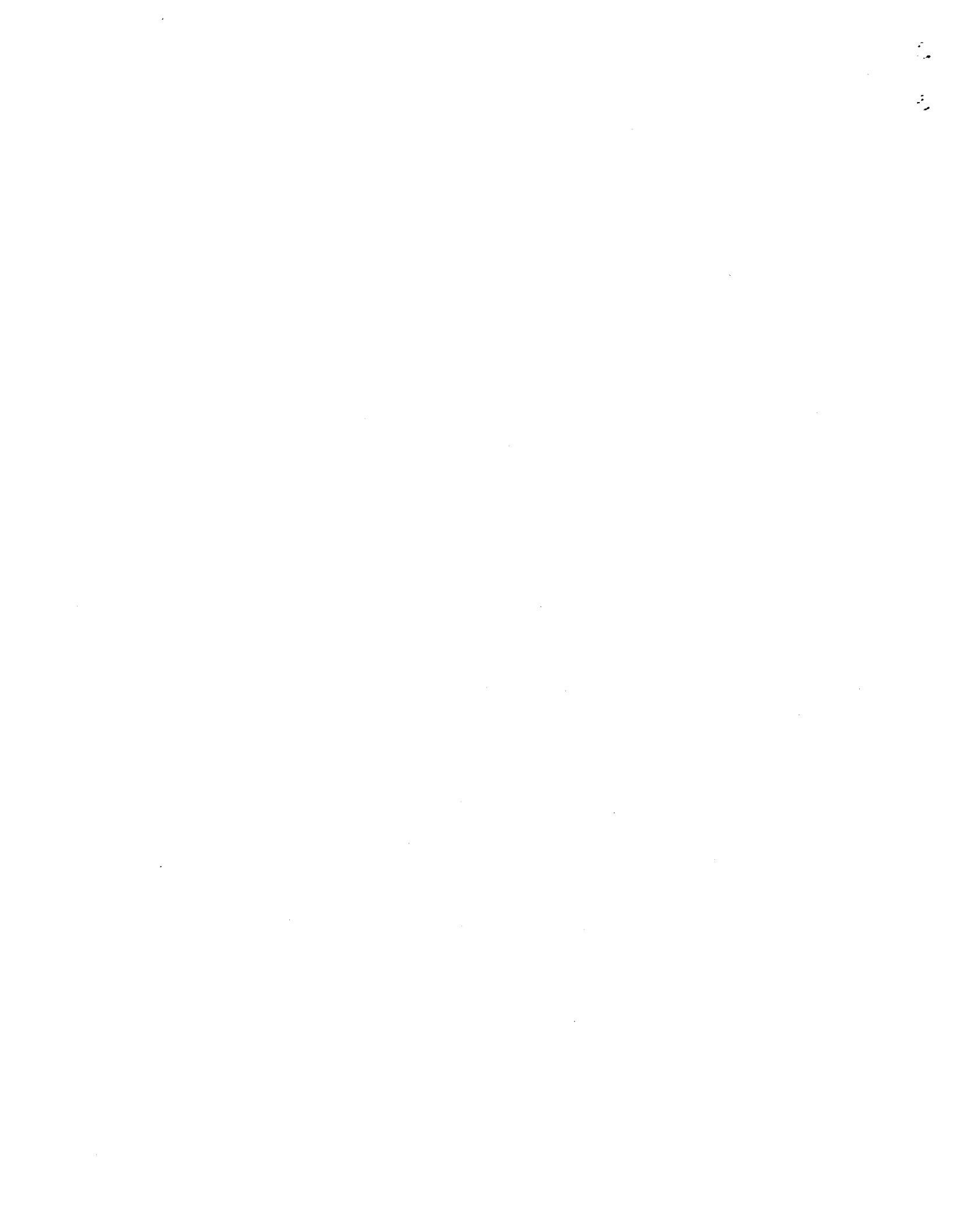
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46/91 December 1991

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Annexes





Annex 1

Photo Documentation of Reconnaissance Survey



*Photo at Bulacao Barangay Hall during site identification with the help of Barangay Secretary Orlando Cabrera (Second from left).





*Photo taken during Site Reconnaissance with Consultants Michael Alcazaren, Andrelita Sto. Domingo and enumerators.





Annex 2

1st Public Consultation and Focus Group Discussion



Annex 2

1st Public Consultation: Attendance Sheets and List of Participants



WOODFIELDS CONSULTANTS, INC.
ATTENDANCE SHEET
 (External)

Form No. **SP-QMS-04F7**
 Rev No. Effectivity Date Page/s
 (mm/dd/yy)
 1 03/05/12 1 of 1

Office/ Project: CEBU BUS RAPID TRANSIT PROJECT	Date: 16 JULY 2012
Venue: SOCIAL HALL, CEBU CITY HALL	Time: Start: End:
Subject: PUBLIC CONSULTATION	Reference No.:

NAME	POSITION/COMPANY	E-MAIL ADD.	CONTACT NO/S.	SIGNATURE
EVANGELINE SANDOZ	PROPERTY ENGINEER DPH7		4167633	[Signature]
Rolando Cabiluna	WCI			[Signature]
Rolando Cabiluna	Proj STA-CRUIZ		2543872	[Signature]
CPIC B. JABATAN	PROJ OFFICER			[Signature]
CAROLITA B. MILCORN	Mambaling Elem Sch			[Signature]
CHRISTIANNA R. PASCAN	HAMBALING ELS		4175100	[Signature]
HENRY ROYAS	Mambaling Elem		09078377360	[Signature]
Page Wilson	WCI			[Signature]
Terry C. Galante	Prop			[Signature]
Manojo Reyes	Elem Mambaling		09325349168	[Signature]
Phen Albero	USP E			[Signature]
Elvin Joseph Espinas	Restaurante Mambaling		09330571481	[Signature]
Rochel Reyes	Sec - ROTARY club		09236031871	[Signature]
Zaldy Penaranda	Head - Loans Adm.		2532773	[Signature]
Elmer C. Villalobos	CMU		4183789	[Signature]
ALMA N. CATIBIG	DPWH SRP CC		84116772	[Signature]
Cicely B. Alano	- de -		4116772	[Signature]
Mark E. Wilson	WCI		097316447	[Signature]
NOEL GONZALEZ	WCI		09133403148	[Signature]
ARIE RAMON S.O.	CONSULTANT CCC		09152821885	[Signature]
ALAN S. RASAL	Prop. Eng. I		0917-377 6965	[Signature]
Cayetano Samson	Prop. Consultant		09103348772	[Signature]
Edson Benavides	Prop. Consultant		773 6548	[Signature]
TIMOTHY MENDI	SHAWNEE		2363783	[Signature]
Jonathan Lopez	CCC		092-4031	[Signature]



WOODFIELDS CONSULTANTS, INC.
ATTENDANCE SHEET
 (External)

Form No. SP-QMS-04F7
 Rev No. Effectivity Date (mm/dd/yy) Page/s
 1 03/05/12 1 of 1

Office/ Project: Cebu Bus Rapid Transit	Date:
Venue: Social Hall	Time:
Subject: Public Consultation	Start:
	End:
	Reference No.:

NAME	POSITION/COMPANY	E-MAIL ADD.	CONTACT NO/S.	SIGNATURE
FLORANTE A. VEGA	ROBINSONS LAND CORP.	florante.vega@robinsonsland.com	5051143	[Signature]
RICHARD T. SANTIAGO	"	richard.santiago@robinsonsland.com	505-8455	[Signature]
REYBOND CABRERA	METUA PRES.		0917811078	[Signature]
Maria Rosa Bronghosa	Chairman/CHVA	ceparosa@chva.org.ph		[Signature]
Cristine Marie Sanchez	CCMC	fortine09@yahoo.com kimsi.sanchez@gmail.com	09178854664	[Signature]
LUNOD, FULTON	CCMC	fultonlunod@aphoo.com	09227765149	[Signature]
Yanson Jimenez E.	CCMC	jansonjimenez@aphoo.com	0922182000	[Signature]
Ramopela, Belen	Private Waterco		0943 448842	[Signature]
Dale Fahn Timoteo	Private Waterco		6107473743	[Signature]
Dr. David Lopez	ITC Env.			[Signature]
Armi Green	Private Sector		09176207750 458462278	[Signature]
DEEKE THORAK	KL Architecture	deede@klarchitecture.net		[Signature]
Rafael Yap	CITOM	rafyap@yahoo.com		[Signature]
CECIL BRADER	ITP	brader@ipm.com.ph	51823341	[Signature]
Adlene Donaire	WB/Proj Scientist	aplanoire@yahoo.com		[Signature]
Magdalene Amores	KMK		4899300	[Signature]
Sping Jing Marino-Farrarons	Events YR	eventstyr@gmail.com	3849313	[Signature]
MA. CONCEPCION T. ENCALISA	AC, BRP-PRO	mconcalisa@gmail.com	4189241	[Signature]
WONILS B. OLMAYAN	PRESIDENT - COTPO			[Signature]
LUV LAURON	Bept. Sec / LGU		3528441	[Signature]
JAMIE PARCE	Signy. staff / DDP			[Signature]
JICA PARILLA	Prog. staff / DDP			[Signature]
Alipio N. Bacalso Jr.	CPDO			[Signature]
DAVID MENDOZA	ALC	dmendoza@alco.com	09227765149	[Signature]
Menabau Fortes	Palmer Landco		505-168	[Signature]

INTEGRATED LIST OF PARTICIPANTS FOR THE EIA PC AND SIA FGD (receiving copy)

No.	Organization/Office	Addressed to/Position	Received by	Position	Time & Date	Contact Number
1	Metro Cebu Taxi Operators Association	MR. RICHARD CORONADO	MR. RICHARD CORONADO	OWNER	7/1/12 9:55	273 2021
2	United Taxi Drivers Association de Cebu					
3	Cebu Provincial Bus Operators Association	MR. RICHARD CORONADO	Mikaela F. Cal	Office Clerk	1:00 7/1/12	262-6600
4	Provincial Bus Driver and Conductor Association					
5	Catholic Women's League of Cebu	MRS. HELENA D. ALVARO	Reflexion	Ext-in-charge	7/2/12 10:30	256-2610
6	Brgy Basak Pardo	HON. DAVID TUMULAK	Robert R. Morales	Chief Focus	5:25 7/6/12	261-68-42
7	Brgy Basak San Nicolas	HON. GEORGE R. RAMA	MARIVITE C. ORLANDO	Brgy. SECRETARY	10:55 PM 7/9/12	4189898
8	Brgy Bulacao - GB					
9	Brgy Calamba	REYDON VILLARINO	Brgy Secretary	Secretary	07-09-12	262-1198
10	Brgy Capitol Site	HON. MARINA G. GUANZON	Liquid Agent	Brgy Staff	7-5-12-3:49	2534289
11	Brgy Duljo-Fatima R	HON. ELMER L. ABELLA	Raymundo	GAO focal	7-9-12 1:05 PM	414-3092
12	Brgy Kamputhaw	MR. BRIAN C. TANTE	A. D. ...	Brgy. SEC	7/5/12 4:10 PM	JIT-1663
13	Brgy Luz	MR. LORENZO M. IGASAMOT	Maria ...	Secretary Adm	7/5/12 4:30 PM	917-7425
14	Brgy Mambaling	HON. RODOLFO Y. ESTELLA	UV ...	Sec.	7/7/12 10:30 AM	262-2624
15	Brgy Pahina Central	MR. CARLO V. YAP	Marybelle ...	OVIS	12:15 PM 7/6/12	JIT/655
16	Brgy Poblacion Pardo - GB					
17	Brgy Sambag 1	MR. JERRY L. GUARDO	Jana ...	Secretary	10:00 7/6/12	415 5481
18	Brgy Sambag 2	MR. CARL STEPHEN D. DELARMA	Regina ...	Secretary	10:10 AM-7/5/12	253-8367
19	Brgy Sta Cruz	MR. JEROME B. LIM	Carac ...	MEMO	12:15 PM 7/6/12	254-38-72
20	Association of Barangay Captains	HON. MICHAEL L. BALOTA	Brian ...	ADC STAFF	7/3/12 - 11:30 AM	412-1894
21	Federation of Senior Citizens Association of the Philippines - Cebu City	MR. RAFAEL LACIDO	Jonas ...	OSCA STAFF	JULY 3, 2012 11:17	412-1789 (109)
22	Philippine Chamber of Commerce and Industry - Cebu City	FAX SENT				
23	Cebu City United Vendors Association	MR. MARIO E. ...	Rudy ...	Staff	7/1/12 5:00 PM	520 2619
24	Rotary Club	Pres.	Admin Assistant	2:35 PM	412-5612
25	Lions Club	MR.	Supervisor	7/11/12 5:50 PM	311 2475
26	Philippine Jaycees - Cebu	Mrs. ...	IRISH OZON	Receptionist	07/12/12 4:53 PM	415-8108
27	Student Council Alliance of the Philippines - Cebu City					
28	Philippine Motors Association - Cebu City	FAX SENT				
	CEBU CENTRO					

