

RP1421



**DEPARTMENT OF TRANSPORTATION AND
COMMUNICATIONS**

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

RESETTLEMENT PLAN

Final Report



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ACRONYMS AND ABBREVIATIONS

AF	Affected Families
BIR	Bureau of Internal Revenue
BRT	Bus Rapid Transit
CBRT	Cebu Bus Rapid Transit
CCG	Cebu City Government
CFMS	Comptrollership and Financial Management Service
DED	Detailed Engineering Design
DEO	District Engineer's Office
DO	Department Order
DOLE	Department of Labor and Employment
DOTC	Department of Transportation and Communications
DP	Displaced Persons
DPWH	Department of Public Works and Highways
ECC	Environmental Compliance Certificate
EIS	Environmental Impact Studies
EMP	Environmental Management Plan
EO	Executive Order
FGD	Focus Group Discussion
FS	Feasibility Study
GOP	Government of the Republic of the Philippines
ICC	Investment Coordination Committee
IO	Implementing Office
IP	Indigenous People
IROW	Infrastructure Right of Way
IRR	Implementing Rules and Regulations
ITP	Integrated Transport Planning Ltd
LAPRP	Land Acquisition Plan and Resettlement Plan
LARRIPP	Land Acquisition, Resettlement, Rehabilitation and Indigenous People's Policy
LGC	Local Government Code
LGU	Local Government Unit
NEDA	National Economic and Development Authority
OP	Operational Policy
PAF	Project Affected Families
PAP	Project Affected Person
PCM	Public Consultation Meetings
PDS	Provincial Development Staff
PFS	Pre-Feasibility Study
PMO	Project Management Office
PS	Performance Standard
RA	Republic Act
CRIC	City Resettlement Implementation Committee
RO	Regional Office



ROW	Right of Way
RP	Resettlement Plan
SIA	Social Impact Assessment
TESDA	Technical Education and Skills Development Authority
TOR	Terms of Reference
WOP	Writ of Possession
WB	World Bank



GLOSSARY OF TERMS

Capital Gains Tax	Tax imposed on the sale of real property, equivalent to 6.5% of the selling price in the deed of sale or BIR zonal value, whichever is higher. Also defined as the difference between the acquisition price and the selling price. The capital gains tax is exclusive of the documentary stamp which is 1.5% of the selling price in the deed of sale or of the BIR zonal value which is higher and the transfer tax paid to the Local Government Unit.
Compensation	Payment in cash or in kind for an asset or a resource that is acquired or affected by a project at the time the asset needs to be replaced.
Cut-off date	The cut-off date for eligibility to be considered DPs and to receive entitlements is the date the land and structure has been subjected to Detailed Measurement Survey (DMS). For temporary workers who are transient and work for a maximum of six months, the entitlements will be given to the roster or roll of workers at the date stated in the Pledge of Undertaking when the owner is to vacate the premises.
Displaced Person (DP)	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.
Donor's Tax	Tax paid by the donor of the property
Economic displacement	Loss of income streams or means of livelihood resulting from land acquisition or obstructed access to resources (land, water, or forest) resulting from the construction or operation of a project or its associated facilities.
Involuntary resettlement	Resettlement is involuntary when it occurs without the informed consent of the displaced persons or without having the power to refuse land acquisition and resettlement.
Land expropriation	Process whereby a public authority, usually in return for compensation, requires a person, household, or community to relinquish rights to land that it occupies or otherwise uses
OP 4.12	The World Bank Operational Policy on Involuntary Resettlement. OP 4.12 embodies the basic principles and procedures that underlie the Bank's approach to involuntary resettlement associated with its development projects.
Professional Squatters	As defined in the UDHA, it refers to individuals or groups who occupy lands without the express consent of the landowner and who have sufficient income for legitimate housing. The term shall also apply to persons who have previously been awarded homelots or housing units by the government but who sold, leased or transferred the same to settle illegally in



the same place or in another urban area, and non-bona fide occupants and intruders of lands reserved for socialized housing. The term shall not apply to individuals or groups who simply rent land and housing from professional squatters or squatting syndicates.

Replacement cost	The rate of compensation for lost assets must be calculated at full replacement cost, that is, the market value of the assets plus transaction costs. With regard to land and structures, WB defines "replacement cost" as the market value of land of equal size and use, with similar or improved public infrastructure facilities and services preferably located in the vicinity of the affected land, plus the cost of any registration and transfer taxes;
Household and public structures	The cost of purchasing or building a new structure, with an area and quality similar to or better than those of the affected structure, or of repairing a partially affected structure, including labor and contractors' fees and any registration and transfer taxes.
Severe	The magnitude of impact on property defined under O.P. 4.12 as 20% of the affected land and structure and the residual or remainder is no longer viable. Severely affected persons include those who may not lose land and structure but whose businesses or sources of livelihood face permanent closure because of the project.
Sharers	Persons in an informal dwelling who are occupying or sharing the house with the structure owner free of charge.
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.
Take Home Pay	It is equivalent to net income for workers. It refers to the amount that workers bring home after deducting withholding taxes and other mandatory deductions for health insurance, social security, and participation in a forced savings program for housing.
Transfer Tax	It is the tax paid to the local government by the seller equivalent to three-fourths to 1% of the stated selling price in the deed of sale.
Tenured Street vendors	Vendors on the corridor that have licenses or permits from the city government



EXECUTIVE SUMMARY

This Resettlement Plan for the Cebu Bus Rapid Demonstration Project (BRT) is one of two outputs resulting from the Social Impact Assessment that Woodfields Consultant Incorporated conducted in behalf of the Department of Transportation and Communication. The Cebu BRT is a 23-kilometer median system consisting of one terminal, 19 median stations, and three interchanges. The bus will run on 14.91 kilometer of segregated or dedicated bus ways, mixing with regular vehicular traffic on 8.05 kilometers of the route. It will run from Barangay Bulacao in the south western end of Cebu City to Barangay Talamban in the northeast, with service into the Cebu South Road Properties. The segregated bus lanes with median stations will run from the terminal at Bulacao to Ayala Mall at the central business district and within the Cebu South Road Properties. From Ayala, the buses will be serviced by kerb side bus stops until the turnaround in Talamban. This hybrid concept was adopted to minimize land acquisition, displacement of jeepney operators and drivers, and hasten project implementation.

This RP identifies the components of the Cebu BRT Demonstration Project that will entail land acquisition. Land – public and private – will be required by four components of the project: the terminal in Bulacao; 12 median stations; the depot; and the bus stops. In total, the project will require approximately 9.3 hectares of land. The land is of different uses: purely residential; mixed residential and commercial; purely commercial; industrial; and institutional. Approximately 70% or 6.63 hectares of the land is private. Acquisition of this land is reckoned to cost PHP620.5 million using BIR zonal valuation.

A total of 243 structures are found to be standing on this land. Most of these structures are one-storey tall. These structures have an estimated floor area of 2 hectares. The cost of reconstructing these structures is estimated to cost PHP499.97 million. In addition to these, the Cebu BRT will impact fences and parking lots.

The BRT will affect around 108 enterprises doing business on the affected land and structures. If all businesses were to be severely affected, the total estimated income losses would amount to PHP36.095 million per annum. This is likely to be on the low end as income declarations obtained through the survey are certainly understated. If ever this is indeed representative of the total income losses, the total compensation will be less than this amount as this is annual income. In the eligibility and entitlement matrix, total income losses will be capped at a maximum of three (3) months.

Based on a socio-economic survey, sixty nine (69) of the 243 structures are purely residential or mixed commercial and residential in use. The occupants are owners of the lots while others are renters. The project will not entail the physical displacement of a large community of informal settlers, having avoided it so by transferring the location of the proposed terminal. Nonetheless, the project may affect a few informal settlers living in front of the proposed stations. For this purpose, part of the preparation of this RP involved the study of resettlement options. The RP identified two possible resettlement sites recommended by the City: the first in Barangay Sinsin and the second in Labangon. These sites are at various levels of occupancy and distance from the project site. The city has immediate plans to develop Sinsin site, while Labangon is the second choice if resettlement will involve only a few informal settler families. The RP computed the resettlement cost using Sinsin as the basis.

On the assumption that all 69 households whose structures are classified to be purely residential or mixed residential and commercial in use will be resettled to a



government resettlement site, the total resettlement cost including land acquisition and development (but excluding transfer costs and food allowances) for displaced persons will reach PHP110.683 million.

All told, compensation for land, structures, resettlement site acquisition and development, and potential income losses is estimated to cost PHP1.267 billion.

This RP contains an eligibility and entitlement matrix covering (a) different types of affected assets and income streams classified according to severity and (b) different types of displaced persons according to tenure.

As of writing, the institutional arrangements implementing this RP have yet to be finalized. Two options are presented here based on the characteristics of the corridor:

The first option is to divide responsibilities for ROW acquisition between the Cebu City Government and the Department of Public Works and Highways. The Cebu BRT corridor sits on national roads throughout the 16 kilometers. National roads are under the jurisdiction of the DPWH. This agency is charged by law to undertake land acquisition to expand national roads. Relocation of informal settlers and development of resettlement sites are responsibilities of the Cebu City government as per the Local Government Code and the Urban Development and Housing Act of 1992. In all probability, the city government will also undertake land acquisition for the BRT terminal, as the project proponent, Department of Transportation and Communications, has no office dedicated to ROW acquisition.

The second option is to delegate ROW acquisition entirely to the Cebu City government. This is the simpler of the two options and the one preferred by the city government. However, this requires the consent of the DPWH. The institutional arrangements for land acquisition and resettlement will be finalized when the National Policy Steering Committee of the project is convened. That committee will not be created until the project receives approval from the NEDA Board.

Completion of land acquisition and resettlement is on the critical path of commencing civil works. To ensure that affected persons are paid compensation at replacement cost, a property appraiser will be hired during the detailed engineering design stage to value the affected real properties as well as the income streams of affected enterprises. The indicative budget in this RP as well as the area of affected land and the number of affected structures, households, and businesses can still change with the detailed design and the results of the appraisal. Hence, this RP will be updated, finalized, cleared, and disclosed again during the detailed design phase.



1.0 PROJECT DESCRIPTION

The Department of Transportation and Communications (DOTC) and the Cebu City Government (CCG) have mutually agreed to implement a Bus Rapid Transit (BRT) Demonstration project that will traverse a 16-kilometer corridor between Barangay Bulacao in the south west and Barangay Talamban in the north east of Cebu City. When implemented, it will be the first in the Philippines. The BRT will operate on the median of the existing national road, with one terminal and 13 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.¹ The buses will travel on dedicated bus lanes serviced by median stations from Bulacao to Ayala Mall. From there it will mix with vehicular traffic until the turnaround at Talamban with bus stops in key locations. 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.

As in any major development project, the BRT is anticipated to have positive and adverse impacts. To understand and address these impacts, the DOTC has commissioned an Environmental and a Social Assessment. The outputs from the SA are the RP and the SMP. The RP describes and list down all impacts on people, their real properties and livelihoods arising from land acquisition and restriction on land uses while the SMP addresses impacts on people other than those arising from land acquisition.

2.0 OBJECTIVES OF THE RP

Specifically, this RP aims to:

- a) Assess the land acquisition and resettlement requirements of the different infrastructure components of the Cebu BRT;
- b) Estimate the number of structures, households, public and private institutions and businesses which will be affected by land acquisition and the removal of these structures;
- c) Identify vulnerable groups among the displaced persons such as poor, female headed households, elderly headed households, and households with persons with disabilities (PWDs);
- d) Provide an initial estimate of the value of the land, structures, and income losses arising from the project;
- e) Identify potential resettlement sites for informal settlers, if physical displacement is found to be necessary;
- f) Provide an initial estimate for land acquisition and resettlement costs;
- g) Present the institutional arrangements for implementing the RP as well as mechanisms for information disclosure, consultation of DPs, and grievance mechanisms;

¹ DOTC, *Terms of Reference (TOR) Social Impact Assessment Studies for Cebu BRT Project*

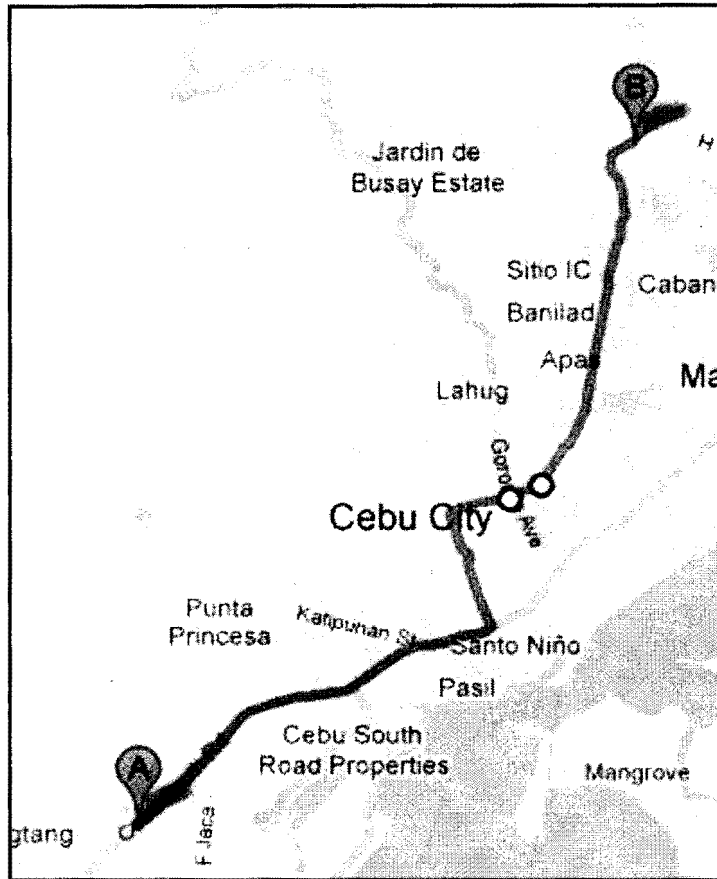


Figure 1.0-1
Cebu BRT Corridor from Bulacao to Talamban

- h) Establish monitoring and evaluation indicators and identify the parties responsible for monitoring and evaluation;
- i) Propose a schedule for updating and implementing the RP.

3.0 RESETTLEMENT PRINCIPLES

The preparation of this RP follows the Hierarchy of Mitigation.

