INTEGRATED SAFEGUARDS DATA SHEET
CONCEPT STAGE

Report No.: AC5999

Date ISDS Prepared/Updated: 15-Nov-2011

I. BASIC INFORMATION

A. Basic Project Data

Country:	Philippines	**Project ID:**	P119343
Project Name:	The Cebu Bus Rapid Transit (BRT) Demonstration Project (P119343)		
Task Team Leader:	Ajay Kumar		
Estimated Appraisal Date:	15-Jun-2012	**Estimated Board Date:**	14-Feb-2013
Managing Unit:	EASPS	**Lending Instrument:**	Specific Investment Loan
Sector:	General transportation sector (40%), Public administration- Transportation (40%), General finance sector (20%)		
Theme:	Infrastructure services for private sector development (25%), Urban services and housing for the poor (25%), Climate change (25%), G ender (25%)		

Financing (In USD Million)

Financing Source	Amount
Borrower	15.00
International Bank for Reconstruction and Development	90.00
FRANCE French Agency for Development	25.00
Climate Investment Funds	25.00
Local Sources of Borrowing Country	0.00
Financing Gap	0.00
Total	155.00

Environmental Category:	B - Partial Assessment
Is this a Repeater project?	No

B. Project Objectives

The Project Development Objectives are to: (i) improve passenger mobility and access in project corridors in Cebu City by providing an alternative means of transportation that is safer, more secure, more efficient, and generates fewer emissions; and (ii) to demonstrate effective public private partnership arrangements in Cebu City which is the Philippines' first BRT.

C. Project Description

Key elements / results:
- Reduction in average public transport origin to destination travel times between select origin-destination pairs;
- Reduction in average energy consumption and GHG emissions (per passenger-km and in absolute terms);
- Reduction in the number of traffic accidents along project corridors;
- Qualitative improvement in public transport convenience, comfort, safety, and security.

Key components:

1. Detailed BRT System Design, including: (i) preparation of detailed operating plans; (ii) detailed traffic management plans; (iii) integrated public transport and land use plans including a high-level scheme for integrating public transport in general and the BRT in particular into the citywide urban and transport plans; as well as detailed site plans for development in the vicinity of proposed station and terminal area; and (iv) a traffic safety plan.

2. BRT Implementation - physical investments in busways, terminals, stations, depots, control systems, ITS and fare collection equipment and software, the development of a feeder route system, and pedestrian and commuter access including sidewalks, bikeways and street lighting. It would also finance investments in side streets to manage traffic diversion during the construction period.

3. Operationalizing the Institutional/Organizational Arrangements for ownership, management and operation of the BRT and its ancillary services and related capacity development - This includes expanding the functions of existing institutions and/or the establishment of new ones to manage implementation, procurement, operation, regulatory oversight that will require new legal, administrative and procedural mechanisms to manage and operate the BRT in Cebu.

4. Support in the implementation of National Environmentally Sustainable Transport Strategy (NESTS) - Institutional development to strengthen the capacity of transport officials from the Department of Transport and Communications (DoTC) and other major cities in transport planning, regulation, monitoring and administration; and particularly in planning for, and implementing, NESTS and the National Transport Plan (2011-2016).

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

The demonstration project has an estimated length of 16 kilometers from Bulacao in the southwest of the city to Talamban in the north east of Cebu City. As part of the pre-feasibility, route options were analyzed through the Central Business District and an optimum route was determined relative to patronage, physical opportunity, integration and overall deliverability. Through options analysis grounded in an understanding of locally derived users needs, physical assessment of the route, consultation and an understanding of demand, a form of BRT has been defined for Cebu that consists of a median system operating a physically segregated bus corridor with median stations for part of the corridor while operating in mixed traffic for some sections.

The proposed bus corridor traverses urbanized, mixed use (residential, commercial, and institutional) areas of Cebu City. The pre-feasibility study and corridor plan for a Demonstration Bus Rapid Transit Project (June 2010) proposed a two phase implementation for the project: first phase to operate between Bulacao and Ayala Mall (10 km) and the second phase to operate between Ayala Mall and Talamban (6 km).