JULY 10 2012

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No.	Organization/Office	Addressed to/Position	Received by	Position	Time & Date	Contact Number
29	Philippine Retailers Association of the Philippines - Cebu City					
30	Consumers Union of the Philippines - Cebu City (CROW)					
31	Tricycle Drivers Association - Cebu City					
32	National Federation of Organizations of Persons with Disabilities of the Philippines - Cebu City CCF-DWD	VERGILIA PUCIO	LEONARDO GARCIA	PRESIDENT	July 2 at 12:30	261-8595 09192033205
33	Bulacao Elementary School - REMOVE - MANDALING TO SIKRINGS					
34	Vicente Rama Elementary School	Rizalinda (Mrs) Principal	Jus	Principal	3:35 7/6/12	2613320
35	Salazar Institute of Technology	DR. ROBERTO M. SALAZAR	DR. ROBERTO SALAZAR	PRESIDENT	11:43 7/7/12	261-0234 / 0910 261 0194
36	Mambaling Elementary School	MS. CARMEN CHAN	MS. CARMEN CHAN	PRINCIPAL	11:48 7/6/12	417 8136
37	St Paul College Foundation	DR. RAFAEL LIBRES	SG FELICIA	SECURITY	13:18 / 07/07	272-8475
38	Cebu Trinity Christian School	MS. LINDA MASCARINAS	MS. LINDA MASCARINAS	PRINCIPAL	3:00 7/6/12	272-1739
39	Cebu Normal University	DR. MARCELLO L. LUPAZ	Jalwal (Mrs)	Admin. Aide	4:00 7/5/12	272-96-11
40	Villa Lourdes Chapel					
41	Christian Fellowship (Cebu City) Pardo Jesus Road	SHANE MASCARINAS	JOHN	MEMBER	3:30 7/6/12	572 00 - 0125
42	United Pentecostal Church	MR. JIM VERCARA	Eden Oñate	MEMBER	3:05 7/6/12	NOL.L.
43	Alkhairiah Mosque	Abdullah Kamran	Abdullah Kamran	ASST. Imam	9:05 7/9/12	266-4228
44	Seventh Day Adventist	PO. ELIZABETH BAKUTO	JENNY TAYLOR	Off. Secretary	4:32 7/9/12	256-2228
45	Parklane Hotel	MS. KEMELYN MARULIMOTAN	ADALYN JENNY	MANAGING	7/5/12 4:40 PM	264-7040
46	Raja Hotel	MR. JIM ALIPE	Michelle P. Angeles	employee	7-5-12 2:30 PM	412-3337
47	Regency Hotel	THE GENERAL MANAGER	RAMIL AQUILAN	CONCIERGE	1:49 PM 7/5/12	412-8838
48	Cebu City Medical Center	DR. GLORIA M. DUERTE	DR. GLORIA M. DUERTE	Secretary	2:50 PM 7/5/12	2531778
49	Cebu Doctors Hospital	MR. OSCAR THASON	Chad B. B. B.	Security	3:36 PM 7/6/12	255 5555
50	Prince Supermart (BULACAO) WAREHOUSE CLUB	MS. MERLE PADAS	GLORIANNE PADAS	SECURITY	12:44 7/4/12	273 5952
51	Shopwise Mambaling	Shopwise	Rey C. Cation	Secretary	11:16 7-6-12	666-5666
52	Robinsons Supermarket Mall	MS. FLORAMIE A. VELAZQUEZ	Ruth A. Aquila	Admin.	2:15 7/5/12	272-1145
53	Pardo Public Market					
54	Rufina Arcade	MR. KENNETH KING	MR. Nello	Admin.	7/9/12 - 3:15 PM	415-8330
55	Elizabeth Mall	URS DELACROSA	Joselito Garcia	Receptionist	7/7/12 2:10 PM	417-1785-77
56	Mandaue Foam	PAZ				
57	Cebucon Warehouse (KATINGAN LUMBER)	HELLY (Mrs) TAN	Jessica	Cashier	7/6/12	2560930

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No.	Organization/Office	Addressed to/Position	Received by	Position	Time & Date	Contact Number
58	Citi Hardware (Pardo)	MR. BERNARDO E. LUYAN	[Signature]	UNIT MANAGER	1:30 PM 7/4/12	272 018
59	DBP (Pres Osmena Branch)	MR. BERNARDO E. LUYAN	[Signature]	UNIT MANAGER	1:30 PM 7/3/12	412 8451
60	Landbank (Pres Osmena Branch)	MR. VICTOR E. BERNAR	Michelle Nabor	UTILITY WORKER	1:00 PM 7/3/12	855-0471
61	Bangko Sentral	MR. MARA LUX PRELUE	Orlando Hernandez	UNIT MANAGER	3:05 PM 7/3/2012	764-1993
62	PLDT	EMER LANTAN	[Signature]	SEC. MANAGER	4:14 PM 7/3/2012	250-0922
63	Jollibee (Bulacao)	MR. ELVIN ESPINOSA	[Signature]	SHIFT MANAGER	1:04 PM 7/4/12	272-1199
64	McDonald (Mambaling)	Mr. Roderic Tagun	[Signature]	MT MANAGER	4:20 PM 7/6/12	262 1020
65	Fuente Police Station	PO. SHANE M. GARCIA	[Signature]	DEPT. OFFICER	9:30 AM 7/11/12	253-0670
66	Memorial Cebu City Museum	MR. CECILIO A. GARCIA	[Signature]	Admin Aide III	3:25 PM 7/15/12	255 4457
67	City Link Terminal	Philip Fontana	[Signature]	TRIP MANAGER	3:05 PM 7/15/12	255-8451
68	Department of Health	DR. ASUNCION ANDEN	[Signature]	SECRETARY	12:33 PM 7/5/12	254-0100 / 253-0175
69	CITOM Office	MR. RAFAEL BARRERA	[Signature]	Admin Aide V	2:20 PM 7/3/12	2502025
70	DENR-Forest Management Bureau Region VII	EDUARDO M. MARTINEZ	[Signature]	Secretary	4 PM 7/2/12	0461-002
71	DENR-EMB	PERFIDO DELA CRUZ	[Signature]	PERSONNEL	5:47 PM 7/4/12	246 9426
72	DPWH Region 7	ANGIE S. CANLAS	[Signature]	Cashier	1:20 PM 7/6/12	411-6978
73	DOTC Region 7					
74	DOTC -Manila					
75	Cebu City Government					
76	ITP					
77	Urban Poor Affairs Office	MR. COLLIN N. ROSELL	[Signature]	Reception	10:20 AM 7/3/12	253 7068
78	City Planning	MR. ALDO BACALAN	[Signature]	ARDA Admin	10:20 AM 7/3/12	253-7019
79	Homeowner's Association (Pls identify a subdivision near the alignment)					
80	CAPIN PARISH CHURCH	MR. DENNIS VILLARDO	[Signature]	SECRETARY	9:20 AM 7/11/12	253 85316





Annex 2

1st Public Consultation: Minutes of the Meeting





Reference : 12-0347-MOM-12-002

Date: 16 JULY 2012

Venue: SOCIAL HALL, CEBU CITY HALL

Time: 9:20AM

Facilitator: PAMELA C. CHAN

- Agenda:**
1. Brief Project Presentation about the Cebu BRT
 2. Potential Environmental Impacts and Mitigating Measures
 3. Potential Social Impacts and Mitigating Measures
 4. Workshop per Group
 5. Plenary Session – presentation of group outputs
 6. Open Forum



Highlights of the Meeting

- The meeting formally started at 9:20AM with an Opening Prayer and the singing of the National Anthem.
- The Welcome Remarks was made by Atty. Rafael Christopher Yap, Director of the Cebu City Traffic Operations Management (CITOM), in behalf of Mayor Michael Rama.
- The Program started with a brief Project Presentation by Mr. Colin Brader of ITP.
- The presentation on the EIA Process, potential environmental impacts of the Cebu BRT Project and the corresponding proposed mitigating measures was made by Dr. Delfin San Pedro, EIA Team Leader.
- The potential social impacts and mitigating measures was presented by Mr. Miguel Guioguo, SIA Team Leader.
- To better manage the crowd, the participants were asked to group into four to amend or append to the listed impacts and mitigating measures.
- Each group's output was presented to all the participants through the assigned group leader. The following were the issues and concerns identified by the group:

Key Issues	Action Items	Responsibility	Target Date
Group 4 Group Leader: Ma. Susan V. Lastimosa			
1) During road expansion/widening, what will happen to the establishments/houses which will be affected? Will there be a relocation site?	To be addressed in the Resettlement Action Plan	Resettlement Specialist	
2) A taxi lane must be provided. Long queues at the terminal. (<i>Richard Cabucos, President of Metro Cebu</i>)	To be considered in the Detailed Design		



<i>Taxi Operators Association)</i>			
3) There must be designated persons/medics to assist PWD passengers at strategic points. <i>(Danny Omayan, President of CCFPWD)</i>			
4) Safety measures must be provided for the passage of the children. <i>(Henry Reynes, Mambaling Elementary School)</i>			
5) Where are the locations of the terminals? These should be integrated to the foot bridges and must have provision for PWDs. <i>(Mr. Jesus Ramon Rafols, Cebu Capitol Commercial Complex)</i>			
Group 3 Group Leader: Ms. Elma Villahermosa			
1) There should be enough traffic enforcers and traffic signs during the construction phase to minimize vehicular traffic.	To be addressed by the Traffic Management Plan and Environmental Management Plan.		
2) Material stockpile must be properly cordoned and provided with signages for safety purposes.			
3) Coordinate with Cebu City Risk Reduction Council to minimize localized ponding and flooding during construction.			



<p>4) Construction must be properly timed. Consider working at night time along the school areas and daytime along residential areas to minimize nuisance. What about areas near hospitals?</p>	<p>To be considered in the Environmental Management Plan.</p>		
<p>5) DENR should be consulted with regard to the presence of centennial areas which might be affected.</p>			
<p>6) Is there any provision for bike lanes? What is the plan?</p>	<p>To be considered in the Detailed Design</p>		
<p>7) How much will be the fare in BRT? How is it compared with jeepney fare?</p>	<p>Dr. Green said that according to the FS Study that is being finalized, the BRT fare is the same as the current jeepney fare.</p>		
<p>8) Make sure that displaced persons are provided with a sustainable means of livelihood.</p>	<p>This will be discussed in the Social Management Plan.</p>		
<p>Group 2 Group Leader: Christine Marie Sanchez</p>			
<p>1) There must be a traffic plan to address the traffic congestion especially in areas that will be affected during the construction phase.</p>			
<p>2) Public information (in all sectors) regarding the project and its schedule of construction must be done ahead of time in order to minimize discomfort and other negative impacts.</p>			



3) If possible, there should be no construction near hospitals and schools, for health reasons.			
4) What will happen to the jeepney drivers who may be displaced? They should be prioritized in the plan.			
5) There must be a prevention plan for possible clogging and flooding.			
6) Safety signage must be installed especially during peak hours to avoid untoward incidents.			
7) How is the project going to be sustainable? Are we looking at 5-10 years? 25 years? Who will ensure the maintenance of the project?			

Other Matters:

- No presentation was made by **Group 1** and they said that they would rather participate in the Open Forum.