- a) Involuntary resettlement should be avoided where feasible;
- b) Where involuntary resettlement is unavoidable, minimize through the adoption of feasible design alternatives;
- c) Offset or compensate DPs for any loss of land, structures, and sources of livelihood following the principle of replacement cost;
- d) There will be no displacement -- physical or economic -- without full payment of compensation and without evidence that the implementation of livelihood restoration measures is underway. In cases when the power of eminent domain



is explicitly invoked, no displacement until the full compensation is placed in escrow or the legally mandated initial payment has been made

- e) Assist DPs 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;
- f) Meaningfully consult DPs in resettlement planning and implementation and in overall project planning and implementation.
- g) Assist vulnerable groups among DPs to avoid impoverishment and enhance their access to project benefits.
- h) In the event of conflict of among local laws and between the WB policy and local laws, the stricter standard will apply.

4.0 SCOPE AND LIMITATIONS

The consultant team produced this RP in parallel with the FS. The Feasibility Studies produced a preliminary design for the stations and terminal, which provided the basis for an initial estimation of the land requirements of the Cebu BRT. The estimation relied on government designation of a uniform 40-m width for the Cebu South Road. However, in reality, the Cebu South Road is 40-m in some parts while less than that in others. Hence, it is highly probable that the area of land which will be required for the Cebu BRT would be larger than the estimates here. The exact figure can only be ascertained during the DED phase when final decisions are made on terminal and station locations and dimensions and when the parcellary survey is done. In the absence of a detailed design, it is difficult to be certain if structures initially identified to be affected in this RP are in fact affected or not, or if these structures are standing on the ROW or on private land. With this limitation in mind, the tagging of affected structures was postponed until the DED.²

Anticipating that at the Feasibility Studies stage the magnitude of asset losses is impossible to pin down; the terms of reference for this assignment did not include an independent appraisal of the asset losses using replacement cost based on current market value of real properties. The consultant team estimated the RP budget presented here based on the zonal values prepared by the Bureau of Internal Revenue (BIR) for computation of capital gains tax. Zonal values can exceed market values in some areas but in most cases, are 30 to 40% lower than current market values.

The terms of reference for this RP did not include the proposed six stations on the Cebu South Road Properties (SRP). No land acquisition is expected within the SRP as it is predominantly vacant land reclaimed from the sea and owned by the CCG.

² Tagging and the census have a validity period of one year.



5.0 METHODOLOGY

This RP was prepared using the following methodology:

- a) Review of related literature such as Philippine laws, statutes and jurisprudence; World Bank policies particularly O.P 4.12; international covenants to which the Philippines is a party. The list of works consulted is provided in the annex;
- b) Analyses of the studies produced by the Pre-FS and FS consultants, specifically the CAD drawings of the corridor to estimate land acquisition requirements for different project components;
- c) Ocular surveys involving transect walk and windshield survey of the corridor and additional field validations along the proposed project corridor to gather notes and photographs. Photographs of the reconnaissance survey are annexed to this plan;
- d) Socio-economic survey of residences and establishments standing on the land fronting the proposed stations (on both northbound and southbound lanes) and the proposed terminal site;
- e) The consultant team conducted two (2) public consultations on the social impacts of the Cebu BRT. The participants to these activities were mixed-aged male-female participants representing public-private stakeholders.

6.0 SCOPE OF LAND ACQUISITION AND RESETTLEMENT

Land acquisition is necessary for three components of the Cebu BRT. These are: (i) the terminal in Bulacao; (ii) thirteen median stations; and (iii) eight bus stops from Ayala to Talamban and the turnaround in Talamban. A design for a future Talamban North Terminal has been prepared. However, this is not part of the current project. The Feasibility Studies included a preliminary design for a BRT depot in Barangay Caretta as shown in **Figure 6.0-1**. The site is city government property that is used as a vehicle impounding area of CITOM and a garbage segregation area by the city's General Services Office. Ocular inspection of the site showed that no permanent structures will be affected and no persons will be physically displaced and resettled.

- a) *Stations*. The proposed design of the CBRT consists of a segregated bus way with median bus stations running from Bulacao to Ayala Mall. The median based BRT running lanes is 2 x 3.5m requiring 24.1 meters width for symmetrical arrangement and 16 meters width for asymmetrical arrangement. There will be nine (9) symmetrical and three asymmetrical median bus stations where one can expect a need for road widening resulting in land acquisition on both sides of the road. Please refer to **Figure 6.0-2** which shows the asymmetrical median station design.
- b) From Ayala Mall to Talamban, the Cebu BRT will no longer be segregated by median bus ways but instead will use a priority lane along Gov. M. Cuenco Avenue. At Ayala Mall, the station will be built in proximity to an existing two storey jeepney terminal. **Figure 6.0-3** shows the proposed design for the Ayala Mall station. There will be eight bus stops from Ayala Mall interchange station to Talamban Shopping Mall (and vice versa). These high-quality bus stops will have an area of 22sqm exclusive of the 2.0m sidewalk for both sides of the street (Gov. M. Cuenco Ave.).



- c) Construction of the BRT Terminal in Bulacao and in the future in Talamban, as shown in **Figure 6.0-4**, and **Figure 6.0-5**. **Figure 6.0-6** shows the potential bus layover in Talamban.

The Cebu BRT will require 93, 925.21 square meters of land or approximately 9.4 hectares. This consists of private and publicly owned land. The requirements are broken down and are presented in **Table 6.0-1**:

Table 6.0-1
Land Requirements for Different Components of the Cebu BRT Project

	Total Land Requirement (in sq. meter)
Median Stations	52, 809.80 square meters
Bus Terminal at Bulacao	13,524.11 square meters
Depot	27,415.30 square meters
Bus Stops from Ayala to Talamban	176 square meters, minimum
Total	93,922.1 square meters

- d) On structures, the project will affect about 243 structures found to be standing on this land. Based on a socio-economic survey, sixty nine (69) of the 243 structures are purely residential or mixed commercial and residential in use
- e) Regarding resettlement, the project has avoided significant physical displacement and resettlement by transferring the location of the terminal in the preliminary design. However, the DED may result in physical displacement of occupants – both formal and informal—of structures fronting the stations. For this reason, this RP also explored resettlement options and estimated a budget for relocation of the affected occupants of the 69 (out of the 243) structures found to be of residential or mixed-residential in use.

7.0 MEASURES TO MINIMIZE LAND ACQUISITION AND DISPLACEMENT

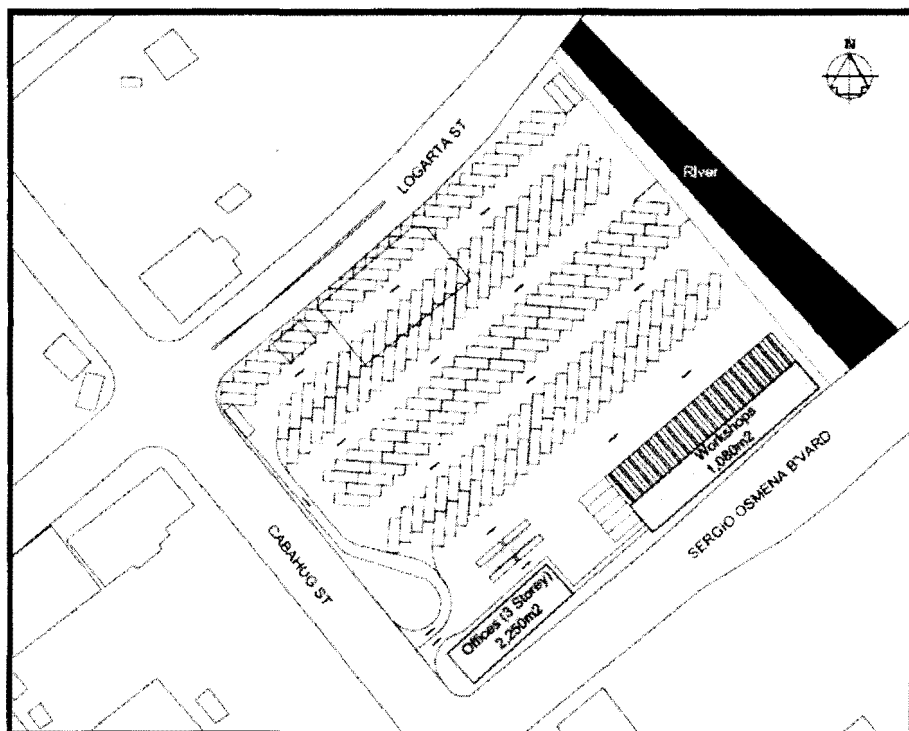
At the beginning of the Feasibility Studies, efforts were made to minimize the extent of land acquisition and displacement that the Cebu BRT would cause. The initial recommendation was segregated bus ways throughout the 16-kilometer corridor. However, from Ayala Mall to Talamban, the road narrows down to two-lane roads that would be unable to accommodate segregated bus ways without substantial, not to mention, expensive land acquisition as the area is now extensively built-up. For these reasons, the BRT will mix with existing vehicular traffic on this section, and travel times will be improved by bus prioritization at junctions. Further studies of PUJ routes significantly overlapping the BRT from Ayala to Talamban would be done to explore possible truncation, deletion, or transfer to other routes.

From Bulacao to Ayala Mall, the proposal is to implement road widening only in those areas fronting the stations. To minimize road widening, a staggered design was proposed for certain stations. An asymmetrical design has entrances to and exits from the stations at different parts rather than at a single point, thereby minimizing congestion on pedestrian crossings and the station platform.

Finally, the preliminary design avoided substantial physical displacement of informal settlers by moving the proposed location of the terminal from the land near the Visayas Electric Cooperative (VECO) sub-station to a hundred or two meters north of the corridor to a land presently used by a hardware and lumber corporation. The

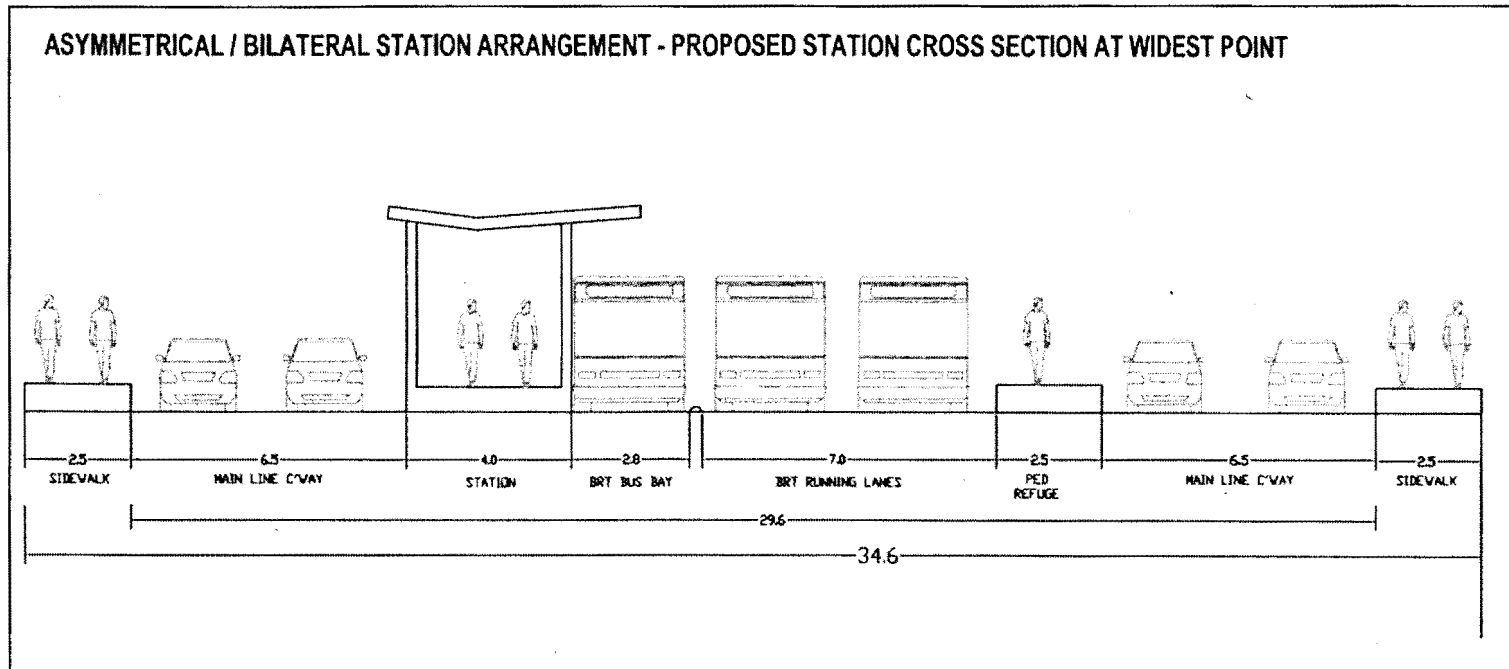


VECO site fronting St. Paul's College hosts a large community of informal settlers and has around 20 tenured vendors' stalls at the frontage.