The section between Bulacao and Ayala Mall is mostly a dual 3-lane road with sidewalks and requires minimal Right of Way acquisition. The section between Ayala Mall and Talamban, on the other hand, is partly constrained by a two lane road. Given the demonstration nature of this project and the need to illustrate benefits of a BRT system as an integrated approach, the DoTC and Cebu City Government (CCG) have recommended proceeding with providing an exclusive transitway for buses between Bulacao and Ayala Mall while extending bus operations to Talamban in the shared ROW, with prioritized access to buses at intersections. This approach would minimize adverse environmental and social impacts while demonstrating a successful integrated approach to a BRT system.

Following O.P. 4.12 the project will minimize land acquisition as much as possible through traffic engineering interventions in the densely populated and commercialized portions of the corridor. Resettlement planning will include identification of linked projects on the corridor and the project#s area of influence. An assessment of the resettlement impacts will be done on these linked projects and activities. Due diligence in the form of tracer studies will be undertaken for those linked activities that would be implemented during feasibility studies, detailed design, and implementation. Safeguard issues will be considered for components with city wide implications, such as providing technical advice on urban transport planning, procurement and installation of an updated area-wide traffic control system and intersection improvements. The potential impact on land use as a result of implementing the National Environmentally Sustainable Transport Strategy (NESTS) will be documented. For social impacts other than those arising from real property taking, a social management plan will be prepared.

E. Borrowers Institutional Capacity for Safeguard Policies

Under the Philippine institutional structure for provision of road-based public transport, the responsibility for provision of road transit service -- planning, regulation, investment, and implementation -- falls under the jurisdiction of the national government, specifically, the Department of Transportation and Communications (DOTC); and provincial, metropolitan, and local government entities do not have the legal authority to develop road-based public transport. There is currently no entity within Cebu City with a specific mandate for transportation and there is no formal framework for urban passenger transport. At the Cebu metropolitan level, the Metropolitan Cebu Development Council (MCDC) is mandated to formulate development plans, prepare programs and projects, and coordinate/monitor the implementation of programs and projects that address problems and concerns affecting Metro Cebu. MCDC is composed of the Provincial Governor of Cebu and the Mayors of the different cities and municipalities in the province. MCDC has no institutional or legal powers and resources. MCDC defines the coverage of Metro Cebu for planning purposes only.

Recognizing the weak institutional capacity at the city level, the CCG has set up a Technical Working Group (TWG) to coordinate activities on the BRT project in Cebu City. The TWG will harmonize functions and membership of the multiple city entities and provide a forum for coordination and supervision at the city-level of project activities. The Group will have representatives of DoTC, DPWH, and the city government. The CCG has also set up a Project Management Office (PMO) to address the day-to-day operation for the project. The Office will set up an environmental unit with full time staff to address environmental, social issues, and communications, public outreach and intergovernmental relations. The capacity of the environmental unit will be strengthened to ensure that they are familiar with the Bank and country's safeguard policies and are able to implement, monitor, and report the environmental and social mitigating measures. Technical assistance will be provided to the unit through on-the-job trainings, seminars and workshops to enable the implementing agency to build up their skills to conduct an adequate environmental impact assessment and to manage resettlement and the mitigation of other social impacts.

The risks related to valuation will be mitigated through detailed design of an independent property appraiser knowledgeable and experienced in the use of international valuation standards. The project will institute a grievance redress mechanism for safeguards and other social concerns. It will contract the services of an independent external monitoring agent to assess the quality of resettlement implementation and flag any resettlement related issues for resolution by the implementing agencies.