Schedule of next meeting: Schedule of 2nd Public Consultation to be announced

Prepared by: PAMELA C. CHAN

Designation: Project Management Officer

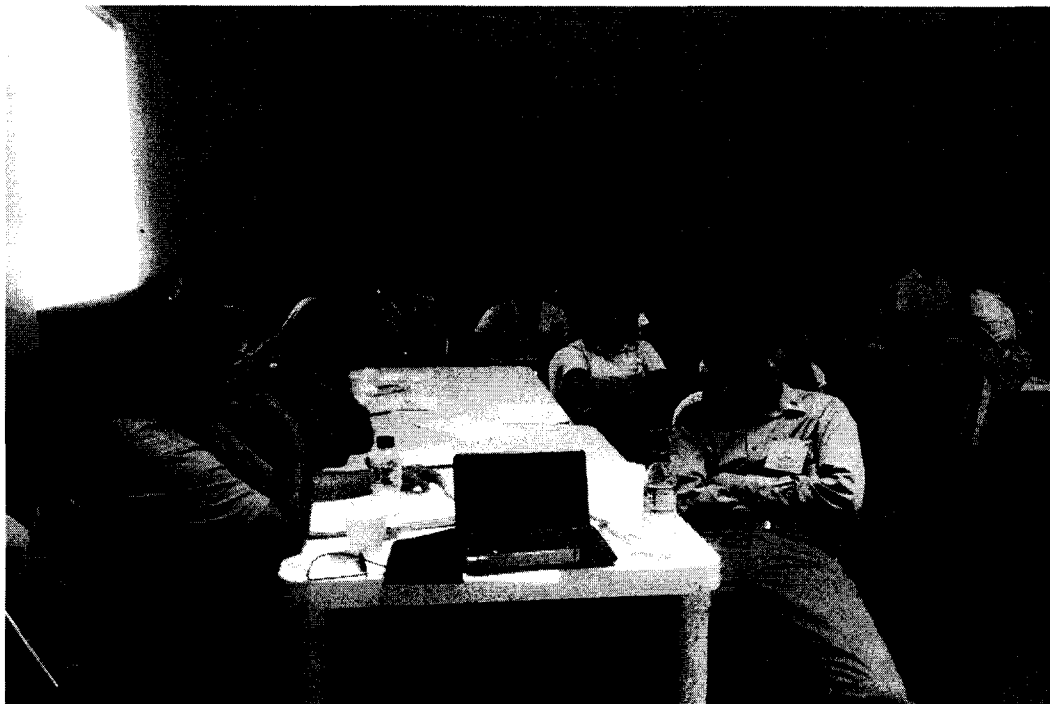




Annex 2

1st Public Consultation:
Photo Documentation

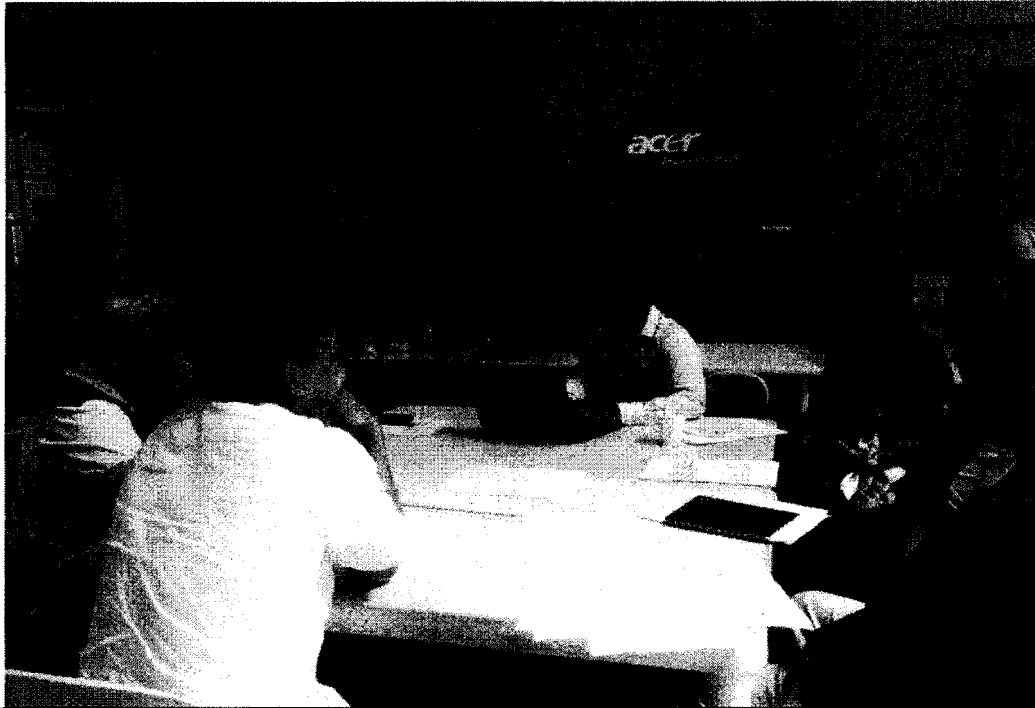




Group 1 of the Focus Group Discussion facilitated by Ms. Pamela Chan of WCI



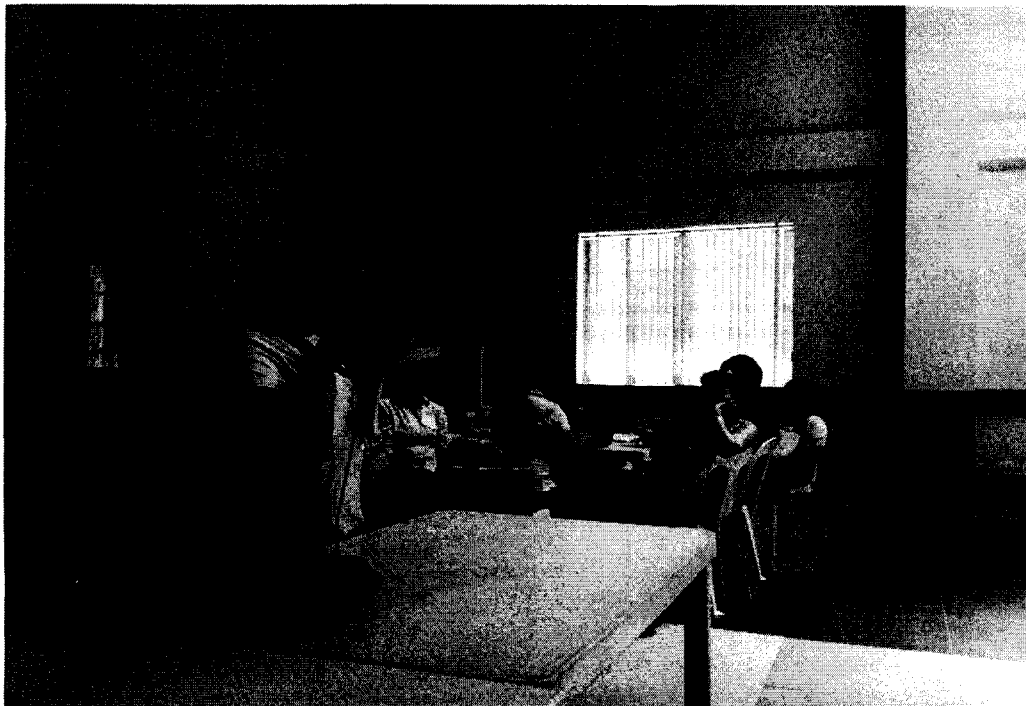
Group 2 of the Focus Group Discussion facilitated by Ms. Grace Burac of WCI



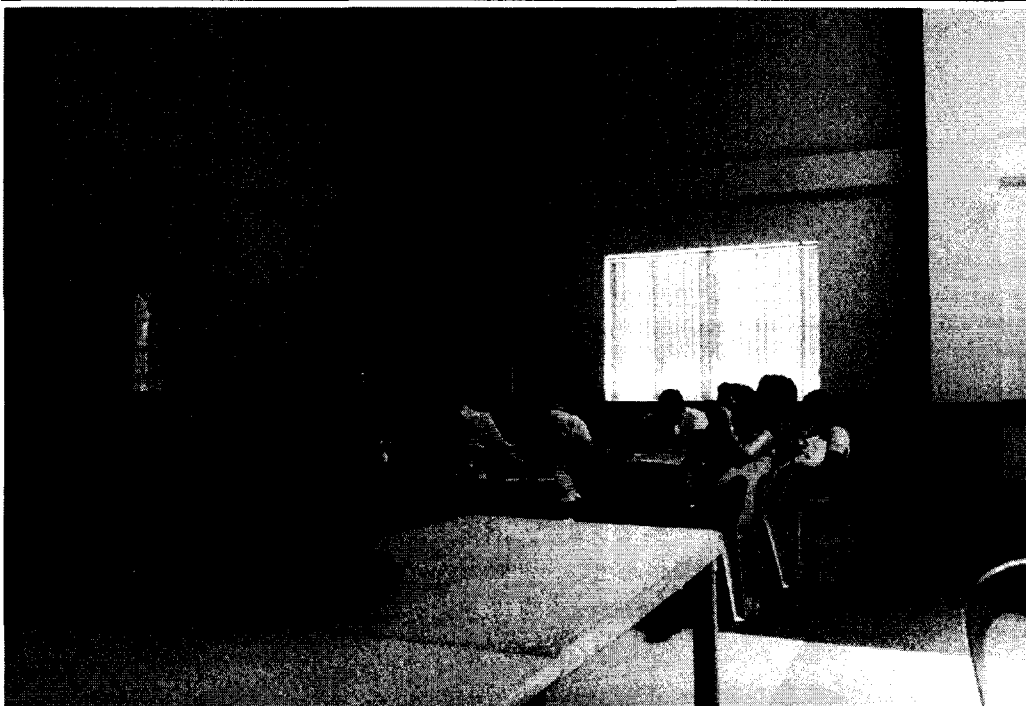
Group 3 of the Focus Group Discussion facilitated by Dr. Delfin San Pedro



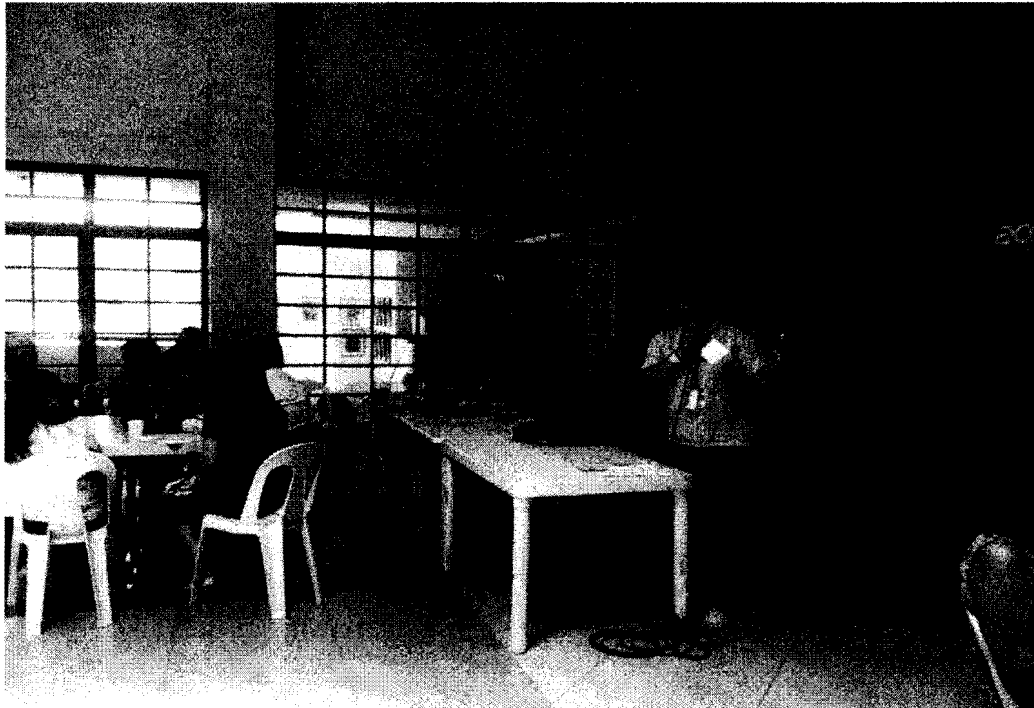
Group 4 of the Focus Group Discussion facilitated by Mr. Miguel Guioguo



Group 2 leader, Ms. Christine Marie Sanchez, during the presentation of their output during the FGD



Ms. Elma Villahermosa presenting the Group 3's consolidated output of their FDG



Presentation of Group 4's FGD output by Ms. Ma. Susan V. Lastimosa



The participants during the Focus Group Discussions at Cebu City Hall Social Hall



Annex 2

1st Public Consultation:
SIA Presentation

SOCIAL IMPACTS OF THE CEBU BRT PROJECT





OPPORTUNITIES

- Increase in the overall person carrying capacity of the road

(mas daghan ang makagamit sa dalan kay mas dako ang capacity sa BRT);

- Integrates with existing land use and can enhance local urban design ideals

(dili ra ma-usab ang existing na land use)

- Land values along the BRT routes and its proximate areas will likely increase

(mutaas ang presyo sa yuta tungod sa BRT);



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OPPORTUNITIES

- Operational efficiencies and travel time savings for customers will be generated among passengers and owners of vehicles

(mas mupaspas ang byahe);

- Enhanced road safety as aggregate road travel kilometrage will be reduced decreasing the probability of traffic accidents;

(mas safe);



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OPPORTUNITIES

- Construction and operational phase of the BRT shall create direct employment which most likely will use local labor and generate local procurement which will benefit local suppliers and contractors;
(naay bag-ong trabahong muabot tungod sa BRT);
- BRT's implementations shall produce a total of 570 million hours savings for passengers up to year 2035 yielding an aggregate economic net benefit of US72.3M;
(dako kaayo ang matipid na oras ug kwarta);



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RISKS/IMPACTS

- Disruption of economic livelihood of the following: jeepney sector, some businesses along the BRT terminals, residences whose property needs to be fully acquired by the project , Informal and ambulant vendors;

(pwede mugamay ang kita sa mga jeepney drivers ug mga vendors. Pwede sad apektado ang mga balay dapit sa BRT corridor)



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RISKS/IMPACTS

- Reduced accessibility to workplace, schools and other social institutions in construction and operation for 14 barangays of BRT route;
(posible nga mu-trapik inig sugod na sa construction nga maka-apektar sa 14 ka barangays nga sakop sa Cebu BRT)
- Increased security incidents in CBRT terminal;
- Vulnerability of disadvantaged groups: seniors, PWDs, women, children;



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RISKS/IMPACTS

- Increase traffic density in the CBRT terminal;
- Susceptibility to corruption and potential lack of accountability due to large number of sub-contracts;
- Anxiety among stakeholders due to lack of understanding and knowledge of the project;



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MITIGATION MEASURES

- Conduct Information, Education and Communication Campaign about the Project
- Safety, Health and Security Measures such as CCTVs, adequate toilet, fire extinguisher, first aid should be in place and proper signage;
- Accessibility Measures to Disadvantaged Groups such as special ramps/lifts and reserved seats for PWDs and senior citizens must be visible in the terminals, Braille signage, women only train cars of the LRT/MRT in Metro Manila



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MITIGATION MEASURES

- Organize a multi-sectoral committee to ensure heightened transparency and accountability during project construction;
- Build more pedestrian flyover across the BRT lane and equip them with one manual stair and one escalator set;
- Adopt the new Metro Cebu Comprehensive urban land use and transportation plan



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MITIGATION MEASURES

- Livelihood measures:
 - Open routes/other transport modes;
 - BRT hiring of drivers for the buses;
 - Skills training in automotive mechanic, welding, and entrepreneurship;
 - Micro-finance loans to the driver/operator for start-up business



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MITIGATION MEASURES

- One suggestion of this study is to create a corporate entity whose majority (51%) stock shall be made up of operators/drivers. This corporation shall be sub-contracted by BRT to take care of security, janitorial, and maintenance of BRT facilities with the contract lasting to 25 years renewable for another 25 years. It should be run by professional managers.



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Unsa pa ang inyong ikadungag?
Maminaw mi.

Daghang Salamat!