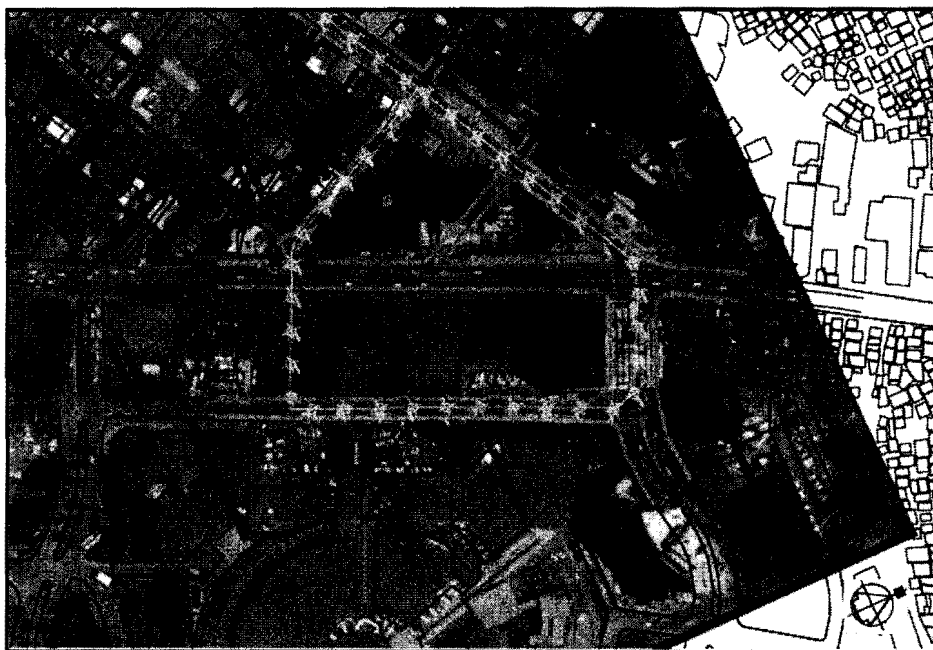
Source: ITP Draft Final Cebu BRT Feasibility Study 2012

Figure 6.0-1
Proposed CBRT Depot Site



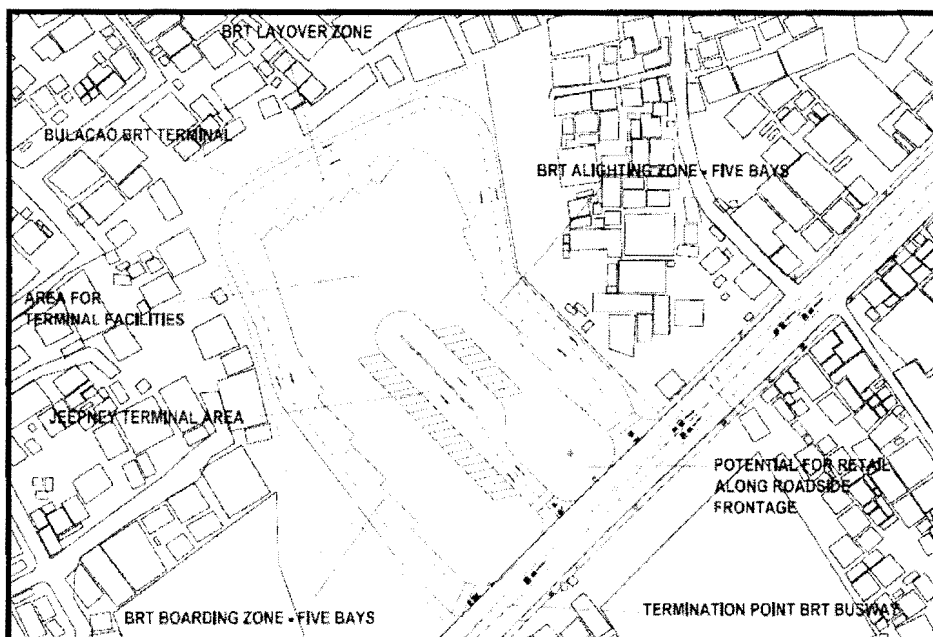
Source: ITP Draft Final Cebu BRT Feasibility Study 2012

Figure 6.0-2
Asymmetrical Median Bus Station Arrangement



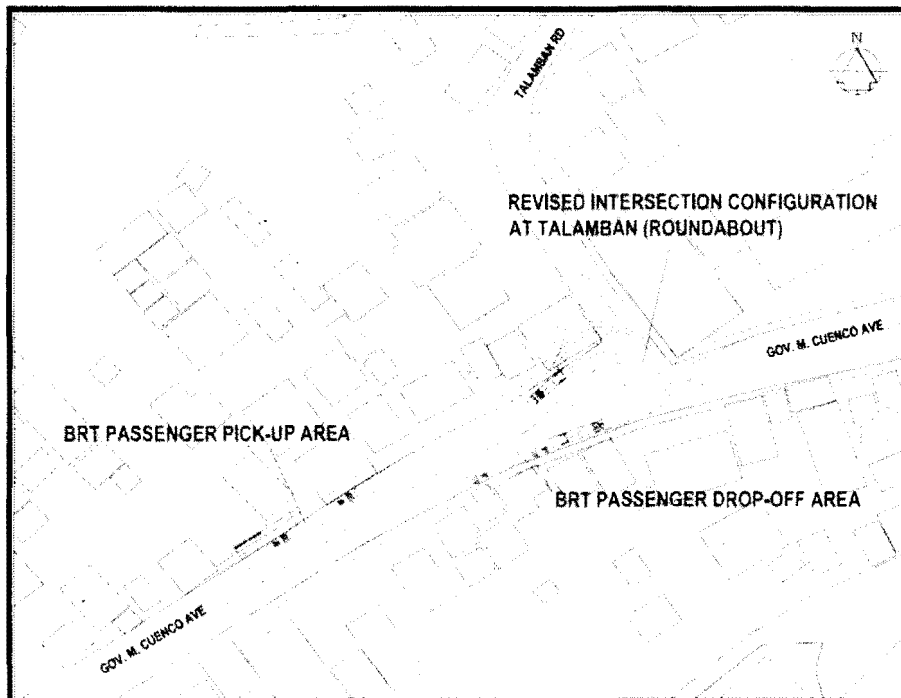
Source: WCI Reference Drawing: DWG/1240/CAD/A/022 Segment C-3500 to C-3950)

Figure 6.0-3
Proposed Ayala Interchange Station



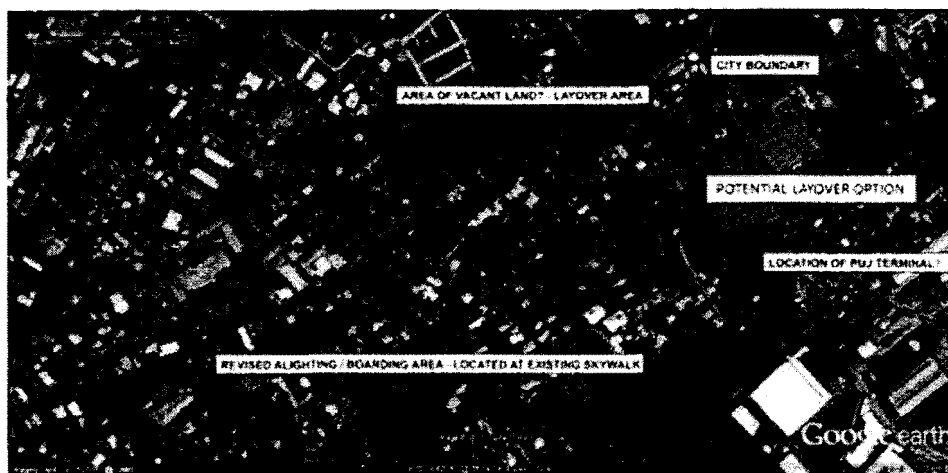
Source: ITP July 31 Auto-CAD Alignment Drawing

Figure 6.0-4
Site for Bulacao Terminal



Source: ITP July 31 Auto-CAD Alignment Drawing

Figure 6.0-5
Proposed Talamban Terminal



Source: ITP Draft Final Cebu BRT Feasibility Study 2012

Figure 6.0-6
Site for Potential Talamban Layover



8.0 OTHER PROJECTS ON THE CORRIDOR

Based on the FS report, DPWH has plans to widen the road on two sections of the corridor. One of these, at N. Escario Street, is on-going while the other, at Kinasagan Road (which involves a widening from 4 to 6 lanes within a 1.15 kilometer stretch, is still at the proposal stage. According to the assessment made by the FS Study Team, both projects bore no significant impact for Cebu BRT implementation. Nevertheless, due diligence will be done on these projects for so-called legacy issues during the detailed design and civil works phases.

9.0 PHILIPPINE LEGAL FRAMEWORK AND WORLD BANK POLICY

On the level of principles, there is basic equivalence of the Philippine country system with O.P. 4.12 specifically on (i) prompt compensation at fair market value of real properties taken for development projects; (ii) use of replacement cost methodology for compensation of affected fixed or immovable structures; (iii) resettlement and provision of rehabilitation assistance to the homeless and the urban poor displaced by development projects; and (iv) consultation and participation of displaced persons in matters affecting their welfare.

However, Bank policy and the country's laws -- and more importantly entrenched practices -- diverge on the details for implementing these fundamental principles. The major differences are the following areas: (i) the acceptable modes of acquisition; (ii) deductions from compensation; (iii) valuation methodology; (iv) the practice of deferred or installment payments for land and structures; (v) treatment of residual lands and fixed improvements introduced by formal renters; (vi) treatment of informal settlers; and (vii) livelihood restoration. **Table 9.0-1** presents the different Philippine Laws and World Bank Policies and was provided with different measures which will bridge the difference in the existing laws and policies.

Table 9-0-1
Measures to Bridge Differences between Philippine Laws and World Bank Policy

KEY ISSUES	PHILIPPINE LAW and PRACTICE	WORLD BANK POLICY	MEASURES TO BRIDGE DIFFERENCES
Donation as a mode of land acquisition	R.A. 8974 states that donation will be the first offer by the government for land acquisition	Discourages the use of donation except for community driven development projects	While not anticipated to be used in this project, donation may be allowed if and only if: (i) it involves small strips of land; (ii) the owner is a rich individual, family, or corporation such that the donation will not diminish standard of living; (iii) the land subject to donation is free of any encumbrance, adverse claims, boundary disputes; (iv) donation will involve neither physical nor economic displacement; (v) the proponent agency shall shoulder the payment of the donor's tax; and (vi) land reverts to the owner if the project fails to utilize



KEY ISSUES	PHILIPPINE LAW and PRACTICE	WORLD BANK POLICY	MEASURES TO BRIDGE DIFFERENCES
			the land.
Deduction of future benefits from compensation	<p>Philippine Constitution states that private lands expropriated or taken for the public interest shall be paid just compensation.</p> <p>The Supreme Court defines "just compensation" as current market value less the cost of any future benefits the landowner may derive from residual land.</p>	Uses replacement cost without deduction of any future benefits;	<p>The project will use replacement cost for the valuation of land, which does not admit deductions for future benefits. Future benefits are (i) speculative; (ii) uncertain; (iii) based on the assumption that the DPs are active players in the land market and the transfer of land is a marginal market decision rather than a life changing event. In the case of urban residential land, it is also unlikely that the owners will sell the residual given its use and its location close to transportation corridors. Moreover, the government has other instruments for capturing the benefits through its power of real property taxation and special levies on properties whose value has improved due to government-funded infrastructure improvements.</p>
Valuation methodology	In negotiated settlements, government – depending on the acquiring agency -- offers compensation based on the schedule of market values of the LGU or BIR zonal valuation before proceeding with expropriation.	Uses replacement cost which for urban land is defined as "the pre-displacement market value of land of equal size and use, with similar or improved public infrastructure facilities and services and located in the vicinity of the affected land, plus the cost of any registration and transfer taxes."	<p>The project will use replacement cost based on the market value of the land determined by the independent property appraiser as the first offer for negotiated settlements. If this is rejected by the property owner, the project will initiate expropriation proceedings.</p> <p>Expropriation rules require the acquiring agency to pay the full BIR Zonal Value to the owner or place this in escrow before a Writ of Possession can be issued. The final land price is determined by the court.</p>
Taxes and transaction costs involved in the transfer of real properties	Current practice is to deduct capital gains tax, documentary stamp tax, transfer tax, registration fees	Replacement cost means that taxes, administrative fees, and other transaction costs are not to be	Since this is not a willing seller-willing buyer transaction, the project will exempt from the payment of capital gains, transfer taxes, administrative fees, and other transaction costs. The project will cover this



KEY ISSUES	PHILIPPINE LAW and PRACTICE	WORLD BANK POLICY	MEASURES TO BRIDGE DIFFERENCES
	and administrative expenses from compensation of affected land and structures	deducted from the total compensation due the affected person/s	from is own funds if no agreement is reached with the BIR. For residential properties, the project will apply Chapter III, Section 24 D (2) of Republic Act 8424 or the National Internal Revenue Code of the Philippines, which exempts from capital gains proceeds from the sale of real property used to purchase, build, or rebuild a new residence.
Installment payments for affected structures	Acquiring agencies pay in installments, deferring half of the payment until the DP has dismantled the structure.	Cash compensation has received in full by the DPs and replacement land provided before physical displacement and transfer of title.	The project will pay the DPs in full before transfer of title to ensure that they are able to purchase replacement land and housing before displacement. For informal settlers, a resettlement site is ready in accordance with R.A. 7279 before structures are dismantled. Agreements with the property owners will contain strict deadlines for vacating the property and legal evictions if agreements are not observed.
Orphaned or Residual lands	Jurisprudence states the government should also acquire the residual or orphaned lands if this is no longer unusable.	Full taking of land and structures if the residual structures are deemed unusable or the residual land can no longer be used or can be sold only at a substantial discount.	With the consent of the owner, the project will acquire the residual or orphaned lands at replacement cost or at the same value as it acquired the major portion. The acquisition of the residual land will be exempt from capital gains, transfer taxes, administrative fees, and other transaction costs
Fixed improvements introduced by formal renters	The Civil Code states that any fixed improvements introduced by renters on rented land or structures are automatically owned by the land or building owner. The owner may agree to	Immovable structures are to be compensated at replacement cost. Those with no formal legal rights on the land or structures but have legalizable or recognizable rights are eligible	Compensation for fixed improvements introduced by the renters will be paid to the renters. The owner will execute a waiver on these improvements.



KEY ISSUES	PHILIPPINE LAW and PRACTICE	WORLD BANK POLICY	MEASURES TO BRIDGE DIFFERENCES
	compensate the renter for the fixed improvements up to 50% of the value	for compensation.	
Treatment of informal structures used for purely commercial purposes	R.A. 7279 states that eligible homeless and poor informal settlers in urban areas are entitled to resettlement if they are affected by development projects. However, R.A. 7279 limits this to residential informal settlers and is silent on informal structures on public or private land used for commercial purposes.	For informal settlers, the payment of replacement cost for affected structures plus transfer costs, and costs of rehabilitation in the new site.	As far as feasible, informal businesses with fixed structures will be restored in the business catchment area and their businesses formalized by the city government. The costs for formalization (business permit, etc) and one year rental of the stall, any transfer costs, and income loss during the transfer will be shouldered by the city government. For those owners who cannot be formalized or whose business cannot be restored in their business catchment area, the project will provide compensation for income loss.
Loss of Income or Sources of Livelihood	Philippine law is silent regarding loss of income directly resulting from land acquisition. For enterprises of informal settlers, the practice is to compensate for income losses for a maximum of seven days.	The entitlements include measure to at least restore livelihoods at the pre-displacement level.	The project will provide cash compensation for temporary and permanent income losses and implement other livelihood restoration measures. The entitlements are to be enjoyed not only by enterprise owners but their workers as well who stand to lose income or even their employment due to temporary or permanent closure.

Article II, Section 2 of the Philippine Constitution states that the Philippines “adopts the generally accepted principles of international law as part of the law of the land.” The Supreme court, however, in *Tanada vs. Angara* (272 Supreme Court Reports Annotated or SCRA, 18 (1997) that this principle is not self-executing and requires an enabling law or an instrument for implementation. In a recent case *Abaya vs. Ebdane* (G.R. 167919, dated 14 February 2007), the court ruled that the terms of a loan agreement re: procurement guidelines entered into by the executive branch of the government with a bilateral financing institution must be followed even with existing Philippine procurement laws following the principle of international law of *pacta sunt servanda* (“agreements must be kept”). In similar manner, this Resettlement Plan and any updates made during detailed design -- as a component part of the loan agreement entered into by the Philippine Government and the World Bank --will be observed in the implementation of the Cebu BRT Demonstration Project.