F. Environmental and Social Safeguards Specialists on the Team

Simon Peter Gregorio (EASIN)

Maya Gabriela Q. Villaluz (EASPS)

II. SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies Triggered	Yes	No	TBD	Explanation
Environmental Assessment OP/BP 4.01	x			The project will involve upgrading and/or construction of dedicated bus lanes and other related infrastructure. The most significant adverse direct impacts will be related to: (i) localized environmental impacts and potential damages to private property and communities due to construction activities (traffic disturbance, noise, safety, air pollution); (ii) management of the health and safety of BRT workers, commuters, pedestrian and non-motorized transport (NMT) during construction and operation; (iii) opening up of new areas identified for the resettlement of families residing in the road right of way and the potential economic affect on small business during construction and operation of the BRT; and (iv) interaction of workers with the local community. An Environmental Impact Assessment (EIA) and Environmental Management Plan (EMP) will be prepared to ensure that any adverse environmental impacts that may be generated by the project are addressed. These will lay out detailed plans for mitigation, monitoring and reporting of all identified impacts and will address institutional responsibilities, policy, legal, and administrative framework, cost and financing, and monitoring. The description of environmental issues will be developed based on alignment sheets, which will include information on: location of all project-related development sites and general layout and extent of facilities at project-related development sites, flow diagrams of facilities/ operations, design basis, size, capacity, pre-construction activities; construction, schedule, facilities and services; operation and maintenance activities. An Environmental code of practice (ECoP) which also contains a Grievance Redress Mechanism, will be detailed in the environmental management plan and be presented to the communities during public consultation. The ECoP will be included as appropriate in the bidding documents. The EIA will include comprehensive information on public consultation process.
Natural Habitats OP/BP 4.04		x		
Forests OP/BP 4.36		x		
Pest Management OP 4.09		x		
Physical Cultural Resources OP/BP 4.11			x	The EIA will closely assess the various alternative alignments to determine any possible cause of disturbance to historical areas such as architectural land marks and other cultural property which may need to be mitigated. During construction, the landscape of the sites may also be affected and structural damage to old structures may result due to vibrations and excavation of adjacent areas. The EA will provide for the mitigating measures needed to address such disturbances or the handling of chance finds.
Indigenous Peoples OP/BP 4.10		x		The National Commission on Indigenous People has reported no ancestral claims over the proposed project corridor. The initial scoping showed no community of indigenous peoples residing along the corridor.
Involuntary Resettlement OP/BP 4.12	x			Involuntary resettlement and land acquisition is expected to arise from two sources: (1) widening of the ROW to accommodate the median transit way and (2) linked projects on the corridor and on the feeder roads. The linked projects will include bus ways, terminals, stations, depots, feeder roads, sidewalks, pedestrian viaducts, and alternate routes during construction. The project will seek to minimize these impacts through feasible design interventions and mitigation. A Resettlement Action Plan (RAP) and Social Management Plan will be prepared to include a census of affected people, socio-economic survey, estimates of replacement value including contingency budget, estimate of timing on when people are likely to be moved, and Grievance Redress Mechanism. In addition, the RAP will also specify the procedures needed for verifying the estimated replacement rate before actual resettlement takes place. Direct social impact of the project other than those arising from land acquisition such as loss of livelihood by displaced jeepney drivers and operators will be addressed in a Social Management Plan.

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

Safeguard Policies Triggered	Yes	No	TBD	Explanation
Safety of Dams OP/BP 4.37		x		
Projects on International Waterways OP/BP 7.50		x		
Projects in Disputed Areas OP/BP 7.60		x		

III. SAFEGUARD PREPARATION PLAN

A. Tentative target date for preparing the PAD Stage ISDS: 15-Jun-2012

B. Time frame for launching and completing the safeguard-related studies that may be needed. The specific studies and their timing[1] should be specified in the PAD-stage ISDS:

Environmental and Social Plans - June 2012

IV. APPROVALS

Signed and submitted by:		
Task Team Leader:	Name: Ajay Kumar	Date: 15-Nov-2011
Approved By:		
Regional Safeguards Coordinator:	Name: John R. Butler (RSA)	Date: 01-Dec-2011
Comments:		
Sector Manager:	Name: Mark C. Woodward (SM)	Date: 16-Nov-2011
Comments:		

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