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Annex 3

2nd Public Consultation



Annex 3

2nd Public Consultation: Attendance Sheets



WOODFIELDS CONSULTANTS, INC.
ATTENDANCE SHEET
(External)

Form No
SP-QMS-04F7
 Rev No | Effectivity Date | Page/s
 (mm/dd/yy)
 1 | 03/05/12 | 1 of 1

Office/ Project: CEBU PRT	Date: 31 AUG 2012
Venue: COME AUDITORIUM CEBU CITY	Time:
Subject: 2ND PUBLIC CONSULTATION	Start:
	End:
	Reference No.:

NAME	POSITION/COMPANY	E-MAIL ADD.	CONTACT NO/S.	SIGNATURE
Carlita D. Millon	MARIBAINS Elem Teacher Dep Ed		238-63-61	<i>[Signature]</i>
CRIS R. PALER	MARIBAINS ELS		417 8136	<i>[Signature]</i>
HENRY MEYNER	Alabang Elem		417 8136	<i>[Signature]</i>
TEO AVENIDO	SUPERVISOR (SP/DPWE)		2665940	<i>[Signature]</i>
Ms. Ivy Bercila	Bangko Sentral		854 0973	<i>[Signature]</i>
ROSE PAPAIS	do -		874472	<i>[Signature]</i>
Suzette B. Pavana	Bldg. Supervisor (CIT-u)		417-5237	<i>[Signature]</i>
MICHAEL COMANIAN	CPDCA		622040	<i>[Signature]</i>
SELEMON PAE	PD			<i>[Signature]</i>
DEFFIN	WCI		097863003	<i>[Signature]</i>
THE LIZON	WCI		097863003	<i>[Signature]</i>
Janic Pano	Adm. In-charge Bago - Alijo Festival		418 8292	<i>[Signature]</i>
Juliet M. Quiñan	DPWH - Engr. Ia		4116720	<i>[Signature]</i>
Glenn P. Abala	Engr II - DPWH/DPW		4116721	<i>[Signature]</i>
Rose S. Laguarda	WCI	roseguarda@wci.com.ph		<i>[Signature]</i>
PAMELA S. CHAN	PRG/MSI/SP/CPD/MSI		926 3300	<i>[Signature]</i>
Salade Uruie	Al-Khwarizmi Mosque			<i>[Signature]</i>
Gene Chiquis	WCI		926 3300	<i>[Signature]</i>
Arturo Donaire	World Bank			<i>[Signature]</i>
Sirhan Pile Grogan	World Bank		0977471133	<i>[Signature]</i>
MA. CONCEPCION T. ENCOMA	PHIL - PMU			<i>[Signature]</i>
Terry C. Galambos	PM II / DOTC			<i>[Signature]</i>
Edgardo S. Chabalera	DOTC - CIVIL		4140402	<i>[Signature]</i>
FERNY B. BARRALVA	Pub. PARDO		277-3419	<i>[Signature]</i>
Marga Villalby	World Bank		09175414528	<i>[Signature]</i>



Annex 3

2nd Public Consultation:
EMP Presentation



Republic of the Philippines
DEPARTMENT OF TRANSPORTATION AND COMMUNICATIONS

Second Public Consultation

*Environmental Impact Studies
for Cebu Bus Rapid Transit
Project*



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Cebu BRT Project's Impacts and Environmental Management Plan (EMP)

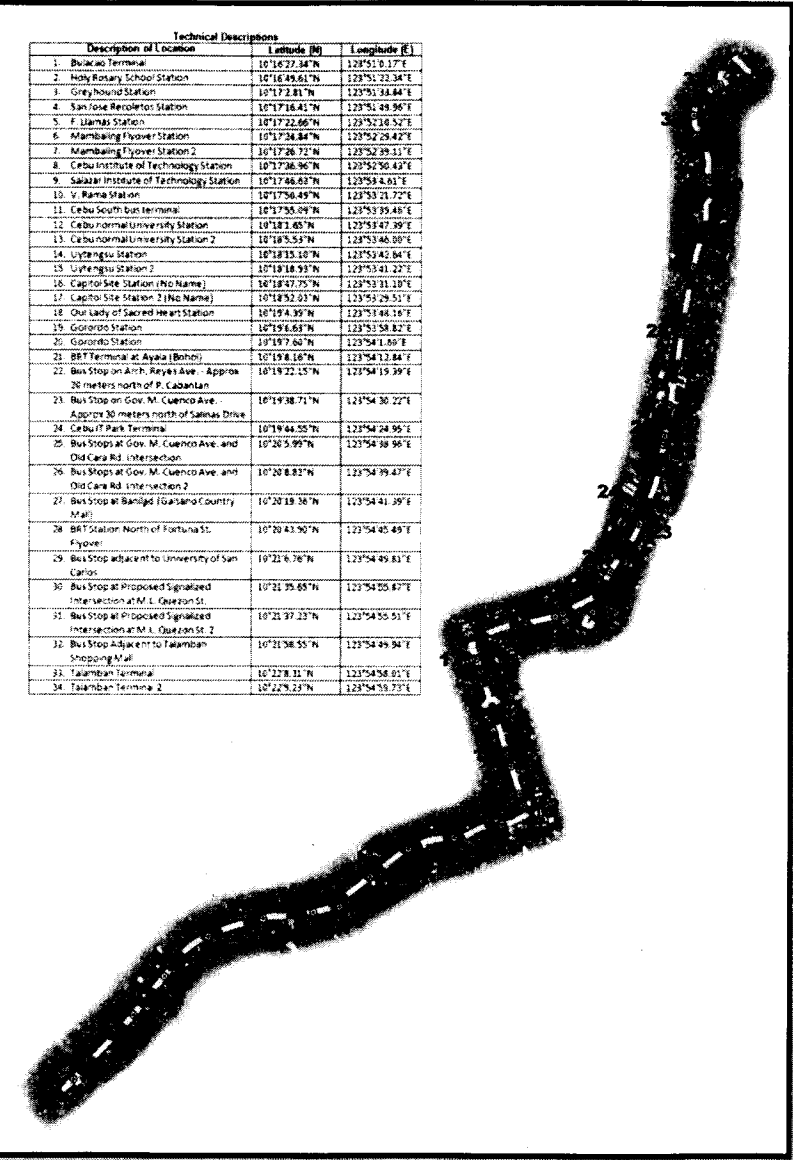
August 31, 2012
Cebu City

Cebu BRT Project

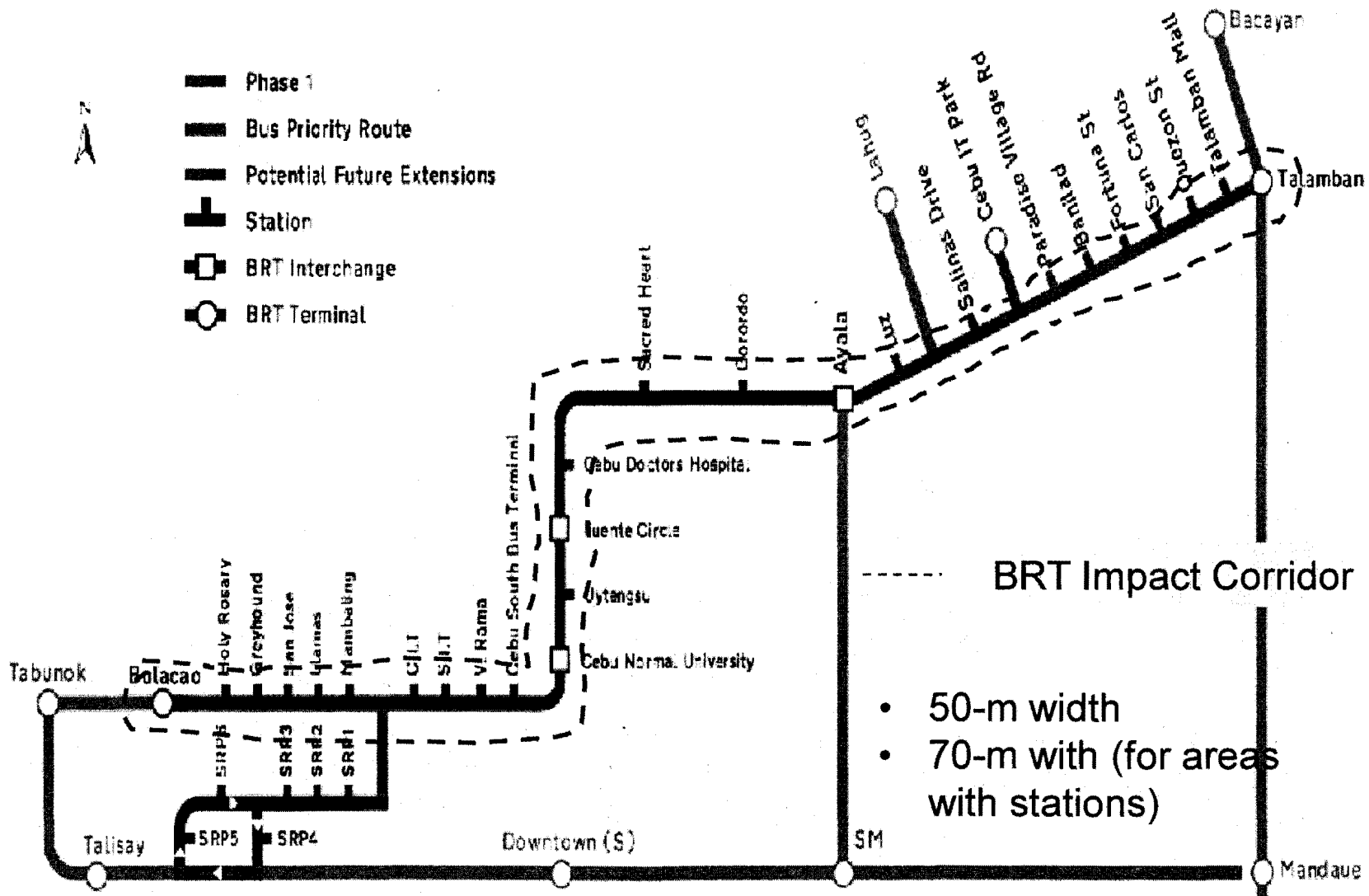
Technical Descriptions

Description of Location	Latitude (N)	Longitude (E)
1. Bulacao Terminal	10°16'27.34"N	123°51'0.17"E
2. Holy Rosary School Station	10°16'49.61"N	123°51'22.34"E
3. Greyhound Station	10°17'2.81"N	123°51'33.84"E
4. San Jose Recoletos Station	10°17'16.41"N	123°51'49.96"E
5. F. Llamas Station	10°17'22.66"N	123°52'10.52"E
6. Mambaling Flyover Station	10°17'24.84"N	123°52'29.42"E
7. Mambaling Flyover Station 2	10°17'26.72"N	123°52'39.11"E
8. Cebu Institute of Technology Station	10°17'36.96"N	123°52'50.43"E
9. Salazar Institute of Technology Station	10°17'46.63"N	123°53'4.61"E
10. V. Rama Station	10°17'50.49"N	123°53'21.72"E
11. Cebu South bus terminal	10°17'55.09"N	123°53'39.46"E
12. Cebu normal University Station	10°18'1.65"N	123°53'47.39"E
13. Cebu normal University Station 2	10°18'5.53"N	123°53'46.00"E
14. Uytengsu Station	10°18'15.10"N	123°53'42.64"E
15. Uytengsu Station 2	10°18'18.93"N	123°53'41.22"E
16. Capitol Site Station (No Name)	10°18'47.75"N	123°53'31.10"E
17. Capitol Site Station 2 (No Name)	10°18'52.03"N	123°53'29.51"E
18. Our Lady of Sacred Heart Station	10°19'4.39"N	123°53'48.16"E
19. Gorordo Station	10°19'6.63"N	123°53'58.82"E
20. Gorordo Station	10°19'7.60"N	123°54'1.60"E
21. BRT Terminal at Ayala (Bohol)	10°19'8.16"N	123°54'12.84"E
22. Bus Stop on Arch. Reyes Ave. - Approx 20 meters north of P. Cabantan	10°19'22.15"N	123°54'19.39"E
23. Bus Stop on Gov. M. Cuenco Ave. - Approx 30 meters north of Salinas Drive	10°19'38.71"N	123°54'30.22"E
24. Cebu IT Park Terminal	10°19'44.55"N	123°54'24.95"E
25. Bus Stops at Gov. M. Cuenco Ave. and Old Cara Rd. Intersection	10°20'5.99"N	123°54'38.96"E
26. Bus Stops at Gov. M. Cuenco Ave. and Old Cara Rd. Intersection 2	10°20'8.82"N	123°54'39.47"E
27. Bus Stop at Banilad (Gaisano Country Mall)	10°20'19.36"N	123°54'41.39"E
28. BRT Station North of Fortuna St. Flyover	10°20'43.90"N	123°54'45.49"E
29. Bus Stop adjacent to University of San Carlos	10°21'6.76"N	123°54'49.81"E
30. Bus Stop at Proposed Signalized Intersection at M.L. Quezon St.	10°21'35.65"N	123°54'55.87"E
31. Bus Stop at Proposed Signalized Intersection at M.L. Quezon St. 2	10°21'37.23"N	123°54'55.51"E
32. Bus Stop Adjacent to Talamban Shopping Mall	10°21'58.55"N	123°54'49.94"E
33. Talamban Terminal	10°22'8.31"N	123°54'58.01"E
34. Talamban Terminal 2	10°22'9.23"N	123°54'59.73"E