10.0 ELIGIBILITY AND ENTITLEMENT MATRIX

Based on the equivalence analysis and the type of impacts that the project will have, the eligibility and entitlement matrix presented in **Table 10.0-1** will be followed in this project.

Table 10.0-1
Eligibility and Entitlement Matrix

TYPE OF LOSS	MAGNITUDE AND CHARACTERISTIC	ELIGIBLE PERSONS	ENTITLEMENT
A. LAND (Residential, Commercial, Industrial)	Severe	Owner	Equivalent urban land; or, Full cash compensation at replacement cost without deduction for capital gains, documentary stamp, transfer taxes, and other directly related transaction costs. If severely affected, the project will purchase the orphaned or residual lands at replacement cost if the owner opts to do so.
	Partial		Full cash compensation at replacement cost for the affected portion without deduction for capital gains, documentary stamp, transfer taxes, survey costs, cost of new subdivision plan, and other transaction costs.
B. STRUCTURE (Residential, Commercial, Industrial)	Severe	Owner-Occupant	Replacement cost for structures covers: (i) the demolition cost of the old structure and (ii) the costs constructing a new one, including the cost of securing permits and other transaction costs. Full cash compensation at replacement cost for the affected structure without deduction for (i) salvaged/salvageable materials; and (ii) depreciation. Replacement cost includes not only the cost of materials but also the cost of (i) architectural services; (ii) hauling cost of materials; (iii) labor cost; (iv) cost of reinstalling utilities; (v) contractor's profits; and (vi) cost of processing or securing the necessary government permits. Cost of transferring to the new structure at the prevailing rates in the area.



TYPE OF LOSS	MAGNITUDE AND CHARACTERISTIC	ELIGIBLE PERSONS	ENTITLEMENT
			For income losses, See Section F below.
B. STRUCTURE (Residential, Commercial, Industrial)	Severe	Renters	<p>Full cash compensation at replacement cost for any fixed improvements introduced. The owner shall execute a waiver to receive compensation for these improvements.</p> <p>Cost of transferring to the new structure at the prevailing rates in the area.</p> <p>Rental allowance equivalent to two (2) months deposit and one (1) month advance rental at the prevailing rental rates in the area.</p> <p>For loss of enterprise-based income, see section D below.</p>
	Partial	Owner-Occupant	<p>Full cash compensation for the repair of the affected portion of the structure without deduction for (i) salvaged/salvageable materials; and (ii) depreciation.</p> <p>Replacement cost includes not only the cost of materials but also the cost of (i) architectural services; (ii) hauling cost of materials; (iii) labor cost; (iv) cost of reinstalling utilities; (v) contractor's profits; and (vi) cost of processing or securing the necessary government permits.</p> <p>If owner occupant requires a separate structure or dwelling, while repair is ongoing, a rental allowance equivalent to two (2) months deposit and one (1) month advance rent at the prevailing rental rates in the area will be given.</p> <p>Cost of transferring to the provisional structure and returning to the repaired structure at prevailing rates in the area.</p>
B. STRUCTURE (Residential, Commercial, Industrial)	Partial	Renter	<p>Full cash compensation at replacement cost for the fixed improvements introduced by the renter.</p> <p>In consultation with the owner, guarantee to continue renting the facility upon completion of repair.</p> <p>If renter requires a separate dwelling,</p>



TYPE OF LOSS	MAGNITUDE AND CHARACTERISTIC	ELIGIBLE PERSONS	ENTITLEMENT
			<p>while repair is ongoing, a rental allowance equivalent to two (2) months deposit and one (1) month advance rent at the prevailing rental rates in the area.</p> <p>Cost of transferring to the provisional structure and returning to the repaired structure, including any loss of wages or income incurred in the process. For loss of income, see section F below.</p> <p>If renter does not opt to return, the project will shoulder the cost of transferring to the new structure, including any loss of wages or income incurred in the process.</p> <p>For loss of enterprise based income, see Section D. below</p>
<p>B. STRUCTURE (Residential and Mixed Residential-Commercial, and Industrial)</p>	<p>Informal Settlements</p>	<p>Owner-Occupants</p>	<p>First priority to receive a house and lot with security of tenure in a government relocation site.</p> <p>Free transportation to the relocation site</p> <p>Compensation for demolition expenses equivalent to seven (7) days wages of a demolition team consisting of three (3) persons at the official minimum wage in the area. This amount will be given even if the owner-occupant and its relatives do the dismantling themselves. This does not apply if government does the demolition.</p> <p>Food allowance during the transfer and the transition period in the resettlement site equivalent to seven (7) days worth of wages of the household head or the family breadwinner at the official minimum wage in the area.</p> <p>Retention of ownership of salvaged materials.</p> <p>If resettlement site is ready, the project will provide temporary housing or provide transitory housing allowance as provided in the UDHA of minimum daily wage in the area multiplied by 60 days.</p> <p>For loss of enterprise-based income,</p>



TYPE OF LOSS	MAGNITUDE AND CHARACTERISTIC	ELIGIBLE PERSONS	ENTITLEMENT
			<p>see Section D. below.</p> <p>The project will pay for a full year's enrolment in Philhealth, Pag-ibig, and SSS as individually paying member for the head of the household.</p>
<p>B. STRUCTURE (Residential and Mixed Residential-Commercial, and Industrial)</p>	<p>Informal Settlements</p>	<p>Renters</p>	<p>Second priority to receive house and lot with security of tenure in government relocation.</p> <p>If not awarded, explore moving in with original household.</p> <p>If moving in is impossible, cost of transferring to new rental housing.</p> <p>Food allowance during the period of transferring to the new rental housing or to the resettlement site for a maximum of seven (7) days of wages computed at the official minimum wage in the area</p> <p>For loss of enterprise-based income, see Section D. below.</p> <p>The project will pay for a full year's enrolment in Philhealth, Pag-ibig, and SSS as individually paying member for the renter.</p>
		<p>Sharers</p>	<p>Third priority to receive house and lot with security of tenure in a government relocation site.</p> <p>If not awarded, explore moving in with original household.</p> <p>If moving in is impossible, cost of transferring to new rental housing.</p> <p>Food allowance during the transfer for a maximum of seven (7) days computed at the official minimum wage in the area.</p> <p>For loss of enterprise income, see Section D. below</p> <p>The project will pay for a full year's enrolment in Philhealth, Pag-ibig, and SSS as individually paying member for the sharer.</p>
<p>B. STRUCTURE (Residential and Mixed</p>		<p>Absentee Structure Owners</p>	<p>Considered professional squatters under R.A. 7279.</p> <p>No compensation for structures.</p>



TYPE OF LOSS	MAGNITUDE AND CHARACTERISTIC	ELIGIBLE PERSONS	ENTITLEMENT
Residential-Commercial, and Industrial)			<p>Demolition to be done by the government at no cost to the absentee structure owner.</p> <p>The absentee structure owner may retain salvaged materials.</p>
	Informal (Purely Commercial)	Encroachers on public ROW	<p>No compensation for structures;</p> <p>For loss of enterprise based income, see Section D. below.</p> <p>The encroacher may retain salvaged materials</p>
B. STRUCTURE Public and Community Facilities	Severe	Government	<p>Cash compensation at full replacement cost for the land and structure or re-construction of the structure to be funded by the project on other government-owned land.</p> <p>Cost of transfer of the moveable equipment, furniture, appliances to the new site.</p> <p>For facilities delivering basic services such as day care centers, health centers, and schools.</p> <p>Project will shoulder the cost of acquisition of a replacement site, or if a site is available, construction of a new structure. This should be completed prior to dismantling the affected structure. The project will also shoulder the cost of transferring to this new facility.</p>
	Partial	Government	<p>Cash compensation at full replacement cost for the affected portion of land and structure.</p> <p>Cost of repairs or re-construction of the affected structure.</p> <p>Cost of transferring or reorganization within the state including the cost of temporary facilities to house users while repair is ongoing.</p> <p>If occupant requires a separate structure or dwelling, while repair is ongoing, a rental allowance equivalent to two (2) months deposit and one (1) month advance rent at the prevailing rental rates in the area will be given.</p>
B. STRUCTURE	Severe	Government	<p>Cash compensation at full replacement cost for the land and</p>



TYPE OF LOSS	MAGNITUDE AND CHARACTERISTIC	ELIGIBLE PERSONS	ENTITLEMENT
Public and Community Facilities			<p>structure or re-construction of the structure to be funded by the project on other government-owned land.</p> <p>Cost of transfer of the moveable equipment, furniture, appliances to the new site.</p> <p>For facilities delivering basic services such as day care centers, health centers, and schools.</p> <p>Project will shoulder the cost of acquisition of a replacement site, or if a site is available, construction of a new structure. This should be completed prior to dismantling the affected structure. The project will also shoulder the cost of transferring to this new facility.</p>
	Partial	Government	<p>Cash compensation at full replacement cost for the affected portion of land and structure.</p> <p>Cost of repairs or re-construction of the affected structure.</p> <p>Cost of transferring or reorganization within the state including the cost of temporary facilities to house users while repair is ongoing.</p> <p>If occupant requires a separate structure or dwelling, while repair is ongoing, a rental allowance equivalent to two (2) months deposit and one (1) month advance rent at the prevailing rental rates in the area will be given.</p>
B. STRUCTURE UTILITIES	Severe and Partial	Private Utility Company	<p>If facilities are located in public ROW, utility company shoulders the cost of relocation to a new site or reconstruction on the new site.</p> <p>If facilities are located on private land, the project shoulders the cost of demolition, transfer, and reconstruction.</p>
C. FIXED IMPROVEMENTS	On Public Land or ROW	Government	Tree cutting permit secured from the DENR will determine replacement, usually ten trees to one
	On Private Land	Private Land Owner	Appraiser determines the cost of the tree. Tree is appraised according to its timber value using basal tree diameter; If fruit bearing, the average harvest of tree for a tree of that kind multiplied by the typical fruit-bearing



TYPE OF LOSS	MAGNITUDE AND CHARACTERISTIC	ELIGIBLE PERSONS	ENTITLEMENT
			<p>period or remainder of the fruit bearing years.</p> <p>Water facilities (artesian wells), garages, and other improvements of the land whose removal cannot be accomplished without destroying it are compensated at full replacement cost, including the costs of demolition, the permits and other transaction costs.</p>
D. INCOME (Enterprise Based)	Temporary	Enterprise Owners	Loss of income due to closure, repair, or the transfer of the enterprise to a new site. The compensation is two (2) months of net income computed on the basis of the current year or the last fiscal year.
		Tenured Street Vendors	<p>Loss of income due to closure, repair, or transfer of the enterprise to a site within the existing business area. The compensation is three (3) days of net income.</p> <p>The project will pay for a full year's enrolment in Philhealth, Pag-ibig, and SSS as individually paying members. The enrolment will be according to the salary bracket of the worker.</p>
		Encroachers with fixed informal structures on the ROW (purely commercial)	Loss of income for closure due to reorganization or transfer. The compensation is (7) days of net income regardless of the type of structure encroaching on the ROW.
	Permanent	Enterprise Owners	Compensation equivalent to four (4) months of net income.
		Tenured Street Vendors	<p>For permanent closure, compensation equivalent to four (4) months of net income on the basis of the current year's earnings or the last fiscal year.</p> <p>The project will pay for a full year's enrollment in Philhealth, Pag-ibig, and SSS as individually paying members. The enrollment will be according to the salary bracket of the worker.</p> <p>The tenured street vendors can avail of the business development or human resource development and job placement programs that the project will offer.</p>
		Encroachers	For permanent closure,



TYPE OF LOSS	MAGNITUDE AND CHARACTERISTIC	ELIGIBLE PERSONS	ENTITLEMENT
		with fixed, informal structures on ROW (purely commercial)	<p>compensation equivalent to one (1) month of net income.</p> <p>The encroachers can avail of the business development or human resource development and job placement programs that the project will offer.</p>
D. INCOME (Rental)	Temporary	Owners of Land and/or Structures	Compensation equivalent to two (2) months of rental income.
	Permanent	Owners of Land/or Structures	Compensation equivalent to four (4) months of rental income.
D. INCOME (Wage)	Temporary	Temporary Workers	<p>Compensation equivalent to two (2) months of take home pay.</p> <p>The project will pay for a full year's enrolment of the temporary workers in Philhealth, Pag-ibig, and SSS as individually paying members. The enrolment will be according to the salary bracket of the temporary worker.</p> <p>Since temporary workers are transient, the compensation will be given to the exiting roster of workers at the date stated in the Pledge of Undertaking when the owner is to vacate the premises.</p> <p>The workers can avail of the business development or human resource development and job placement programs that the project will offer.</p>
		Regular Workers	<p>Compensation equivalent to two (2) months worth of take home pay plus the amount equivalent to the workers' contribution to Philhealth, SSS, and Pag-ibig.</p> <p>The workers can avail of the business development or human resource development and job placement programs that the project will offer.</p>
	Permanent	Temporary Workers	<p>Compensation equivalent to four (4) months take home pay. Since temporary workers re transient, the compensation will be given to the existing roster of workers at the date stated in the Pledge of Undertaking when the owner is to vacate the premises.</p> <p>The four (4) months compensation will be given to all temporary workers</p>



TYPE OF LOSS	MAGNITUDE AND CHARACTERISTIC	ELIGIBLE PERSONS	ENTITLEMENT
			<p>regardless of the time remaining in the contract.</p> <p>In addition, an unemployment allowance equivalent to one (1) month take home pay will be given.</p> <p>The project will pay for a full year's enrolment in Philhealth, Pag-ibig, and SSS as individually paying members. The enrolment will be according to the salary bracket of the worker.</p> <p>The workers can avail of the business development or human resource development and job placement programs that the project will offer.</p>
		Regular Workers	<p>Provision of separation pay in accordance to the Philippine Labor Code.</p> <p>In addition, an unemployment allowance equivalent to one (1) month take home pay will be given.</p> <p>The project will pay for a full year's enrolment in Philhealth, Pag-ibig, and SSS as individually paying members. The enrollment will be according to the salary bracket of the worker.</p> <p>The workers can avail of the business development or human resource development and job placement programs that the project will offer.</p>
E. POOR and VULNERABLE HOUSEHOLDS			<p>The project will pay for a full year's enrolment in Philhealth, Pag-ibig, and SSS as individually paying member for the head of the household.</p> <p>The poor and vulnerable households can avail of the business development or human resource development and job placement programs that the project will offer.</p>
F. PENALTIES			<p>Delays in the payment of compensation to affected property owners will be paid interest equivalent to the prevailing interest rate for housing loans in the area.</p> <p>Delays in the payment of compensation to affected enterprise owners and workers will be paid according to the same interest rate.</p>



11.0 DESCRIPTION OF PHYSICAL IMPACTS AND ESTIMATED VALUE

11.1 Land Requirement for the Terminal and Areas Fronting the Station

The Cebu BRT will require land for the terminal and in areas fronting the stations to accommodate the expected influx of commuters and pedestrians. The total land requirement is 93,922.1 square meters or nearly 9.4 hectares. **Table 11.1-1** shows the distribution of land requirement per station and the terminal. There is no anticipated land acquisition in front of the Cebu Doctors Hospital and Uytengsu as the sidewalks are relatively wide in this area. This figure excludes land on the road median that will be taken by the stations themselves. The median are publicly owned and therefore require only transfer from the DPWH to the BRT System Owner. Excluded from the computation is the land for the depot which is city-owned land. The conversion of this land for BRT purposes will not displace any people. The land that may be acquired for the Ayala Mall to Talamban will be determined during the DED.

Table 11.1-1
Required Land Area for the Terminal and Stations

Bus Station Name	Left Side of the Road	% Share to Left Total Number	Right Side of the Road	% Share to Right Total Number	Grand Total in Number	% Share to Total Number	Total Land Area (meter squares)	% Share to Total Land Area
C.I.T.	2	2%		0%	2	1%	23	
Cebu South Bus	10	8%		0%	10	4%	522	3%
F. Llamas	7	5%	10	9%	17	7%	382	2%
Gorordo	6	5%	16	14%	22	9%	7,046	38%
Greyhound	14	11%	24	21%	38	16%	2,102	11%
Holy Rosary	30	23%	49	43%	79	33%	1,797	10%
Mambaling	12	9%		0%	12	5%	404	2%
Sacred Heart	2	2%	8	7%	10	4%	257	1%
Salazar Institute of Technology	10	8%		0%	10	4%	469	3%
San Jose Recoletos	5	4%	5	4%	10	4%	154	1%
V. Rama	30	23%		0%	30	12%	1,250	7%
Bulacao Terminal	1			0%	1	0%	13,524	
Ayala Interchange Station		0%	2	2%	2	1%	3,152	17%
Grand Total	129	100%	114	100%	243	100%		100%

The estimated sizes of the lots that will be affected by the stations (excluding the terminal) are presented in **Table 11.1-2**. The majority are 30 meters and below.



Table 11.1-2
Categories of Land Area to be covered by ROW Land Acquisition

Area of Land to be Covered (in meter square)	Side of the Road: North (Left) or South (Right)		Grand total
	Left	Right	
10 meter square or less	24%	28%	26%
11-20 meter square	25%	25%	25%
21-30 meter square	16%	12%	14%
31-40 meter square	11%	12%	12%
41-50 meter square	6%	3%	5%
51-100 meter square	11%	4%	7%
101-250 meter square	4%	3%	3%
251-1000 meter square	4%	1%	2%
Above 1000 meter	0%	2%	1%
Unspecified	0%	11%	5%
Grand Total	100%	100%	100%

11.2 Impact on Structures

From Bulacao to Ayala Mall, an estimated 243 private structures have been identified to be potentially affected (see **Table 11.2-1**). For the Talamban turnaround, there are two (2) structures commercial use that stand at risk of physical displacement. One of the two is a pawnshop. The current uses of the majority on these structures are commercial and commercial/residential in use (81%). More than half are in the left side of the road. About one in four (23%) are purely residential in use. In the absence of parcellary mapping and the detailed design, it is impossible at this stage to determine how many of these structures would be severely affected and how many would only be partially affected. Majority of the house structure to be displaced (60%) will be less than 30 m² (see **Table 11.2-5**).

Table 11.2-1
Potential Structures: Affected, Uses, and Location

LAND USE	LEFT-SIDE OF THE ROAD	% SHARE	RIGHT-SIDE OF THE ROAD	% SHARE	GRAND TOTAL	% SHARE
Commercial	48	37%	56	49%	104	43%
Commercial /residential	24	19%	12	11%	36	15%
Industrial	1	1%	2	2%	3	1%
Institutional	1	1%		0%	1	0%
Residential	45	35%	12	11%	57	23%
Unspecified	10	8%	32	28%	42	17%
Grand Total	129	100%	114	100%	243	100%

Nearly three out of four of the affected structures stand one-storey structures (**Table 11.2-2**). By construction type, most of the structures are made of concrete



or concrete in combination with other materials (*Table 11.2-3*) while the roofs are mostly made of galvanized iron sheets (*Table 11.2-4*).

**Table 11.2-2
Number of Stories of Structures**

NUMBER OF STOREY/IES (STRUCTURES)	LEFT-SIDE OF THE ROAD	% SHARE	RIGHT-SIDE OF THE ROAD	% SHARE	GRAND TOTAL	% SHARE
1	82	64%	93	82%	175	72%
2	45	35%	18	16%	63	26%
3	1	1%	2	2%	3	1%
9	1	1%		0%	1	0%
25		0%	1	1%	1	0%
Grand Total	129	100%	114	100%	243	100%

**Table 11.2-3
Materials of Walls**

MATERIALS OF WALLS OF HOUSING STRUCTURE	LEFT-SIDE OF THE ROAD	% SHARE	RIGHT-SIDE OF THE ROAD	% SHARE	GRAND TOTAL	% SHARE
Bamboo/Sawali/Cogon/Nipa	1	1%		0%	1	0%
Concrete/Brick/Stone	58	45%	27	24%	85	35%
Concrete/Brick/Stone, Galvanized Iron/Aluminum	4	3%	4	4%	8	3%
Concrete/Brick/Stone, Galvanized Iron/Aluminum, Glass	2	2%	1	1%	3	1%
Concrete/Brick/Stone, Half Concrete/Brick/Stone and Half Wood	3	2%	1	1%	4	2%
Concrete/Brick/Stone, Half Concrete/Brick/Stone and Half Wood, Galvanized Iron/Aluminum	1	1%		0%	1	0%
Concrete/Brick/Stone, Half Concrete/Brick/Stone and Half Wood, Glass	1	1%		0%	1	0%
Concrete/Brick/Stone, Wood	15	12%	1	1%	16	7%
Concrete/Brick/Stone, Wood, Galvanized Iron/Aluminum	3	2%	2	2%	5	2%
Concrete/Brick/Stone, Wood, Half Concrete/Brick/Stone and Half Wood	2	2%		0%	2	1%
Concrete/Brick/Stone, Wood, Half Concrete/Brick/Stone and Half Wood, Galvanized Iron/Aluminum		0%	1	1%	1	0%
Concrete/Brick/Stone, Wood, Half Concrete/Brick/Stone and Half Wood, Glass	1	1%		0%	1	0%
Galvanized Iron/Aluminum	4	3%	1	1%	5	2%
Glass	1	1%		0%	1	0%



MATERIALS OF WALLS OF HOUSING STRUCTURE	LEFT-SIDE OF THE ROAD	% SHARE	RIGHT-SIDE OF THE ROAD	% SHARE	GRAND TOTAL	% SHARE
Half Concrete/Brick/Stone and Half Wood		0%	13	11%	13	5%
Makeshift/Salvaged/Improvised Materials	1	1%		0%	1	0%
Wood	16	12%	13	11%	29	12%
Wood, Bamboo/Sawali/Cogon/Nipa, Galvanized Iron/Aluminum		0%	1	1%	1	0%
Wood, Galvanized Iron/Aluminum		0%	2	2%	2	1%
Unspecified	16	12%	47	41%	63	26%
Grand Total	129	100%	114	100%	243	100%

Table 11.2-4
Materials of Roofs of Housing Structure

MATERIALS OF ROOFS OF HOUSING STRUCTURE	LEFT-SIDE OF THE ROAD	% SHARE	RIGHT-SIDE OF THE ROAD	% SHARE	GRAND TOTAL	% SHARE
Asbestos		0%	2	2%	2	1%
Concrete	1	1%	1	1%	2	1%
Galvanized Iron/ Aluminum	109	84%	59	52%	168	69%
Galvanized Iron/ Aluminum mixed with Wood		0%	1	1%	1	0%
Half Galvanized Iron and Half Other materials	1	1%	1	1%	2	1%
Makeshift/Salvaged/Improvised/materials	1	1%		0%	1	0%
Tile Concrete/Clay Tile		0%	1	1%	1	0%
Unspecified	17	13%	49	43%	65	27%
Grand Total	129	100%	114	100%	243	100%

By floor area, it is anticipated that 55% of the potentially affected structures have land areas of 30 square meters and below (*Table 11.2-5*). Five (5) parking lots of varying length will be affected (*Table 11.2-6*) as well as 37 fences (*Table 11.2-7*).



**Table 11.2-5
Estimated Floor Area of Potentially Affected Structures**

Floor Area of Structure to be Covered (in meter square)	Side of the Road: North (Left) or South (Right)		Grand total
	Left	Right	
10 meter square or less	23%	28%	26%
11-20 meter square	22%	25%	23%
21-30 meter square	10%	12%	11%
31-40 meter square	9%	12%	11%
41-50 meter square	10%	3%	7%
51-100 meter square	16%	4%	10%
101-250 meter square	5%	3%	4%
251-1000 meter square	5%	1%	3%
Above 1000 meter square	0%	2%	1%
Unspecified	0%	11%	5%
Grand Total	100%	100%	100%

**Table 11.2-6
Number of Potentially Affected Parking Lots and Length**

LENGTH (in square meters)	NUMBER of Parking lots	% SHARE
3	1	20%
15	1	20%
25	1	20%
50	1	20%
200	1	20%
Grand Total	5	100%

**Table 11.2-7
Number of Potentially Affected Fences and Length**

LENGTH (IN METERS)	NUMBER OF Fences	% SHARE
5 and below	8	22%
6-10	9	24%
11-15	6	16%
16-25	6	16%
30-55	4	11%
71	1	3%
100	1	3%
185	1	3%
270	1	3%
Grand Total	37	100%



11.3 Estimated Value of the Affected Properties

The BIR zonal values (2007³), shown in **Table 11.3-1**, classifies the area covered by the census as commercial regular (CR). Given the absence of specific parameters for valuation, value ranges were assigned to the properties by the survey team. Their average is seen in the table below and it shows that the zonal valuation ranges from PhP6,000/m² to PhP31,500/m². About 50% of the affected properties are between PhP6,000/m² to PhP7,700/m².

Table 11.3-1
Average BIR Zonal Valuation (2007) Land Use Category % Share to Total

AVERAGE BIR ZONAL VALUATION	Commercial	Commercial / Residential	Industrial	Institutional	Residential	Unspecified	Grand Total
6,000	1%	0%	0%	0%	2%	0%	3%
7,050	16%	7%	1%	0%	6%	5%	35%
7,700	7%	2%	0%	0%	2%	1%	12%
7,900	1%	0%	0%	0%	0%	0%	2%
8,000	1%	0%	0%	0%	0%	2%	3%
8,600	0%	0%	0%	0%	0%	0%	0%
9,000	1%	0%	0%	0%	1%	0%	2%
9,200	1%	1%	0%	0%	0%	0%	2%
10,262	2%	0%	0%	0%	5%	1%	8%
11,000	0%	0%	0%	0%	0%	0%	0%
11,100	4%	0%	0%	0%	1%	2%	8%
14,100	1%	1%	0%	0%	2%	0%	5%
17,375	6%	2%	0%	0%	5%	0%	13%
18,200	1%	0%	0%	0%	0%	2%	3%
31,500	1%	0%	0%	0%	0%	2%	3%
Grand Total	43%	15%	1%	0%	23%	17%	100%

In Talamban, the two structures to be affected have a BIR zonal value of PhP3,000/m². The occupants refused to be interviewed hence no further information is available. From ocular observation, a pawnshop may be affected by the turn-around in Talamban

12.0 SOCIO-ECONOMIC PROFILE OF POTENTIALLY DISPLACED PERSONS

Of the 243 structures, there are 117 commercial, commercial/residential and residential houses which will be affected by the Cebu BRT land acquisition. At one household per structure, it is estimated that 117 households occupy these structures. The survey team approached 93 or 79% of the 117 households. Only 28 HHs or 30% of the 93 HHs agreed to be interviewed. Sixty five (65) HHs refused to be

³ This is the latest BIR Zonal Values as can be accessed from the website of the Bureau of Internal Revenue



interviewed. The socio-economic profile of the households will be used as a baseline to evaluate resettlement impacts if these same HHHs are affected, or if they are not affected, as a control group to compare with those who will be affected. A 100% survey or census will be done during detailed engineering design when the affected HHHs will be identified with certainty.

Household Size. Average household size among the respondents is 3.6 which is lower than the national rate. The HH size ranges from the smallest of one with the largest at seven (7).

Sex Composition of Households and Sex of Household Head. There are more female members than males in the households interviewed. Fourteen out of the 28 households have only one male member in the household. Eleven households have 2-3 members of the households who are female. For HH heads, males outnumber females, 19 against 8.

Age of Household Head. Majority of the HH head are 50 years old or above of age

Educational Attainment of the Household Head. Of the 19 male household heads, five (5) are college graduates compared to two (2) females.

Occupation of Household Head and their Spouses. For those who responded to the question, the occupation of the household head was in the business and service sector. Their spouses were also mostly self-employed in business and services. A few were housewives.

Average Income. Average monthly income is PhP18,500. The range is between PhP2,000 to PhP60,000. This is likely to be understated

Tenure of Households. No clusters of shanties or temporary structures were identified in the census in the said route. Further, there were no health or day care centers that would be adversely affected by the Cebu BRT. Among the 28 HHHs who agreed to be interviewed, none were informal settlers. It is quite plausible that there might be informal settlers from among the 65 HHHs who refused to be interviewed. Around half (49%) owned their land and 3 out of 10 are renters.

13.0 ESTIMATED INCOME LOSSES

For land classified as commercial, industrial and institutional, the total number of businesses using this land totaled 108. Most of these are in the services sector, and dominated by enterprises engaged in "wholesale retail, repair motor vehicles, motorcycles and personal household goods" (*Table 13.0-1*). The number of employees ranges from 1 to 33 (*Table 13.0-2*). Average annual gross income is around PhP334,222. Annual income ranges from PhP36,000 to PhP800,000 (*Table 13.0-3*).