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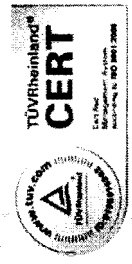
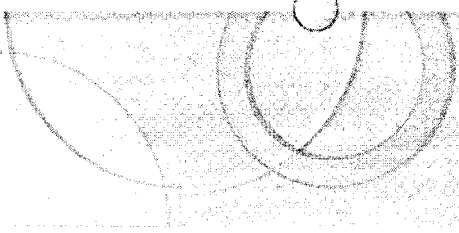
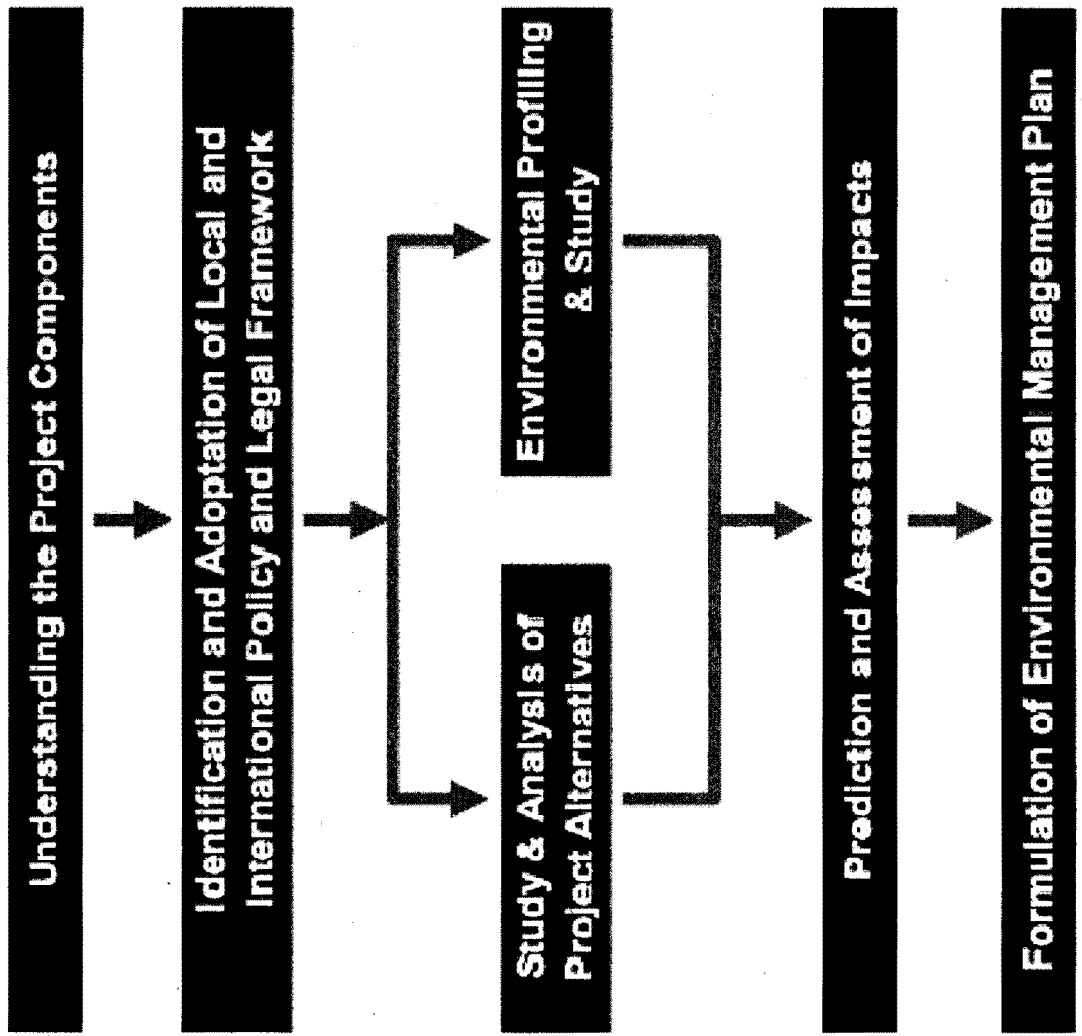
The EIA Study Area



TÜV Rheinland®
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Control
Management System
According to ISO 9001:2008

EIA Study Approach and Methodology



Introduction: EIA Process in Cebu BRT Project Cycle

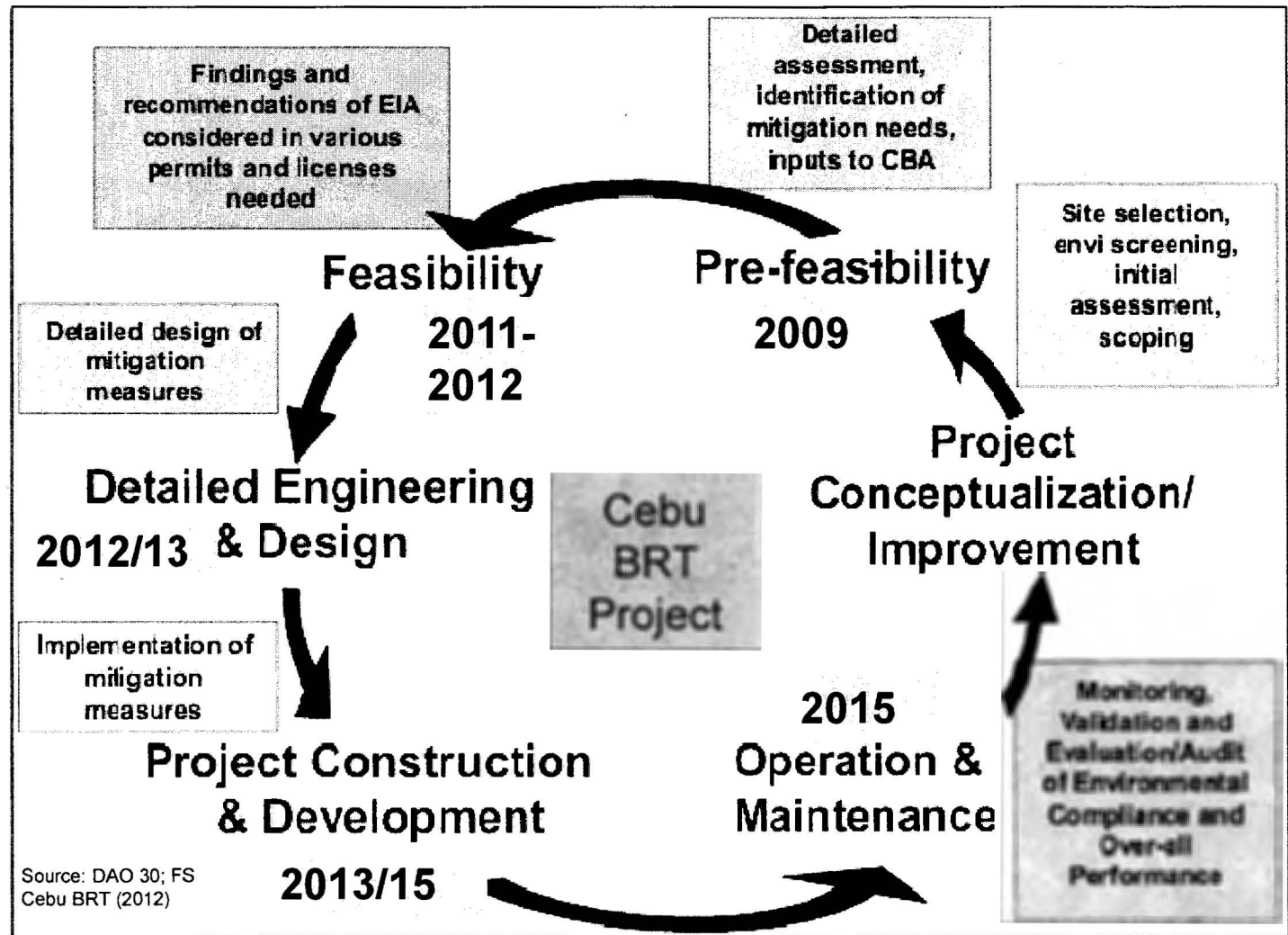


Figure 1-1. EIA Process within the Project Cycle



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Objectives of Safeguards Compliance and Public Consultation

Projects are governed by Environmental and Social Safeguards

Ensure that Cebu BRT Project **COMPLIES** with the Philippine Laws and safeguard policies of World Bank;

Ensure that Cebu BRT Project **MINIMIZES** adverse environmental and social impacts; and,

Emphasize the importance of **PUBLIC PARTICIPATION** and a **TRANSPARENT PROCESS** for gaining **SOCIAL ACCEPTABILITY** of Cebu BRT Project.



Pertinent Environmental & Social Safeguards

Regulatory Compliance to National Environmental Laws and Regulations

- PD 1586, Philippine Environmental Impact Statement (EIS) System and Its IRR (DENR Administrative Order (DAO) 2003-30)
- RA 9275 (Philippine Clean Water Act of 2004)
- RA 6969 (Toxic substances & Hazardous & Nuclear Waste Control Act of 1990)
- RA 8749 (Philippine Clean Air Act of 1999)
- RA 9003 (Act Providing for an Ecological Solid Waste Management Program)

WB Safeguard Policies

Environmental Policies

- OP 4.01 Environmental Assessment
- OP 4.11 Physical Cultural Resources

Social Policy

- OP 4.12 Involuntary Resettlement





Cebu BRT Project's Impacts and EMPs

Potential Impacts	EMP
A. Construction Phase	
A.1. Disruption of traffic flow	Formulation and implementation of a Holistic Traffic Management Plan
A.2. Interruption of power, water, gas, and other utility services	Formulation of Utility Re-provisioning Plan
A.3. Pollution due to solid and liquid wastes, hazardous wastes and excavations, spoil excavations	Provision of waste management and spoil management plan

Cebu BRT Project's Impacts and EMPs

Potential Impacts	Recommended EMP
A1. Construction Phase	
A1.1 Disturbance due to construction material stockpiling inside and around the project area	Provision of construction material management plan
A1.2 Localize ponding and flooding within the project site and surrounding areas and other areas adjacent to the project site	Provision of drainage management plan
A1.3 Disturbance of nearby drainage channels and waterways	Provision of excavation protection and runoff control plan; river protection plan



Cebu BRT Project's Impacts and EMPs

Potential Impacts	Recommended EMP
A. Construction Phase	
A.1 Noise and dust emissions to nearby residents: such as construction activities and trucks	Provision of noise and dust control plan
A.2 Accidents and public safety issues during construction work	Provision of workers and public safety plan
A.3 Loss of vegetation and trees along BRT corridor	Provision of vegetation and tree replacement / landscaping plan; minimization of tree and vegetation cutting

Cebu BRT Project's Impacts and EMPs

Potential Impacts	Recommended EMP
A Construction Stage	
A.1 Occupational health and safety issues and concerns	Provision of portalets at camp sites/ provision of workers' health plan and program / compliance with DOLE Occupational Health and Safety Standards
A.2 Community health and safety	Provision of community safety plan/provision of IEC plans and programs
A.3 Change findings (archaeological and cultural artifacts)	Temporary work stoppage in the subject area and coordinate findings to the LGU and National Museum Office



Cebu BRT Project's Impacts and EMPs

Potential Impacts	Recommended EMP
A. Construction Phase	
1. Road expansion, road widening and road improvement	Provision of technically sound BRT carriageways; road expansion when necessary
2. Construction on environmentally and culturally sensitive areas such as church grounds and other religious edifices	Design and construct the BRT carriageway and appurtenances within the road ROW;

Cebu BRT Project's Impacts and EMPs


Potential Impacts	Recommended EMP
A. Operation Phase	
B1. Noise pollution	Compliance with DENR noise standards and provision noise barriers to sensitive areas when necessary
B2. Air pollution	Compliance with vehicle emission standards
B3. Community safety	Provision of IEC and project awareness campaign; provision of safety measures, signages and road markings



Cebu BRT Project's Impacts and EMPs


Potential Impacts	Recommended EMP
A. Operation Phase	
B4. Pollution due to solid and wastewater generation	Provision of solid waste management plan in accordance with the local ordinance and provisions of RA 9003; provision of domestic wastewater treatment facility
B5. Power / energy resource use conflict with the locality	Use of solar panels to minimize reliance to local power provider
B6. Impacts on traffic congestion and vehicular	Provision of intelligent transportation systems (ITS)

Cebu BRT Project: IMPACTS and Environmental Management Plan (EMP)

Impacts	EMP, Strategies and Implementation Period		
	Pre-Construction Phase (2009 to 2012)	Construction Phase (2013-2015)	Operation Phase (2015 onward)
Disturbance of vehicular traffic and pedestrians	<ul style="list-style-type: none"> - Study of Traffic Conditions in BRT Corridor and Vicinities - Formulation of Integrated Traffic Management Plan (ITMP) - About 1 to 2 months prior to construction phase, pre-testing of ITMP must be done <p>Responsible Parties:</p> <ul style="list-style-type: none"> - Design Consultant (ITP): to formulate the ITMP - DOTC & CCG: ensure that ITMP is ready for implementation - CCG CITOM to pre-test the ITMP <p>Monitoring Works (MW):</p> <div style="text-align: center;">  </div> <ul style="list-style-type: none"> - Internal MW – DOTC, CCG, Contractor - External MW – WB, DENR, local stakeholders <p>Location of MW: Entire BRT Corridor and Vicinities</p>	<ul style="list-style-type: none"> - Strict implementation of ITMP - Conduct of monitoring works to check compliance with ITMP by various stakeholders, PP and DENR <p>Responsible Parties:</p> <ul style="list-style-type: none"> - CCG – CITOM: to implement ITMP on ground - Contractor: to assist CITOM and follow provisions of ITMP 	<ul style="list-style-type: none"> - Use of Intelligent Traffic Management System <p>Responsible Parties:</p> <ul style="list-style-type: none"> - CCG – CITOM : to ensure that the ITMS is working at all times


Cebu BRT Project: IMPACTS and Environmental Management Plan (EMP)

EMP, Strategies and Implementation Period


Impacts	EMP, Strategies and Implementation Period		
	Pre-Construction Phase (2009 to 2012)	Construction Phase (2013-2015)	Operation Phase (2015 onward)
Interruption to power, water, telecom and other utility systems and services	<ul style="list-style-type: none"> - Identification of affected stakeholders - Formulation of Utility Re-provisioning Plan (URP) - Coordination of DOTC/CCG with Utility Providers and Affected Stakeholders - Implementation of Utility Re-provisioning Plan - Conduct of monitoring works to check compliance with Utility Re-Provisioning Plan 	<ul style="list-style-type: none"> - Conduct of monitoring works to check compliance with Utility Re-provisioning Plan 	
	<p>Responsible Parties:</p> <ul style="list-style-type: none"> - Design Consultant & EIA Study Team (WCI) - to formulate the URP - DOTC & CCG- ensure that URP is well coordinated with utility providers - CCG – to ensure that utility providers have complied with Utility Re-provisioning Plan 	<p>Responsible Parties:</p> <ul style="list-style-type: none"> - CCG and Contractor – to ensure that URP is implemented prior to construction phase 	
	<p>Monitoring Works (MW):</p>  <ul style="list-style-type: none"> - Internal MW : DOTC, CCG, Contractor - External MW – WB, DENR, local stakeholders 		
	<p>Location of MW: Entire BRT Corridor</p>		