**Table 13.0-1
Nature of Business of Commercial, Industrial and Institutional land Uses**

Nature of Business by Industrial Origin	Land Use						Grand Total	% SHARE OF TOTAL
	Com-mer-cial	% SHARE OF TOTAL	Indus-trial	% SHARE OF TOTAL	Institu-tional	% SHARE OF TOTAL		
Education		0%		0%	1	1%	1	1%
Financial Intermediation	5	5%		0%		0%	5	5%
Health and Social Work	1	1%		0%		0%	1	1%
Hotels and Restaurants	1	1%		0%		0%	1	1%
Other Comm, Social & Personal Services	11	10%		0%		0%	11	10%
Real Estate, Renting & Business Activities	12	11%		0%		0%	12	11%
Small-scale manufacturing		0%	3	3%		0%	3	3%
Transport, Storage and Communications	1	1%		0%		0%	1	1%
Whole.& Retail, Rep. Motor Vehicles Motorcycle & Personal & HH Goods	66	61%		0%		0%	66	61%
No Answer	7	6%		0%		0%	7	6%
Grand Total	104	96%	3	3%	1	1%	108	100%

**Table 13.0-2
Number of Employees by Nature of Business**

Nature of Business by Industrial Origin	Number of Employees							Grand Total
	1	3	4	5	11	20	33	
Other Community, Social & Personal Service Activities		1				1		2
Small-scale manufacturing			1	1				2
Transport, Storage and Communications					1			1
Whole & Retail, Rep. Motor Vehicles Motorcycles & Personal & HH Goods	1	1					1	3
Grand Total	1	2	1	1	1	1	1	8



**Table 13.0-3
Estimated Annual Gross Income (PhP)**

Estimated Annual Gross Income (PhP)	Wholesale Retail, Repair Motor Vehicles, Motorcycles and Personal Household Goods	Grand Total
36,000	1	1
50,000	1	1
72,000	1	1
90,000	1	1
360,000	1	1
400,000	2	2
800,000	2	2
Grand Total	9	9

On the bases of the number of establishments can be potentially affected and their average annual income, the RP estimates that a maximum income loss of PhP36,095,976.00. This is likely to be understated.

Research with the Cebu City Hall showed 405 tenured vendors, meaning those with permits, plying their trade on the corridor. The expected number of vendors to be affected will be less than this number as the project will only take land fronting the stations. In the entitlement matrix found on p. 22 of this RP, tenured vendors are eligible for compensation for income losses but not for structures. These vendors have structures made of temporary materials occupying 2 square meters of public land. It is relatively easily to transfer these structures. A definitive appraisal will be done during detailed engineering design.

14.0 TRANSFER ARRANGEMENTS AND RESETTLEMENT SITES

There are 243 structures which are potentially affected (69 purely residential and mixed commercial-residential structures and 150 structures of commercial, industrial, institutional and other uses) These potentially displaced persons may opt for cash compensation for their assets or some may seek to be resettled in-city.

Should the 69 structures opt for resettlement, the CCG through the DWUP has identified a site in Barangay Sinsin as a potential resettlement site. The resettlement site is around two (2) hectares and is moderately priced (**Table 14.0-1** and **Figure 14.0-1**). The indicative total cost is around PhP 3,799,600.

There is no cluster or large community of shanties of informal settlers who will be affected by the Cebu BRT. Nevertheless, a few informal settlers living in front of the stations who are likely to be displaced and who attended the public consultation expressed their preference for relocation near their current place of residence and businesses. DWUP has also identified the BLISS site at Labangon for resettlement purposes. The land is government-owned and depending on the number of displaced persons, DWUP proposes to build a medium-rise building on the existing basketball court to accommodate them. This will require additional budgetary allocation estimated to be between PhP30 to PhP40 million. However, the development of Labangon is not in the immediate plans of the city. DWUP also said that the city has



properties foreclosed due to non-payment of real property taxes, which theoretically, can be used for socialized housing.

While there were several other sites that have been identified, the DWUP selected Sinsin from the other candidate sites due to its affordability and suitability as a resettlement site. Other reasons mentioned by the DWUP in choosing the Sinsin resettlement site include:

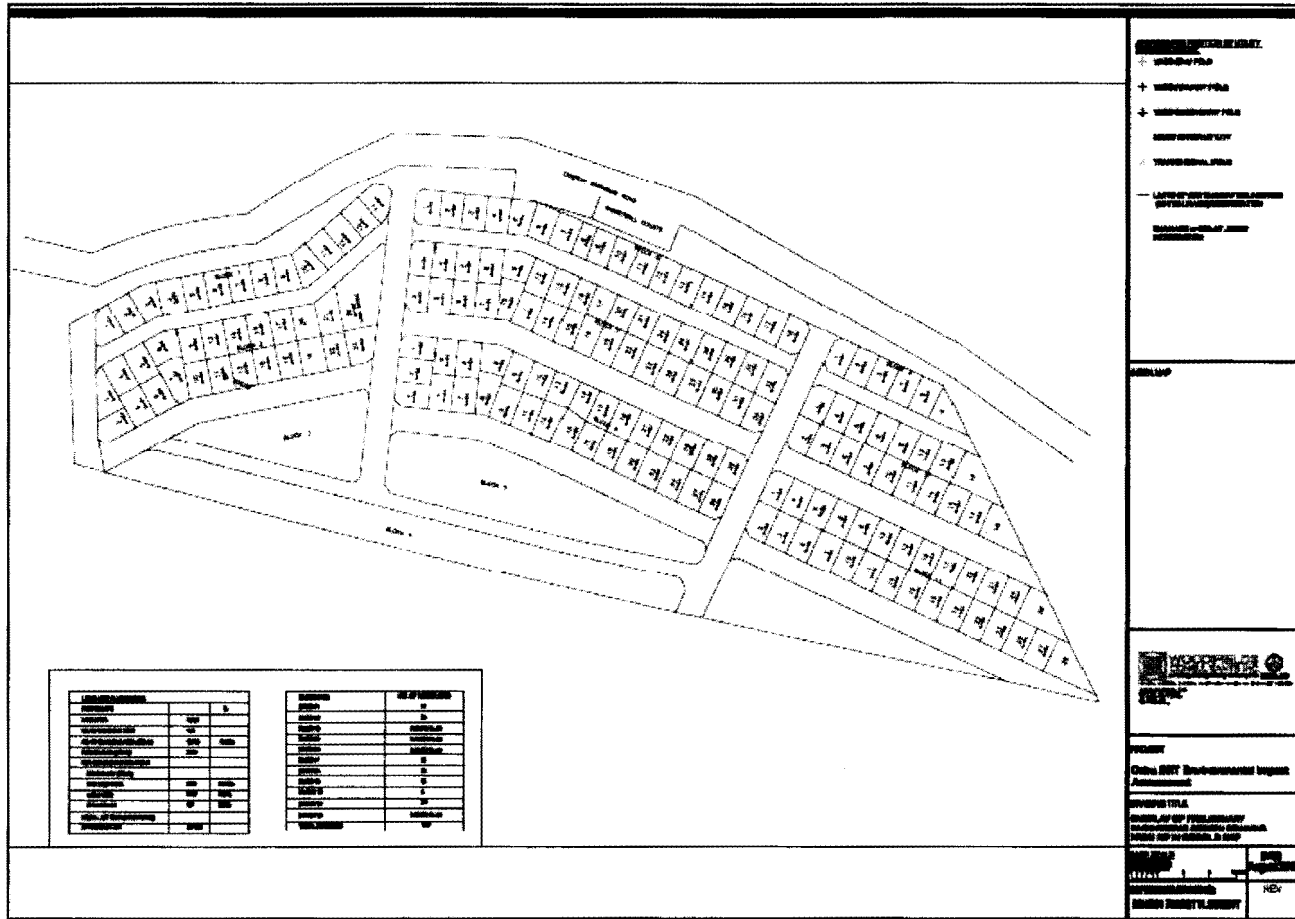
- a) Topography with its moderately rolling terrain with only a small portion of mountainous/highly elevated area although Barangay Sinsin is more or less within elevation 500-600 meters above sea level. The site is dry and above the adjacent barangay road;
- b) Peace and order situation is stable. Facilities and utilities like water supply, drainage, availability of power and road infrastructure are present, well provided and maintained within the site.
- c) The site is readily accessible from different directions. The site can be reached from the Trans-Central Highway passing Barangays Sudlon I and Sudlon II or from the south through Talisay City passing Lagtang-Lutopan road (Manipis) and Barangay Campo Siete (Camp 7) of adjacent Municipality of Minglanilla.

The displaced persons who may be relocated shall be consulted again once the DED has ascertained they have to move off-site.

**Table 14.0-1
Proposed Resettlement Site for Cebu BRT**

INFORMATION CATEGORY	INFORMATION
Project:	Proposed Cebu BRT Resettlement Site
Proponent:	City of Cebu
Lot Nos.:	15628, Cadastre 12, Extension
Total Land Area:	18, 998 sq. m.
OCT No.:	O-985
Registered Owner:	City of Cebu
Location:	Brgy. Sinsin, Cebu City
Offered Selling Price:	50.00/sq. m. (more or less)
Prevailing Market Value:	200.00/sq. m. (more or less)
Zonal Valuation:	200.00/sq. m. (more or less)
Declared Use:	Agricultural
Actual Land Use:	Agricultural
Approved Zoning:	Agricultural
Topography:	Moderately rolling with mountainous/highly elevated portion

Source: DWUP



Source: Cebu City DWUP

Figure 14.0-1
Site Plan of Brgy. Sinsin Resettlement Site



15.0 INDICATIVE BUDGET

In preparing the budget, this RP operated on the assumption that only the 69 households of residential and mixed commercial and residential will seek resettlement in which the government needs to provide the site, housing and amenities based on government standards. Further, the estimation included estimates for Management Cost and Contingency Cost (assumed to be 10% and 15% of the total development cost, respectively).

Budget preparation used Auto-CAD to estimate the project's ROW acquisition. The estimation involved land acquisition cost for the stations and terminal but excluded the bus stops from Ayala Mall to Talamban and the depot which is government-owned land. The bus stations from Ayala Mall to Talamban have not been finalized as of writing this RP. Their impact is not expected to be significant as they will use the existing ROW and sidewalks. The estimated land acquisition cost is PhP620.5 million using the BIR Zonal Values of 2007 found in *Table 11.3-1* above. The breakdown of the cost per barangay is found on *Table 15.0-1*.

Table 15.0-1
Estimated Land Areas to Be Acquired and Acquisition Cost

Barangay	BIR Zonal Value (per sqm)	Land Area (sqm)	Estimated Cost (PhP)
Bulacao Terminal	7,900	13,524.11	106,839,600.00
Bulacao (Station)	7,900	1,213.31	9,585,152.16
Pardo (Pob.)	6,600	5,677.01	37,468,233.00
Basak Pardo	7,000	9,440.15	66,081,030.40
Basak Pardo	7,100	638.60	4,534,024.50
Basak San Nicolas	8,000	6,722.68	53,781,435.20
Mambaling	11,000	7,443.04	81,873,389.40
Labangon	8,699	2,883.83	25,086,394.54
Duljo (Pob.)	9,000	4,095.86	36,862,757.10
San Nicolas Central	9,000	1,520.65	13,685,829.30
Calamba	9,200	885.11	8,142,987.16
Sambag I (Pob.)	8,600	1,069.37	9,196,617.26
Pahina Central (Pob.)	14,000	351.89	4,926,448.80
Sambag I (Pob.)	12,000	775.82	9,309,886.80
Kalubihan (Pob.)	20,200	473.10	9,556,694.74
Sambag I (Pob.)	19,200	194.27	3,730,049.28
Sambag I (Pob.)	22,800	409.34	9,333,029.52
San Antonio (Pob.)	35,000	609.51	21,332,710.00
Sambag I (Pob.)	26,000	78.98	2,053,490.40
Sambag II (Pob.)	7,600	910.02	6,916,162.64
Santa Cruz (Pob.)	35,000	844.47	29,556,289.00
Capitol Site (Pob.)	31,500	149.84	4,719,843.45
Capitol Site (Pob.)	14,000	165.77	2,320,843.00
Camputhaw (Pob.)	11,760	3,481.64	40,944,073.46



Barangay	BIR Zonal Value (per sqm)	Land Area (sqm)	Estimated Cost (PhP)
Camputhaw (Pob.)	11,375	384.80	4,377,144.36
Camputhaw (Pob.)	7,650	2,390.75	18,289,210.73
		66,333.91	620,503,326.21

Replacement Cost for Structures. The indicative total structure floor area that shall be partially or totally replaced involves 19,999 meter square. The average current structure construction cost is between PhP15,000 to PhP25,000. Using these parameters the indicative structure replacement costs shall be PhP299,980,500 to PhP499,967,500.

Resettlement Site Acquisition and Development Cost. The estimated land acquisition for the resettlement site for affected DPs in the CBRT shall be PhP3,799,600 which was identified in Barangay Sinsin. The total resettlement cost could reach PhP110.683 million (**Table 15.0-2**) if all related costs are included like development cost, management and contingencies.

**Table 15.0-2
Resettlement Development Cost**

ITEMS	UNITS	COST (PhP)
Land Area (meter square)	18,998	
Land Price (PhP200/m ²) (for the resettlement site)		3,799,600.00
No of Saleable Lots	173	
Land Development Cost (PhP1,500/m ²)		28,497,000.00
Potential Housing Units In Saleable Lots (PhP20,000/m ² and Floor Area of 40 meter square one floor)	69	55,200,000.00
Total Development Cost		87,496,600.00
Management/Supervision Monitoring Cost (10% of Cost)		8,794,600.00
		96,246,260.00
SubTotal		
		14,436,939.00
Contingencies (15%)		
Grand Total		110,683,199.00

Note: The number of housing units may be less in actual resettlement since DPs who accede to move may be less. The costs in the table represent full development cost of the site

Income Restoration. Income loss is estimated at PhP36.095 million.

Based on the above estimates, the aggregate cost of land acquisition, resettlement and income restoration is estimated to be PhP1.267 billion. (**Table 15.0-3**) This excludes cost for transfer and rehabilitation costs. The costing will change based on the final detailed design and the valuation of a professional appraiser during the DED.



Table 15.0-3
Indicative Estimate of Land Acquisition and Resettlement Cost

COST ITEMS	High Estimate (PhP)
1. Land Acquisition Cost	620,503,326.21
2. Structure Replacement Cost	499,975,000.00
3. Resettlement Development Cost	110,683,199.00
4. Income Restoration	36,095,000.00
Grand Total	1,267,256,525.21

16.0 DISCLOSURE, CONSULTATION, AND PARTICIPATION MECHANISMS

The initial consultation, attended by the potential DPs, DOTC, CCG and World Bank, was held in 31 August 2012. In the said consultation, the initial finding of the resettlement study was presented. The details on the Public Consultation Program, the Attendance List and the Minutes of the Consultation are annexed to this RP.

The key issues raised during this initial consultation and clarifications made by the consultants are shown below in **Table 16.0-1**

Table 16.0-1
Highlights of the RP Public Consultation

Key Issues Raised	Response/Action Items
<i>Lot Owner from N. Bacalso</i>	
<ul style="list-style-type: none"> We have a property approximately 1.5 meters from the road. If road widening proceeds, we might be affected. If this happens, where will we live? If we have to be relocated, it is okay as long as it is not too far away from the city (2 rides of minimum fare). 	The design drawings shown are just preliminary drawings, subject to change during the detailed engineering design. It is not certain as of now that you will be affected. However, if properties will be affected due to the project, compensation will be provided by the government.
<i>Resident from near Kinalumsan Bridge</i>	
<ul style="list-style-type: none"> If a portion of the house is to be acquired, can I still use the remaining portion? 	<ul style="list-style-type: none"> Yes, as long as there is a remaining portion of the land and it is titled to you.
<i>Business Owner from Poblacion Pardo</i>	
<ul style="list-style-type: none"> We have a business in a building which might be affected by the project. Is it ok if we still use the remaining land for business? 	<ul style="list-style-type: none"> The government will pay for the cost of the property that will be affected. You can still use the remaining land for business.
<i>Resident from N. Bacalso</i>	
<ul style="list-style-type: none"> Our house is located near a creek. Are we going to be affected by the project? 	<ul style="list-style-type: none"> We cannot say for sure that you will be affected because we are still in the preliminary design stage. There will be another consultation during and after the Detailed Engineering Design and you may verify later.
<i>Business Owner from N. Bacalso</i>	
<ul style="list-style-type: none"> During the expansion, there will be houses with store/business that will be affected. 	<ul style="list-style-type: none"> The government will compensate the income/value of the store/business



Key Issues Raised	Response/Action Items
<p>What is the process in acquiring structures with business?</p>	<p>based on the declaration in the income tax.</p> <ul style="list-style-type: none"> • During resettlement, apart from the valuation of the land and the structure, loss of business will also be compensated. • Peddlers are different from those who own a place. If the business (not peddler) has tax declaration or ITR, the process of government compensation is easier compared to those who do not have. If tax documents are not available, the government will base the compensation on a rough estimate of the probable daily income of the store.
<p><i>Lot/Structure Owner from Avocado Street</i></p> <ul style="list-style-type: none"> • Part of the building and lot that we own now will be affected by the widening. What will happen? • Parents are the real owner and the title is not yet passed. Already reported to the BIR. 	<ul style="list-style-type: none"> • Pertinent documents such as land title and other documents are needed to prove the ownership so that the government can compensate you with the right amount. • That issue must be addressed first.
<p><i>Building Owner from Tres de Abril, Bgry. San Nicolas</i></p> <ul style="list-style-type: none"> • We own a three-storey building that will be completely affected by the widening. The problem is, the land and structure is already on sale and one last call from the buyer is needed to transfer the ownership. Should we continue the deal or should we just let the government to buy our property? Will there be any complication? 	<ul style="list-style-type: none"> • It is all right to continue the deal with the buyers, legally. Disclosure of possible land acquisition due to the BRT will depend on the lot owners. There would be risk to the new buyer.
<p><i>Resident</i></p> <ul style="list-style-type: none"> • How big is the size of the land to be taken? 	<ul style="list-style-type: none"> • These measurements are just estimations. This is just a design study and the final engineering design is yet to be done.
<p><i>Participant</i></p> <ul style="list-style-type: none"> • Let us say that only 3m is the remaining lot that is left to me after the government took the rest of my property. Can I just sell the remaining portion of the land and transfer into other place instead? 	<ul style="list-style-type: none"> • The government can buy the lot and use it for other purposes such as beautification. • Such lands are called orphan or residual lands. Land cannot be donated. The Supreme Court has a ruling that the government should pay for the land according to current market value.
<p><i>Participant</i></p> <ul style="list-style-type: none"> • Can the government buy my property regardless of size? For example, if majority of my property has been taken by the project and it no longer serves me as it had before. 	<ul style="list-style-type: none"> • The government should agree to buy the whole land from you. Because if you don't let them buy it from you and you decided to stay at the remaining land, you will have to apply for another



Key Issues Raised	Response/Action Items
	land title which is costly. Practically, it is better to sell the house and lot then take the money and transfer to another place.
<i>Participants</i>	
<ul style="list-style-type: none"> Will compensation be the same for both titled and untitled lands? 	Compensation will be higher and assured for those who have land titles. It is difficult to provide compensation for untitled lands because proof of ownership is needed.
<i>Resident</i>	
<ul style="list-style-type: none"> I live near the bridge and belong to the group without land title. Being an informal settler, can I also receive payment from the government? 	<ul style="list-style-type: none"> When informal settlers are to be relocated, it is the government's obligation to give them relocation. There is no compensation for the land. However, informal settlers will not be displaced unless a relocation site identified by the government is provided. Moreover, the government will provide house and lot but for a minimal fee.
<i>Store Owner from Brgy. San Nicolas</i>	
<ul style="list-style-type: none"> We have a store in our house and we think that our house will be affected by the project. We don't have any relatives and other places to go to. What process will we undergo? We have tax declaration. 	<ul style="list-style-type: none"> As long as there is a tax declaration, there is a proof that the property is yours. Also, there will be no problem regarding the buying of the land.
<i>Renter from N. Bacalso</i>	
<ul style="list-style-type: none"> I am renting a place that will be affected by the project. What will happen? 	<ul style="list-style-type: none"> The relocation of the families that are only renting the house is not part of the government's responsibility. However, the renting person/families will be given an ample time to find a new house before the rented structure is to be taken.
<i>Participant</i>	
<ul style="list-style-type: none"> Our place will be affected by the project but the store/house is on mortgage. We own the land but not the house though. 	<ul style="list-style-type: none"> If the house is on mortgage, a proof is needed. Let us say that the government will buy the affected land, the amount of the house will be deducted first before you receive the total amount for the land. The land owner will be paid not the owner of the house.

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

Information about the project as well as grievance mechanism, procedure for payment, and the final updated RP as well as other safeguard documents will be disclosed electronically and in paper form at the WB Knowledge Development Center



(KDC) at the University of San Carlos, at the barangay halls (summary of the RP and details relevant to the barangay), at the DWUP office, and other relevant offices of the city government. Brochures in English and Sugbuanon will be distributed on the rights and responsibilities of displaced people and notices posted on the barangay.

17.0 IMPLEMENTATION ARRANGEMENTS

Successful land acquisition and resettlement will involve more than one government agency. There are two options on the table:

- a) Option 1: Sole Source Land Acquisition. The Cebu City government through the Technical Working Group has indicated its preference to undertake the entire resettlement program, including land acquisition. This action is not without precedent. In the Panglao Airport Project, the DOTC entered into, a Memorandum of Agreement (MOA) with the Provincial Government of Bohol (PGB) for the latter to undertake land acquisition and resettlement. A major difference between the Panglao Airport project and the CBRT is that the whole BRT corridor passes through a national road (Cebu South Road or N. Bacalso) under the jurisdiction of the DPWH. For Option 1 to be realized, concurrence has to be obtained from DPWH to delegate land acquisition responsibilities on the corridor to the Cebu City Government. This needs a Memorandum of Agreement among DOTC, DPWH, and CCG.
- b) Option 2: Hybrid Arrangement. If the status quo were to prevail, there would be two agencies involved in land acquisition: the Cebu City government and the DPWH. DPWH would be in charge of land acquisition along the corridor while Cebu City would acquire the land for the terminal, and if necessary, additional land, for the bus depot. DOTC would have to transfer funds to two agencies instead of one. The hybrid arrangement raises scheduling challenges, which could potentially delay the project.

In both options, the acquisition and development of a resettlement site as well as the transfer of physically displaced persons will be the responsibilities of the city government in conformity with the Urban Development and Housing Act.

The preference is the most direct and simplest institutional arrangement for land acquisition. This favors Option 1. For Option 1 to be viable, the Cebu City government will have to ramp up the personnel and budget of critical offices such as the City Legal Office, the DWUP, DMDP, and the City's Engineer Office. The City will have to study the fiduciary aspects of taking on the entire land acquisition and resettlement. Of specific concern is finding a financial mechanism to ensure the ROW funds are immediately accessible to pay court-mandated compensation and those resulting from negotiated settlements. Option 1 also needs a funds flow mechanism from the DOTC to City and the City to the DP which is efficient and at the same time compliant to the audit rules of the government.

The final decision will be made after the project obtains approval from the NEDA and Monetary Board and a National Policy Steering Committee, in charge of policy making for the CBRT is formed with representatives from among others DOTC, CCG, and DPWH.

The project will be supervised by a National Project Management Office (NPMO). As of writing, a draft Department Order creating the NPMO is with the Secretary of DOTC for signing. A Project Implementing Unit or DOTC Satellite Office will be established in Cebu City. The DOTC Satellite Office will have dedicated safeguards



personnel. One of the first tasks of this PIU or Satellite Office will be to draft a Land Acquisition and Resettlement Operations Manual in coordination with the social development specialists and the Detailed Engineering Design consultants.

The PIU will work with a City Resettlement Implementation Committee (CRIC) with members consisting of the heads of different city departments and relevant national government agencies. The CRIC will deal with operational questions and coordination issues among agencies involved in land acquisition and resettlement. Staff from these city departments can be seconded to the PIU to assist the social safeguards staff. The potential members of the CRIC are as follows

- City Councilor for Transport and Infrastructure/another City Councilor -- chairperson
- City Treasurer/Budget Officer – for releases of funds for payments to affected private owners and financial matters
- City Assessors – for information on landowners, real property tax arrears, information on city owned properties
- Register of Deeds – for land titles and land rights documents
- City Engineer – for assessment of affected structures; assistance in valuation
- Department of Public Works and Highways, representative of the district office – to assist in the valuation of the structures
- Bureau of Internal Revenue Representative – for taxation related to land transfers and affected structures.
- Division for the Welfare of the Urban Poor – for informal settlers concerns such as transfer and relocation to resettlement site if necessary
- City Legal Office – for legal concerns regarding ROW acquisition, involuntary resettlement and relocation

Membership to the CRIC can be expanded to include other entities as the need arises.

One proposal is to establish a service center to handle inquiries, receive grievances, and facilitate the production and release of legal documentation to prove eligibility and facilitate payment. The service center will have representatives of the City Assessor's for matters relating to tax arrears, local transfer taxes, and facilitating changes in the tax declaration; the Register of Deeds for forms related to annotations in the title; the Bureau of Internal Revenue for taxation matters related to property transfer. This service center will be open for business during certain days of the week.

18.0 GRIEVANCE MECHANISMS AND PROCEDURES

Grievances related to any aspect of the CBRT project or sub-project will be handled through the application of Alternative Dispute Resolution (ADR) which can be in the form of mediation, conciliation, and negotiation. Nevertheless, the use of ADR does not preclude the option of the DPs to seek the assistance of the court through litigation. The type of grievance will determine the body or mechanism that will handle the grievance.

The general procedure for managing and resolving grievances is as follows:

1. The first body or office of recourse will be the Lupong Tagapamayapa or Barangay Dispute Resolution Mechanism. The grievances related here will deal



with physically verifiable issues such as failure to tag an affected structure, lack of proper notice, clarification regarding the cut-off date, etc. The Lupong Tagapamayapa in the barangays will be oriented on the procedures on ROW acquisition and resettlement. The barangay will be the primary locus for information dissemination at the local level.

2. Another body that will receive grievances will be the service center to be established by the project. This service center will have representatives from the CRIC member agencies.
3. If the decision of the Lupong Tagapamayapa fails to satisfy the DP, the DP can file the grievance with the City Resettlement Implementation Committee (CRIC) which will have a sub-committee for resolving grievances. The CRIC can deliberate on all grievances except those cases that are already filed in court or are under court-ordered mediation or arbitration.
4. If the DP is not satisfied with the decision of the CRIC, the complainant as a last resort can submit the complaint to any court of law.

DPs shall be exempted from all administrative and legal fees incurred pursuant to the grievance redress procedures, except those charged by the court.

All complaints received in writing (or written when received verbally) from the DPs will be documented within the prescribed time provided by law or the internal procedures of the CRIC.

19.0 UPDATING THE RESETTLEMENT PLAN

At the beginning of detailed design, the DED consultant will form a combined survey team consisting of the (i) parcellary mapping team which will do the DMS; (ii) the census team which will do the census of affected households, and (iii) the independent appraiser team who will value losses of real property, income, and livelihoods and the cost of the mitigating measures.

19.1 Detailed Measurement Survey (DMS)

Parcellary mapping is part of the detailed measurement survey. The results of parcellary mapping allow a comparison between the ROW width stated on paper and the actual ROW based on the land ownership records. The survey allows the project to ascertain parcel boundaries; know if the parcel or lot is intact or has been subdivided; or transferred its ownership and size, and the extent of land taking by the project. The sources of information for the parcellary map are the Assessor's Office of the Cebu City government, the Register of Deeds, the regional office of the Land Management Bureau, and the technical descriptions in the OCT or TCT of the property owner. A team within the DED consultant firm will perform parcellary mapping. The PIU will facilitate the provision of information by the different government agencies, oversee the work of the parcellary mapping team, and perform quality assurance, such as ensuring the correct names, middle initials, and middle names of the owners, the condition and location of the owner (deceased, in-country, migrated abroad) and its representation, and facilitate the necessary correction in the documents, including the filing of cases of court for change of names. The design consultant will secure the approval of the parcellary map from the Land Management Bureau. This parcellary map with other project documents will be disclosed to the DPs, in public, and electronically.



For affected structures, the parcellary mapping team will work with the City Engineering Office and City Building officials to estimate the impact on structures, taking into consideration the easements provided in the Building Code of the Philippines and relevant city ordinances. The parcellary mapping team will take photographs of the affected land and structure.

The parcellary mapping team shall fill out the DMS survey form approved by the PIU; estimate the extent of impact on land and structures; assess the viability of the residual following the definition of severity in this RP; and identify those land and/or structures which are under dispute. The DMS form will be signed by the head of the affected HH or the owner of the building. The parcellary mapping team will provide a copy of the signed DMS form to the affected HH.

The parcellary mapping team will then tag the structure. The date on the DMS form and the date on the tag will be the same and will represent the cut-off date for the structures.

The DMS team will secure all the necessary documentation regarding the affected real property, including contract of lease, various kinds of deeds, court documents (if a case had been filed in court), and other relevant documentation concerning the real properties affected.