Cebu BRT Project: IMPACTS and Environmental Management Plan (EMP)


EMP, Strategies and Implementation Period

Impacts	EMP, Strategies and Implementation Period		
Loss of properties due to land and ROW acquisition	Pre-Construction Phase (2009 to Present)	Construction Phase (2013-2015)	Operation Phase (2015 onward)
	<ul style="list-style-type: none"> - Identification of affected ROW and properties - Minimization of impacts to properties through adaptive engineering design - Formulation of Social Management Plan (SMP) - Coordination with affected property owners and other relevant government agencies - Implementation of SMP - Conduct of monitoring works to check compliance with SMP <p>Responsible Parties:</p> <ul style="list-style-type: none"> - Design Consultant (ITP) & EIA Study Team (WCI): to formulate SMP - DOTC & CCG: to ensure that SMP is available for implementation - DOTC & CCG: to implement the SMP <p>Monitoring Works (MW):</p> <div style="text-align: center;">  </div> <ul style="list-style-type: none"> - Internal MW – DOTC, CCG, Contractor - External MW – WB, DENR, local stakeholders <p>Location of MW: Entire BRT Corridor</p>	<ul style="list-style-type: none"> - Conduct of monitoring works to check compliance with SMP 	


Cebu BRT Project: IMPACTS and Environmental Management Plan (EMP)

	Pre-Construction Phase (2009 to Present)	Construction Phase (2013-2015)	Operation Phase (2015 onward)
Pollution due to solid and liquid wastes, hazardous wastes and excavations spoils generations	<ul style="list-style-type: none"> - Formulation of waste management and spoil management plan <p>Responsible Parties:</p> <ul style="list-style-type: none"> - Design Consultant (ITP) & EIA Study Team (WCI): to formulate waste management and spoil management plan - CCG : to ensure that the plan is available for implementation and the plan becomes part of the provisions of the Contract Agreement <p>Monitoring Works (MW):</p> <div style="text-align: center;">  </div> <ul style="list-style-type: none"> - Internal MW – DOTC, CCG, Contractor - External MW – WB, DENR, local stakeholders 	<p>Implementation of waste management and spoil management plan including sound engineering practices and good house keeping</p> <p>Responsible Parties:</p> <ul style="list-style-type: none"> - Contractor under the supervision of CCG 	


Cebu BRT Project: IMPACTS and Environmental Management Plan (EMP)

	Pre-Construction Phase (2009 to Present)	Construction Phase (2013-2015)	Operation Phase (2015 onward)
Disturbance due to construction material stockpiling inside and around the project area	<ul style="list-style-type: none"> - Formulation of construction material management plan <p>Responsible Parties:</p> <ul style="list-style-type: none"> - Design Consultant (ITP) & EIA Study Team (WCI): to formulate construction material management plan - CCG: to ensure that the plan is available for implementation and the plan becomes part of the provisions of the Contract Agreement <p>Monitoring Works (MW):</p> <div style="text-align: center;">  </div> <ul style="list-style-type: none"> - Internal MW – DOTC, CCG, Contractor - External MW – WB, DENR, local stakeholders 	<p>Implementation of construction material management plan including sound engineering practices and good house keeping.</p> <p>Responsible Parties:</p> <ul style="list-style-type: none"> - Contractor to implement the construction material management plan under the supervision of CCG 	


Cebu BRT Project: IMPACTS and Environmental Management Plan (EMP)

	Pre-Construction Phase (2009 to Present)	Construction Phase (2013-2015)	Operation Phase (2015 onward)
Siltation of nearby drainage channels and waterways	<ul style="list-style-type: none"> - Formulation of excavation protection and runoff control plan; river protection plan <p>Responsible Parties:</p> <ul style="list-style-type: none"> - Design Consultant (ITP) & EIA Study Team (WCI): to formulate excavation protection and runoff control plan & river protection plan - CCG : to ensure that the plan is available for implementation and the plan becomes part of the provisions of the Contract Agreement <p>Monitoring Works (MW):</p> <div style="text-align: center;">  </div> <ul style="list-style-type: none"> - Internal MW – DOTC, CCG, Contractor - External MW – WB, DENR, local stakeholders 	<p>Implementation of excavation protection and runoff control plan; river protection plan</p> <p>Responsible Parties:</p> <ul style="list-style-type: none"> - Contractor to implement the excavation protection and runoff control plan & river protection plan under the supervision of CCG 	


Cebu BRT Project: IMPACTS and Environmental Management Plan (EMP)

	Pre-Construction Phase (2009 to Present)	Construction Phase (2013-2015)	Operation Phase (2015 onward)
Localize ponding and flooding within the project site, construction camps and other areas adjacent to the project site	<ul style="list-style-type: none"> - Formulation of drainage management plan <p>Responsible Parties:</p> <ul style="list-style-type: none"> - Design Consultant (ITP) & EIA Study Team (WCI): to formulate construction material management plan - CCG:– to ensure that the plan is available for implementation and the plan becomes part of the provisions of the Contract Agreement <p>Monitoring Works (MW):</p>  <ul style="list-style-type: none"> - Internal MW – DOTC, CCG, Contractor - External MW – WB, DENR, local stakeholders <p>Location of MW: Entire BRT Corridor and vicinities</p>	<p>Implementation of drainage management plan including sound engineering practices and good house keeping</p> <p>Responsible Parties:</p> <ul style="list-style-type: none"> - Contractor to implement the drainage management plan under the supervision of CCG 	


Cebu BRT Project: IMPACTS and Environmental Management Plan (EMP)

	Pre-Construction Phase (2009 to Present)	Construction Phase (2013-2015)	Operation Phase (2015 onward)
Noise and dust pollution to sensitive receptors such as for instance schools and hospitals	<ul style="list-style-type: none"> - Formulation of noise and dust control plan <p>Responsible Parties:</p> <ul style="list-style-type: none"> - EIA Study Team (WCI): to excavation protection and runoff control plan; river protection plan - CCG : to ensure that the plan is available for implementation and the plan becomes part of the provisions of the Contract <p>Agr </p> <p>Monitoring Works (MW):</p> <ul style="list-style-type: none"> - Internal MW – DOTC, CCG, Contractor - External MW – VVB, DENR, local stakeholders <p>Location of MW: Entire BRT Corridor and vicinities</p>	<p>Implementation of noise and dust control plan</p> <p>Responsible Parties:</p> <ul style="list-style-type: none"> - Contractor to implement the noise and dust control plan under the supervision of CCG 	

Cebu BRT Project: IMPACTS and Environmental Management Plan (EMP)

	Pre-Construction Phase (2009 to Present)	Construction Phase (2013-2015)	Operation Phase (2015 onward)
Accidents and public safety issue due to construction works	<ul style="list-style-type: none"> - Formulation of workers and public safety plan <p>Responsible Parties:</p> <ul style="list-style-type: none"> - EIA Study Team (WCI): to formulate workers and public safety plan - CCG – to ensure that the plan is available for implementation and the plan becomes part of the provisions of the Contract Agreement 	<p>Implementation of workers and public safety plan</p> <p>Responsible Parties:</p> <ul style="list-style-type: none"> - Contractor to implement workers and public safety plan under the supervision of CCG 	
	<p>Monitoring Works (MW) </p> <ul style="list-style-type: none"> - Internal MW – DOTC, CCG, Contractor - External MW – WB, DENR, local stakeholders <p>Location of MW: Entire BRT Corridor and vicinities</p>		


Cebu BRT Project: IMPACTS and Environmental Management Plan (EMP)

	Pre-Construction Phase (2009 to Present)	Construction Phase (2013-2015)	Operation Phase (2015 onward)
Chance findings (archeological and cultural artifacts)	<p>Formulation of chance findings plan</p> <p>Responsible Parties:</p> <ul style="list-style-type: none"> - EIA Study Team (WCI): to formulate the plan - CCG : to ensure that the plan is available for implementation and the plan becomes part of the provisions of the Contract Agreement <p>Monitoring Works (MW):</p>  <p>Internal MW – DOTC, CCG, Contractor</p> <ul style="list-style-type: none"> - External MW – WB, DENR, local stakeholders <p>Location of MW: Entire BRT Corridor and vicinities</p>	<p>Temporary work stoppage in the subject area and coordinate findings to the LGU and National Museum Office</p> <p>Responsible Parties:</p> <ul style="list-style-type: none"> - Contractor to implement the design under the supervision of CCG 	


Cebu BRT Project: IMPACTS and Environmental Management Plan (EMP)

	Pre-Construction Phase (2009 to Present)	Construction Phase (2013-2015)	Operation Phase (2015 onward)
Occupational health and sanitation issues and concerns	<p>Provision of portalets at camp sites/ provision of workers' health plan and program / compliance with DOLE Occupational Health and Safety Standards</p> <p>Responsible Parties:</p> <ul style="list-style-type: none"> - EIA Study Team (WCI): to formulate the plan - CCG : to ensure that the plan is available for implementation and the plan becomes part of the provisions of the Contract Agreement <p>Responsible Parties:</p> <ul style="list-style-type: none"> - The Contractor to implement the plan/program under the supervision of CCG <p>Monitoring Works (MW):</p> <p style="text-align: center;">←—————→</p> <p>Internal MW – DOTC, CCG, Contractor</p> <ul style="list-style-type: none"> - External MW – WB, DENR, local stakeholders <p>Location of MW: Entire BRT Corridor and vicinities</p>		

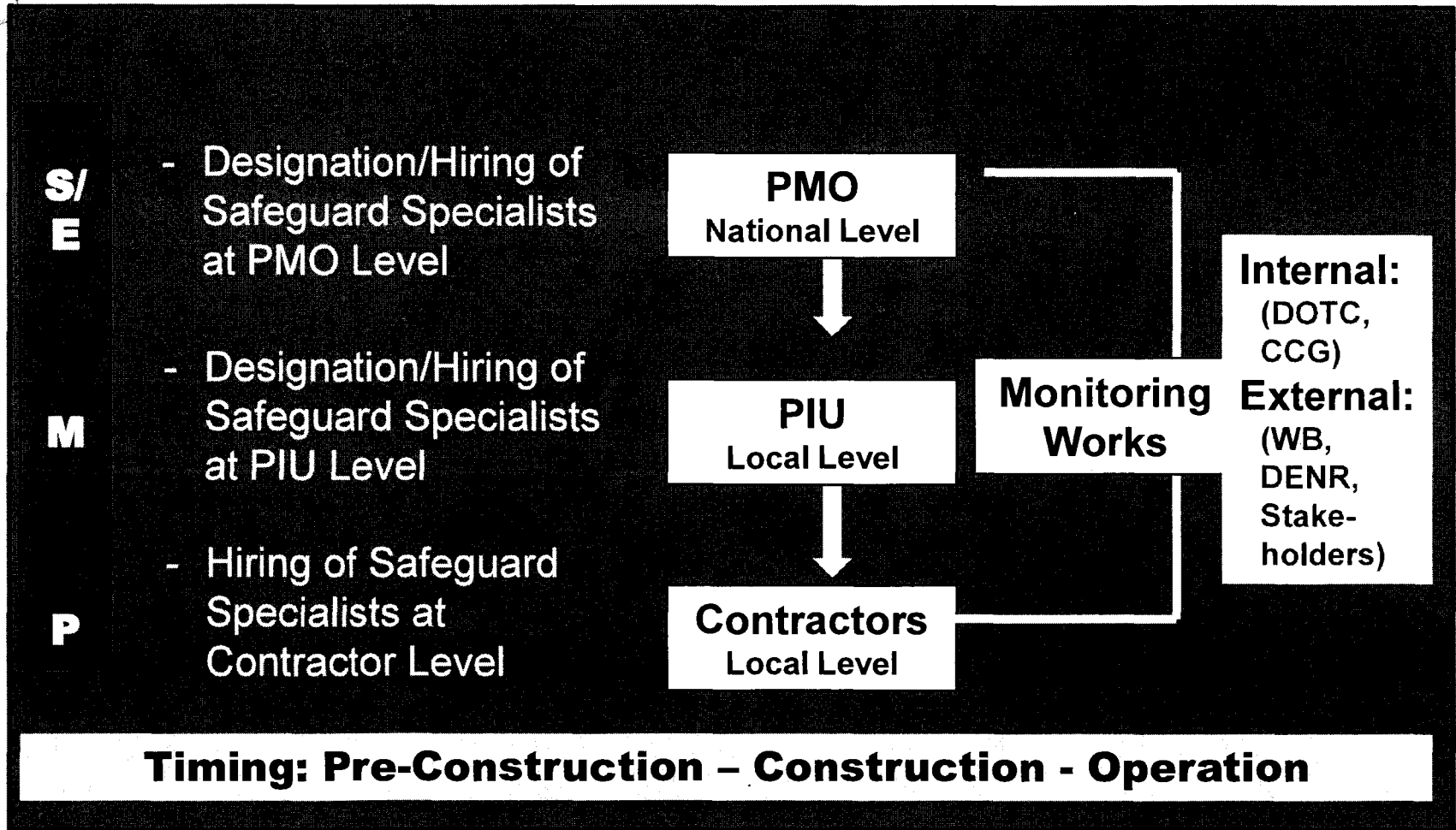
Cebu BRT Project: IMPACTS and Environmental Management Plan (EMP)

	Pre-Construction Phase (2009 to Present)	Construction Phase (2013-2015)	Operation Phase (2015 onward)
Impact on community health and safety	Formulation of community safety & IEC plans and programs	Implementation of community safety & IEC plans and programs Responsible Parties: <ul style="list-style-type: none"> - The Contractor to implement the plan/program under the supervision of CCG 	
	Monitoring Works (MW):  <ul style="list-style-type: none"> - Internal MW – DOTC, CCG, Contractor - External MW – WB, DENR, local stakeholders Location of MW: Entire BRT Corridor and vicinities		

Cebu BRT Project: IMPACTS and Environmental Management Plan (EMP)

	Pre-Construction Phase (2009 to Present)	Construction Phase (2013-2015)	Operation Phase (2015 onward)
Effects on ecologically and culturally sensitive area such as church, schools, and other sensitive receptors	<p>Ensure that the design of the BRT carriageway and appurtenances are within the road ROW;</p> <p>Responsible Parties:</p> <ul style="list-style-type: none"> - Design Consultant (ITP): to ensure that the project design will not generate significant impacts <p>Monitoring Works (MW):</p> <p style="text-align: center;">  </p> <ul style="list-style-type: none"> - Internal MW – DOTC, CCG, Contractor - External MW – WB, DENR, local stakeholders <p>Location of MW: Entire BRT Corridor and vicinities</p>	<p>Construction works and activities are within designated areas to minimize impacts or disturbance</p> <p>Responsible Parties:</p> <ul style="list-style-type: none"> - The Contractor to implement the plan/program under the supervision of CCG 	

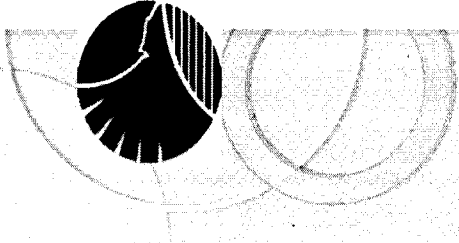
Institutional Requirements for EMP Implementation



**Department of Transportation and Communications
(DOTC)**



*Thank You
for bearing with us*





Annex 3

2nd Public Consultation: Minutes of the Meeting



Reference : 12-0347-MOM-12-003

Date: 31 AUGUST 2012

Venue: CEBU CITY MEDICAL CENTER AUDITORIUM

Time: 10:00AM

Attendees:

Name	Office/ Position	Initials
<i>See attached Attendance Sheet</i>		

Not Present:

Name	Office/ Position	Initials
1.		
2.		
3.		
4.		



5.		
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Facilitator: PAMELA C. CHAN

- Agenda:**
1. Brief Project Presentation about the Cebu BRT
 2. Presentation of Potential Environmental Impacts and Mitigating Measures
 3. Open Forum

Highlights of the Meeting

- The meeting formally started at 10:00AM with an Opening Prayer and the singing of the National Anthem.
- The Welcome Remarks was made by Atty. Rafael Christopher Yap, Director of the Cebu City Traffic Operations Management (CITOM), in behalf of Mayor Michael Rama.
- The Program started with a brief project presentation by Dr Delfin San Pedro, EIA Team Leader, which includes the final alignment, identification of potential environmental impacts and mitigation measures were also presented.
- It was clarified that details of the alignment and the design are further explained in the FS prepared by ITP and in the Cebu BRT website.
- A simulation of the actual BRT was presented from the video found in the website of Cebu BRT.
- An open forum was conducted to clarify some issues and suggest further inputs for the Draft EIA Report.
- Most of the participants wanted the Cebu BRT to be implemented by the private sector than the government or through PPP.
- Dr. Hussein Lidasan explained the risks involved in different institutional arrangements (private, government or PPP).



Key Issues	Response	Responsibility	Target Date
1) Need for more information			
<p>Can you show us the traffic flow during the construction phase? What are the proposed solutions to alleviate traffic during construction? - <i>Mario Melano, DepEd</i></p>	<p>Traffic congestion is expected during the construction phase. Information regarding traffic re-routing and management can be found in the Traffic Management Plan. The project implementation will be by phases so as to minimize traffic congestion. Traffic signs and traffic advisories shall be made available to the public prior to construction. - <i>Dr. Delfin San Pedro</i></p>		
	<p>CITOM will talk to the contractors to ensure minimal traffic congestion during the construction period. Construction will be done in phases. – <i>Atty. Raffy Yap</i></p>		
<p>Can you help us visualize the movement of traffic during the BRT construction? Especially for Bulacao which is a very narrow route. –<i>Mario Melano</i></p>	<p>We do not have a moving presentation at this time. To further explain, a dry-run of the Traffic Management Plan will be conducted for 3-4 months prior to implementation to undergo further refinement. A traffic survey was conducted to determine the volume of vehicles in the major thoroughfares which was used as one of the parameters in traffic re-routing schemes. One of the measures is to properly inform the public about the construction schedule in advance. This should also be discussed to the barangay captains and councilors during the barangay consultations –</p>		



	<i>Dr. Delfin San Pedro</i>		
2) Duplication of buses will increase traffic.			
There will be duplication if southbound buses still enter Bulacao. Is there a measure that buses from the South will only be up until Bulacao so that all the passengers will be taking the BRT and traffic volume will be lesser? Will there be widening of roads and provision for sidewalks? – <i>Carlita Millon, Mambaling Elementary School</i>	That concern has already been raised to the City Council because it will really be difficult if the southbound buses are also in the terminal. However, the only complication is that the South Bus Terminal has a different owner. Dialogues with them were already started because they (southbound buses) will surely be affected with this project. An ordinance will be passed stating that either: a) they go directly to the South Bus Terminal without picking up passengers on their way or b) transfer the location of the South Bus Terminal, which is a challenge considering the political consideration in Cebu – <i>Atty. Raffy Yap</i>		
	Other transportation routes whether bus or jeepneys which will be displaced as a result of the BRT can still serve as feeder routes which will carry passengers to the BRT. Regarding widening and provision for sidewalks, widening will be done in some areas and provision for pedestrians such as sidewalks is part of the design – <i>Dr. Delfin San Pedro</i>		
Actually during the time of Mayor Osmena, there was an alternative bus terminal that was introduced by to	All these things are being considered, it's just a		



<p>the Mayor for the mini-bus. But the Mayor said that the mini-bus and the big buses can stay in the same area near the entrance of SRP. But sad to say, with the change of administration, the issue has been brought back to Mayor Rama. But the Mayor said that it was very hard. – <i>Richard Coromina, CBPOA</i></p>	<p>matter of decision – <i>Dr. Delfin San Pedro</i></p> <p>The Cebu City Government would like this Project to push through despite the political issues on the way. – <i>Atty. Raffy Yap</i></p>		
<p>The BRT is patterned with the BRT in Brazil right? – <i>Richard Coromina, CBPOA</i></p>	<p>Actually, it is patterned after all the good experiences from BRT all over the world. We will adapt measures responsive to the local situation. – <i>Dr. San Pedro</i></p>		
<p>What will happen to the four existing flyovers? Are they going to be affected by the projects? – <i>Richard Coromina, CBPOA</i></p>	<p>No flyovers will be displaced. The BRT will utilize the existing flyover structures or avoid them.</p>		
<p>From our understanding of the presentation, it will hit the flyovers especially the one in Mambaling. The taxpayers spent for the construction of these flyovers. – <i>Mario Melano, DepEd</i></p>	<p>I don't think there will be conflict between the BRT and the existing flyovers. The important thing to determine is how they will complement each other. The BRT targets those who are using the public transport. The flyovers will cater mainly to private vehicles. This is also considered in the Detailed Engineering Design. Another thing, we need to look at where jeepneys could possibly connect to the BRT route – <i>Dr. Tho Lidasan, Land Use Planner</i></p>		
<p>3) What will happen to the special lane of the BRT at intersections? Will this be cut? The implementation of the BRT should not affect the</p>	<p>It can merge with other traffic in some portions of the alignment. – <i>Dr. Tho Lidasan</i></p>		



<p>local business and the locality in general.</p> <p><i>Richard Coromina, CBPOA</i></p>			
	<p>Right of way will be acquired to accommodate the dedicated lane for BRT in the middle, and two lanes in the left and right sides of the BRT including a sidewalk. Pedestrian crossings and traffic lights will be the same because the project will be on ground. –<i>Dr. Delfin San Pedro</i></p>		
<p>4) Do you have a simulation of the actual BRT? We would like to see the</p>	<p>There will be a separate venue for that which will be in the presentation of the design. Let us focus the discussion on the environmental impacts of the project. –<i>Engr. Maricon Encabo, OIC-BRT</i></p>		
	<p>A separate venue will be arranged for those who would like to view the design and the actual BRT simulation so that Dr. San Pedro can continue with the discussion. –<i>Ms. Arlene Donaire, WB</i></p>		
<p>5) If the terminals are in the middle, how do the pedestrians access the terminals?</p>	<p>On-ground pedestrian lanes are provided. The Intelligent Traffic Management System will play a big role for this. Another innovation in the project is to use roof with solar panels to capture energy and use this to power the road/traffic lights. Thus, it will not compete with the local consumption.</p>		



<p>6) Are the buses driven by drivers? Will the displaced jeepney drivers be prioritized for this?</p>	<p>Yes that is considered in the FS and the EIA and the SIA.</p>		
<p>7) Is the BRT implemented by the local government or national government?</p>	<p>Although not yet final and under study, normally the civil works will be the government's responsibility but the supplier of the buses and the operators will be the private sector. Generally, that will be the institutional arrangement. This will be a Public-Private Partnership (PPP) project – <i>Dir. Terry Galvante, DOTC</i></p>		
	<p>The Public-Private Partnership concept that will be used will be the one effective for the project. –<i>Dr. Tho Lidasan</i></p>		
<p>8) During road widening, will the Mambaling skywalk be affected? The taxpayers spent for that. –<i>Carlita Millon, Mambaling Elem School</i></p>	<p>Those will be considered in the design. The Detailed Engineering Design will address that – <i>Dr. Delfin San Pedro</i></p>		
<p>9) Is the SRP included in Phase 1?</p>	<p>Yes –<i>Atty Raffy Yap</i></p>		
<p>10) Where is the station in Fuente Osmena? What will be the impact of this to the accessibility of pedestrians? –<i>Floramie Vega, Robinson's Land</i></p>	<p>There will be widening in some parts of the elliptical road. Impact on accessibility and traffic was considered in the design and the Traffic Management Plan –<i>Dr. San Pedro</i></p>		
<p>11) How much is the unit cost of the bus and the capacity?</p>	<p>The unit cost is 190,000. The full seating capacity is 100. –<i>Engr. Maricon Encabo</i></p>		
<p>12) What fuel will be used for the bus?</p>	<p>Super Clean diesel will be used.</p>		



13) Were the drainages considered in the construction of the BRT? - <i>Richard Coromina, CBPOA</i>	Re-provisioning of utilities will be conducted prior to construction so as not to affect drainage, water supply and other utilities. A Utilities Re-Provisioning Plan (URP) shall be prepared and coordinated with utility providers. <i>-Dr. San Pedro</i>		

Other Matters:

- None

Schedule of next meeting: To be announced

Prepared by: PAMELA C. CHAN

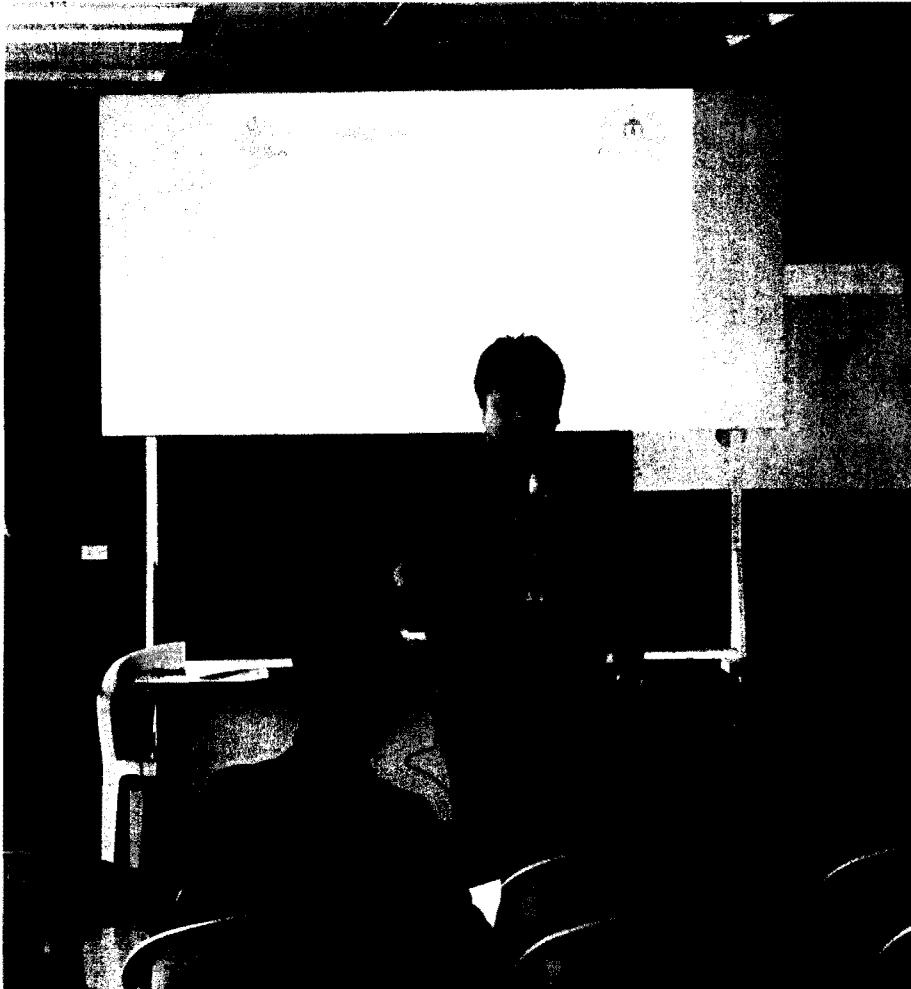
Designation: Project Management Officer



Annex 3

2nd Public Consultation: Photo Documentation





Atty. Rafael Christopher Yap, Director of the Cebu City Traffic Operations Management (CITOM) during the Welcoming Remarks of the 2nd Public Consultation at the Cebu City Medical Center Auditorium.



Dr. Defin San Pedro, EIA Team Leader, and the participants during the brief presentation of the project





Annex 3

2nd Public Consultation:
SMP Presentation



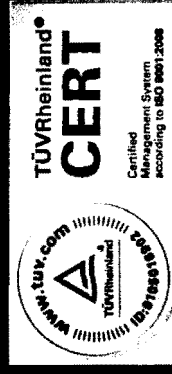


Department of Transportation and Communications
(DOTC)

Social Management Plan for Cebu Bus Rapid Transit (CBRT)

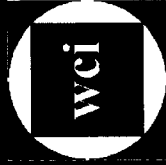


WCI SIA Project Team
August 2012



OBJECTIVES OF THE STUDY

- Determine resettlement and other social impacts of the proposed Cebu BRT demonstration project;
- Develop a Resettlement Action Plan to guide the acquisition of land and other real properties for the project and its linked activities;
- Consult with persons and groups to be affected by the project; and,
- Produce an SMP which will cover social impacts other than those caused by land acquisition.



OBJECTIVES OF AN SMP

- Address key social issues and concerns by the various stakeholders, specially those that were raised during the previous consultations;
- Identify and design recommended measures in response to issues and concerns raised;



OBJECTIVES OF AN SMP

- Identify the lead government agency or organization responsible in implementing measures; and,
- Provide timelines to implement these measures consistent with the plans and programs of lead agencies



OBJECTIVES OF AN SMP

- Identify the lead government agency or organization responsible in implementing measures; and,
- Provide timelines to implement these measures consistent with the plans and programs of lead agencies



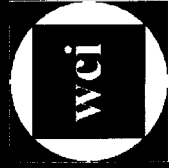
POSITIVE IMPACTS

- Increase overall person-carrying capacity of the road;
- Integrates with existing land use and can enhance local urban design ideals;
- Increase land values along the BRT routes and its proximate areas;



POSITIVE IMPACTS

- Generate operational efficiencies and travel time savings for commuters and motorists;
- Decreased probability of traffic accidents, enhanced road safety as aggregate road travel kilometrage is reduced;



POSITIVE IMPACTS

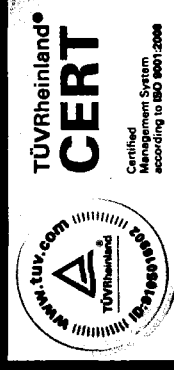
- Create direct employment for local workforce during construction and operations phase of the BRT;
- Spur economic activity through local procurement of construction and operations supplies; and,



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according to ISO 9001:2008

POSITIVE IMPACTS

- Produce a total of 570 million hours savings for passengers up to year 2035 yielding an aggregate economic net benefit of USD72.3M;



SOCIAL MANAGEMENT PLAN

Impact Concern	Mitigating Measures	PAPs	Agency to Respond	Timeline for Measures to be Done	Possible Source of Resource
Public perception/ awareness	Multi-media IEC campaign -Creation of feeder route franchises; -Creation of possible new franchise areas;	City residents/ commuters	CCG, BRT Mgt, PIA	Pre-Construction, Construction	CCG, DOTC, BRT Mgt,
Loss/diminished income	-Gradual restructuring of PUJ routes along BRT route;	PUJ drivers/ operators	CCG, LTFRB-DOTC	Pre-Construction	CCG



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SOCIAL MANAGEMENT PLAN

Impact Concern	Mitigating Measures	PAPs	Agency to Respond	Timeline for Measures to be Done	Possible Source of Resource
	-Job absorption in BRT		CCG, BRT Mgt		
	-Skills training (based on expressed need)		CCG, BRT Mgt in coordination with TESDA		CCG, BRT Mgt
Loss/diminished income	- Micro-credit facility for micro to small enterprises	PUJ drivers/operators	CCG, BRT Mgt, Micro-Finance Institutions, DTI	Pre-Construction	Micro-Finance Institutions
	-Formation of Corporate Entity to provide manpower services		SEC, DOLE-BLES with facilitation assistance form CCG		From PUJ Operators/Drivers & investors



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SOCIAL MANAGEMENT PLAN

Impact Concern	Mitigating Measures	PAPs	Agency to Respond	Timeline for Measures to be Done	Possible Source of Resource
Physical dislocation of PAPs	-Compensation on land and structures (Refer to RAP) -Resettlement for informal settlers (Refer to RAP)	Land and structure owners Informal settlers along affected route	CCG, DOTC	Pre-Construction	CCG, BRT Mgt



SOCIAL MANAGEMENT PLAN

Impact Concern	Mitigating Measures	PAPs	Agency to Respond	Timeline for Measures to be Done	Possible Source of Resource
Economic dislocation of businesses along route	-	Business owners along route directly affected because of expropriation and during Construction Phase	CCG, DOTC	Pre-Construction, Construction	DOTC



SOCIAL MANAGEMENT PLAN

Impact Concern	Mitigating Measures	PAPs	Agency to Respond	Timeline for Measures to be Done	Possible Source of Resource
Traffic congestion in the bus stations	Traffic flow management at bus stations	City commuters, motorists and residents	CCG, BRT Mgt	Operations Phase	BRT Mgt
Cross-over accessibility	Strategic pedestrian fly-over/pedestrian crossings across the BRT lane	Residents and commuters	CCG, DOTC		



SOCIAL MANAGEMENT PLAN

Impact Concern	Mitigating Measures	PAPs	Agency to Respond	Timeline for Measures to be Done	Possible Source of Resource
Accessibility of disadvantaged groups (PWDs, Sr. Citizens, Women & Children)	<ul style="list-style-type: none"> -Affordable bus fare pricing scheme; -Special accessibility ramps -Special "seats" for PWDs, Sr. Citizens; - Segregated women/children section in the bus 	Business owners along route directly affected because of expropriation and during Construction Phase	CCG, DOTC	Pre-Construction, Construction	DOTC

SOCIAL MANAGEMENT PLAN

Impact Concern	Mitigating Measures	PAPs	Agency to Respond	Timeline for Measures to be Done	Possible Source of Resource
Concentration of people in/within bus stations draw risks on security, safety and health concerns	<ul style="list-style-type: none"> -Adequate lighting; - CCTVs in strategic places; - Security guards in strategic areas; --Adequate signage; --Fire safety; -Sanitary toilets; --First aid availability; --No smoking 	Commuters and residents along the CBRT line	BRT Mgt	Operations Phase	BRT Mgt



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MANAGEMENT MEASURES AND ACTIVITIES (4)

- One suggestion of this study is to create a corporate entity whose majority (51%) stock shall be made up of operators/drivers. This corporation shall be sub-contracted by BRT to take care of security, janitorial, and maintenance of BRT facilities with the contract lasting to 25 years renewable for another 25 years. It should be run by professional managers.





Annex 4

Legal Considerations for SMP



LEGAL CONSIDERATIONS FOR THE SMP

The 1987 Philippine Constitution

As the highest law of the land, the Philippine Constitution of 1987 provides for all high-level relevant principles, policies, guides and statutes for the administration of the country. In consideration of the Social Impact Assessment Study for the CBRT, the following constitutional articles are deemed relevant and applicable¹:

a.) Article II Section 10, 13, 14 and 15:

This Article II of the Philippine Constitution declares the foundational principle and state policies of the country. The main focus of the relevant section cited involves those on social justice, role of the youth and of women in nation-building and the protection and promotion of the right of its citizens to health.

Within the context of the CBRT and the SIA Study, these constitutional principles and policies must be observed and upheld at all times. Projects must not cause marginalization nor have detrimental effect on people; and even if such cannot be avoided, then justice requires that they be dutifully and fairly treated either by compensation or any means necessarily judicious.

The role of the youth and women must be considered and their rights not trampled upon either through usurious charging of fares, discrimination, disregard for their safety and security, or any other unfair treatment that violates their basic civil and human rights. Further, at no instance should the health of citizens be imperilled by the implementation of projects especially if such projects provide public service or public goods.

b.) Article III, Section 6

Article III of the Constitution lays down the rights of its citizens, and the particular section defines that the right to travel may not be impaired except in certain conditions defined by law.

For the CBRT, the resulting bus service must not impair the right of commuters to travel, nor will they be coaxed into patronizing such public conveyance against their will.

Republic Act 7160 s. 1991- Local Government Code

The passage of the Local Government Code has greatly empowered the local government units (LGUs) while at the same time increase its accountability to its constituents. These powers, as it applies to the CBRT, are in terms of eminent domain, land use, fiscal authorities, enhanced local legislation, special land transport franchising and enhanced authority over project implementation of national government agencies.

¹ The specific provisions of the mentioned Articles can be found on the Annex.



Batas Pambansa Blg. 344 s. 1983 (Accessibility Law), Republic Act 7277 s. 1991 as amended by Republic Act 9422 s. 2006 (Magna Carta for Disabled Persons)

BP 344 is more commonly known as the Accessibility Law which required full access to all persons with disabilities and has thus imposed sanctions upon persons and entities which fail to provide physical access as well access to opportunities, growth and development to all PWDs.

Meanwhile, RA 9422 (which amended RA 7277) further provided benefits to all PWDs to ensure the latter's role in nation-building and a quality of life befitting any other decent human being.

The design of the bus and all other components of the CBRT must take cognizance and full compliance to the requirements of the law.

Republic Act 7432 s. 1992 as amended by Republic Act 9257 s. 2003 and further amended by Republic Act 9994 s. 2010 (Expanded Senior Citizens Act of 2010)

The pertinent laws mentioned above is concerned on the recognition, promotion and protection of the role, rights and benefits of elder persons in nation-building, community life and personal living. Among the salient benefits that must be provided to senior citizens are the discounts on fares, medicines, etc.

For the CBRT, the design of the bus and all project components must observe and comply with the requirements of the law.

Republic Act 9710 s. 2010- Magna Carta for Women

The Magna Carta for Women strongly resolves to ensure that the role of women in the economic, political and socio-cultural realities of nation-building is promoted and their civil and human rights protected. The law requires that all government development plans, programs, policies, projects and activities do not discriminate against women and affirmed the rights, roles and needs of women. This particular law provided more clarity and definitiveness missing in RA 7192.

Republic Act 7192 s. 1992 – Women in Development and Nation Building Act

This seminal legislation first propounded the importance of gender equality, specifically recognizing women as having the rights and opportunities as men, thus ensuring that their participation in nation-building is ensured. The law specifically mandated all government agencies to set aside a substantial portion of ODA Funds to support programs and activities for women; ensure the participation of women in development programs and projects specifically those funded by ODA; and, to review and revise all government regulations with the view of removing gender bias therein.

Implementing Rules and Regulations of Batas Pambansa Bilang 344

The crucial provision of the IRR is in clarifying the minimum requirements and standards to make buildings, facilities and utilities for public use accessible to disabled persons.



The IRR spells out where accessibility features must be located to ensure maximum utility, as well as the responsibility of building owners and constructors in ensuring that such accessibility structures are present.

LTFRB Memorandum Circular No. 2011-004- 2011 Revised Terms and Conditions of Certificates of Public Convenience (CPC)

The relevant passages are the following:

1. *The PUV operator shall ensure that the commuting public has adequate, safe, convenient, environment-friendly and dependable public land transportation services at reasonable rates through the strict implementation of land-based transportation policies, programs, and projects responsive to an investment-led and demand-driven industry, and in adherence to the provisions of the Clean-Air Act and other related environmental laws.*
2. *The PUV operator shall prohibit smoking or the act of carrying a lighted cigarette or other tobacco products within the terminal/garage or inside all PUV's and shall cause the prominent display of the "NO SMOKING" signs within the premises of the terminal/garage and inside all PUV's.*
12. *The PUV operators shall grant fare discounts as prescribed by law, policies, rules and regulations to Senior Citizens and Persons with disability.*
13. *The PUV operator shall grant fare discounts to students during school days and shall cover only those currently enrolled, in Preschool, Elementary, Secondary and Collegiate schools including academic, Vocational and Technical schools duly recognized by the Government, EXCEPT: those of dancing and driving schools, short term courses of seminar type, and post graduate studies (those taking up medicine, law, masteral, doctoral degrees and the like).*
15. *The PUV operator shall display the International Symbol of Accessibility in their units and shall designate seats in all their units specifically for the use of Persons with Disabilities as follows;*

For PUBs:

- *Regular buses shall have at least five (5) designated seats for PWDs near entrance doors;*
- *Air-conditioned buses shall have at least four (4) designated seats for PWDs near entrance doors.*
- *For regular and air-conditioned city buses, other passengers may use those designated seats if not occupied but shall yield them to incoming PWD's whenever the occasion arises.*
- *For provincial buses other passengers may use those designated seats if no PWDs shall occupy these seats at the start of the trip.*
- *Owners or operators of PUBs operating in highly urbanized cities shall install in their units audio-visual aids such as buzzers, bells flashing lights to inform the driver of any alighting passenger.*



For Bus Terminals and Stations:

- *Widen doors/access to comfort rooms to be able to allow the entry of wheelchairs;*
- *Provide ramps for easy access by wheel chair to the waiting lounges; and*
- *Mark a bench or space for the use of PWDs in waiting lounges. This may be used by others if there are no PWDs using it.*

It shall be considered discriminating for PUV operators and their drivers/personnel to charge higher fare or to refuse to convey a PWD, his orthopaedic devices, personal effects and merchandise by reason of his disability.

21. *Every passenger is entitled to a free carriage of 10 kilograms of baggage and shall pay the corresponding freightage for excess weight.*

22. *When the PUV operator's unit/s carry both passengers and freight , the freight shall be placed in a separate compartment, except packages or bundles the size of which will allow placement under the seats without causing inconvenience to and compromising the safety of the other passengers.*