The parcellary mapping team will list down in the DMS form other fixed assets affected by land acquisition.

19.2 Census

While the mapping is underway, the census team will undertake a census of all affected HHs and business establishments. The start date of the census will be the cut-off to determine the eligibility of DPs to receive entitlements. The cut-off date will be disclosed and explained to the respondents of the census. There will be two types of census: household and business establishments (commercial, industrial, including institutional such as schools, health centers). The household census will cover -- but will not be limited to -- the following:

- Household demographic information: household head, marital status, number of household members, sex, age, educational attainment, ethnicity, religious affiliation, household members with disabilities;
- Tenure on the land and structure;
- Economic information: income, sources of income;
- Household assets;
- Water and sanitation; electricity; telecommunications;
- Health status and health seeking behavior;
- Organizational affiliations;
- Knowledge and perception of the project; and
- Options for relocation.

The census of establishments will cover -- but will not be limited to -- the following:

- Ownership and management structure of the firm (for formal establishment);
- Number and names of employees classified into length of service and status (temporary or contractual; regular);
- Income of the employees, with attached salary scale and sample pay slips;



- Income of the firm, with attached audited income statement and balance sheet (filed with the Securities and Exchange Commission) or BIR income tax forms for the last three years;⁴ and
- Options for relocation.

19.3 Eligibility Check and Identification of Entitlements

At the end of the combined surveys in a barangay, the parcellary mapping, census, and independent appraiser team will meet to process the results and determine the eligibility of the different households and businesses and their entitlements based on the eligibility matrix in this RP.

Informal Settlers. The census and the parcellary mapping teams with the social safeguard specialist of the PIU will identify the informal settlers among the affected HHs and establishments and ascertain who are eligible for the entitlements based on this RP and their preferred options for relocation.

Livelihood Restoration Measures. For livelihood restoration measures, the DED, PIU, and the appraiser will identify those vulnerable households or employees losing employment for qualification for livelihood restoration measures.

Inventory of Loses. The parcellary mapping and census team will consolidate the results of their work into a comprehensive IOL that will be prepared by the PIU. The two teams will incorporate this form and its contents in the RP. This form or the relevant portions of this form will be disclosed in a language understandable and places accessible to them such as but not limited to the city hall, barangay hall, and PIU office/service center.

19.4 Property and Income Appraisal

The independent appraiser will value the affected physical assets, income streams, and livelihood restoration measures using a variety of methods such as ocular inspection, interviews with real property owners and the owners themselves, research on the prices of construction materials with the Department of Trade and Industry and with the Regional Office of the DPWH, interviews with hardware stores and construction companies and contractors within the vicinity of the corridor, cash flow analysis, income estimation method, Consumer Price Index, and other acceptable methods of property and income valuation.

On the basis of the IOL, the appraiser will prepare an itemized valuation of the affected properties and income streams and consolidate this into a Compensation Plan. The appraiser will then prepare an offer sheet per affected household/business for approval by the PIU and the NPMO. The replacement cost method will be followed in the valuation.

With the city's DWUP and City Engineering Office, the DED, the independent appraiser, and the PIU will calculate the improvements necessary in existing relocation sites, estimate the transfer costs, prepare a budget, and explore other

⁴ *Micro and small business enterprises usually do not prepare financial statements; if ever they do, they do not file these with the SEC. In this case, the income tax return will be the basis. In the absence of an income tax return, an ocular inspection will be done by the property appraiser to estimate inventory which can be a proxy indicator for daily sales of a small variety store.*



housing options and rehabilitation measures. The consolidated output will be called the Transfer and Relocation Plan. This will be disclosed to the relevant DPs.

With the DED, the PIU, and the DMDP, the independent appraiser will budget the cost of the livelihood restoration measures. This will be called the Livelihood Restoration Plan. This plan will also be disclosed.

On the bases of these inputs (DMS, census, IOL, Compensation, Transfer and Relocation, Livelihood Restoration Plans) the DED consultant will revise the RP and submit it to DOTC and the CCG for approval. The DOTC, the CCG, and the WB will meet to agree that the contents of the RP are satisfactory. If agreement is reached, the WB, the DOTC, and the CCG will state this in writing and disclose the RP in their respective websites and on site at the Cebu City Hall and the KDC at the University of San Carlos. After clearance of the RP by all parties, implementation can begin.

19.5 Disclosure, Consultation and Participation

Initial Consultation. As part of the preparation of the preliminary RP, the DOTC held a consultation with potentially affected DPs in Cebu City to inform them about the project and elicit their concerns.

Second consultation. At the beginning of the detailed design, the PIU will hold a consultation per barangay or village to announce, among others, the start of detailed design, the activities which will be undertaken, and the cooperation required of the residents, including the documents that they need to prepare. The PIU will use various means to ensure maximum participation in the consultation. The attendees will be informed that a survey team will go their houses to do the DMS, the census, and appraisal of affected real properties and income. During this second consultation, the grievance and the flow chart of the grievance mechanism including contact details will also be disclosed verbally, through posters in the barangay halls, the city hall, and company bulletin boards, and through brochures and pamphlets distributed individually.

Formal business establishments. The PIU will prepare a separate letter hand delivered or sent by courier to the owner and/or manager of the business establishments informing them of the visit of the DED consultant team, the activities of the survey team, and the cooperation expected of them. The letter will contain the date of the visit. If necessary, the PIU will hold a separate consultation with owners and/or managers of these establishments.

Employees of Affected Businesses. With the concurrence of the owner, the social safeguard specialist of the PIU will hold consultations with the employees regarding their concerns and the entitlements they will receive due to temporary or permanent loss of employment. If closure of the business establishment were unavoidable, the social safeguard specialist of the PIU will coordinate with the provincial office of the DOLE on the process of closure and retrenchment and the rights of the employees. The PIU will invite the DOLE to orient the employees on their rights under the Labor Code and DOLE orders in the event of separation. The PIU will work with the PESO and the City DMDP on placement of the employees. Employees who opt for re-training will be referred to the TESDA.

Informal settlers. Depending on their numbers, a separate consultation will be held for informal settlers at the barangay hall or a place accessible to them. The social safeguard specialist of the PIU with the DWUP, DMDP and other city officials will



disclose the options available to affected informal settlers and solicit their views and suggestions.

Disclosure of Entitlement Matrix and Results of Eligibility Check. After the combined surveys in each barangay, the PIU Communication team and the Social Safeguards Specialist will disclose the eligibility criteria, entitlement matrix, and the list of eligible persons and the type of losses that they will incur. The method of valuation the formula for computation, the bill of quantities for construction materials, as well as valuations of affected property made by the LGU, BIR, government financial institutions, and ongoing selling price of property in the area based on deeds of sale submitted to the LGU, and other information that will aid the DPs in making an informed decision will be posted. To protect the privacy and ensure the security of the DPs, the type of entitlements that will be received as well as the amounts will be disclosed privately through an itemized offer sheet which will be delivered via registered mail or courier.

Employees. For employees, the same procedure will be followed. The entitlement matrix will be disclosed in the company bulletin boards as well as the list of eligible persons. The type of entitlements that each of them will receive will be contained in separate, private letter.

Disclosure of the RP. Copies of the full resettlement plan (without disclosing names or photographs of the persons) will be disclosed electronically in the WB Infoshop, the DOTC website, and the CCG's website and in paper form at the WB's KDC at the University of San Carlos and at the city hall. The public as well as DPs will be informed of the disclosure of the RP through various means such as inclusion in the ticker tape of the community channel of cable TV, through public service announcements in radio and free TV, and print media such as brochures. A summary of the RP will be made available in each of the affected barangay and will be posted at the barangay hall for the perusal of anyone interested.

Continuing Information and Education. The PIU Communications and Safeguards Team will provide continuing information through various means and update the barangays on design and implementation of the project. Information will be provided through the barangays and individual letters to the displaced persons regarding among others schedule of implementation of the RP and date of payment and payment details.

20.0 IMPLEMENTATION SCHEDULE

20.1 Sources of Financing and Funds Flow Arrangement

The entire financing of the RP will come from PHL Government project counterpart funds, specifically the annual budget of the DOTC. The funds are placed in Fund 102 or Government Counterparts to Foreign Grants and Loans. In other foreign-assisted projects, the Commission of Audit has stated that the terms of the loan agreement governs the use of these funds. The funds flow arrangement will become clear when the institutional arrangement for RP implementation is decided. The revised RP will contain the agreed upon funds flow arrangement.

20.2 Conditions for RP Implementation

The general rule is that the RP will not be implemented until there is agreement between DOTC, CCG and the WB and the RP has been disclosed electronically and



on paper. Sections A and B provide exemptions to this rule because of the need for early preparation for the acquisition and development of the resettlement site as well as the need to ascertain who among the DPs will opt for expropriation. Obtaining a WOP (Writ of Possession) is lodged with the court and judicial proceedings can take time.

20.3 Resettlement Site Acquisition and Development

Since preparations for resettlement require planning and preparation earlier than the revision of the RP the CCG can proceed with the acquisition and development of a site even before the revised RP has been agreed upon and disclosed by all parties. However, the acquisition and development of the site will be covered by this RP and other safeguard instruments, e.g. EIA and EMP agreed upon between the PHL government and the WB. The development plan as well as budget for the acquisition, development, and rehabilitation measures to be implemented on site will be prepared and incorporated into the RP. This can be submitted ahead of the revised RP by the PIU for the concurrence of the PHL government and the WB.

20.4 Negotiations with Real Property Owners

When the independent appraiser has completed the itemized valuation of affected real properties, it will consolidate this into a report that can be sent ahead for concurrence by the PHL government and the WB. The proposed offer sheet per affected property owner will be attached to the report.

Once the offer sheet has been approved by the PIU and the NPMO the land acquisition unit of the PIU will prepare the offer letter and attach the documents prepared by the independent appraiser. The offer letter will specify, among others, when an expected reply is due, the next steps if no reply is received on the stated date, references to other sources of valuation in the area, and the schedule of a meeting to explain and negotiate on the offer.

The negotiators of the land acquisition unit of the PIU will send by registered mail or by courier the offer letter and schedule an appointment via telephone or by visiting the affected person to negotiate.

The owner can either agree to a negotiated settlement or subject his property to expropriation. In the latter case, the land acquisition unit passes on the case to the appropriate legal departments or the project's lawyers for the filing of the expropriation complaint. If the Cebu City government were to undertake the land acquisition, the name of the owner including relevant details will be forwarded to the Cebu City Council for inclusion in an expropriation resolution. A copy will be furnished to the City Treasurer's Office to begin the preparations for the issuance of a check representing the full BIR zonal valuation of the property. The check will be readied for presentation to the court to hasten the issuance of the WOP.

In the case of negotiated settlements, the project will set up a service center in the PIU building or near the Cebu City Hall that will be open twice weekly to advise property owners on the documents that they need to prepare to obtain payment. Once or twice weekly, representatives from the relevant agencies such as the ROD will be assigned to the service center to answer inquiries and receive documents. The service center will have the necessary legal forms such as Special Power of Attorney, Deed of Partition, etc to facilitate completion and notarization. The project will pay for the notarization of these documents by hiring a notary public.



In case where the owner of the land cannot be ascertained or there are different parties claiming ownership of the land, PIU will advise the immediate filing of condemnation or expropriation proceedings to resolve ownership and determine the party to receive the compensation. The compensation will be placed in escrow until the court issues a decision.

In case where there are boundary disputes and one or both parties have filed a case against the other or when project efforts to resolve the dispute amicably via alternative dispute resolution mechanisms have failed, the PIU shall advise the filing of expropriation proceedings. The compensation will be placed in escrow until the court issues a decision.

20.5 Transfer and Relocation

The dismantling, transfer, and relocation of informal settlers will be humane and dignified. The procedures and code of conduct provided in the implementing rules and regulations of the UDHA will be followed.

20.6 Meaning of Full Implementation

The full implementation of the RP is the pre-condition for the start of the civil works. The full implementation of RP will be documented through (a) an official certification from the EMA and (b) an NOL from the WB after the conduct of due diligence.

Full implementation in this case means:

- a) In the case of real properties under expropriation, owners of the properties have been paid the full BIR zonal value and a Writ of Possession has been obtained from the court.
- b) In the case of informal settlers, they have transferred to a resettlement site, or if development of the site has been delayed, that they have been provided temporary housing funded by the project.
- c) For the eligible DPs, they have been fully compensated according to the Entitlement Matrix in this RP and the revised RP. There will be no physical displacement unless full payment has been made.
- d) For those whose livelihoods have been affected, the implementation of livelihood restoration measures have started.

20.7 Displacement after Issuance of NOL

An addendum or supplement to this RP will be submitted by the PIU to DOTC, CCG, and the WB in case additional land or properties are affected due to changes during the staking done by the contractor prior to construction or changes in design. The variation or change order will not be approved without the submission to and approval of the PHL government and the WB of the supplementary RP. The civil works for the proposed changes will not proceed until the affected DP has been fully compensated and restoration of affected livelihood is underway. The valuation of their properties and income will follow the replacement cost at the time of actual taking of their properties and livelihoods and not the prevailing rate at the time of the DED. The External Monitor will verify and certify that the supplementary RP has been implemented and the implementation is consistent with the eligibility and



entitlement policies and payment procedures in this and the revised RP. Based on the EMA's and its own due diligence, the WB will issue an NOL to the changes.

20.8 Provisionally Exempted DPs

The addendum or supplement to the RP will contain a report on the status and condition of potential DPs who during detailed design were identified and considered "provisionally exempted" pending final approval of the design. If these provisionally exempted households or business establishments are verified by internal and external monitoring to be affected, this will be noted and their entitlements included in the supplementary RP. The DPs are eligible and the valuation of their properties will follow the replacement cost at the time of actual taking of their properties and livelihood and not the value at the time of the DED.

21.0 MONITORING AND EVALUATION

Monitoring and evaluation will be a responsibility of the PIU and the External Monitor Agent (EMA). The PIU will be responsible for the internal monitoring of land acquisition and resettlement to be done by the land acquisition unit/agency. The project will also procure an EMA. This EMA will be mobilized when the revised RP has been officially cleared and disclosed by DOTC, CCG and WB.

Depending on the scope of work, the External Monitor can be an individual or non-government agency, academic institution, or consultant firm. This will be procured by the DOTC with the concurrence of the World Bank. In general, the scope of work of the EMA is twofold: (a) the monitoring the progress of resettlement implementation according to the RP; (b) evaluating the performance of the agencies and the outcomes of RP implementation. The monitoring and evaluation indicators will be provided and explained in detail in the revised RP.

The monitoring of resettlement progress will be done prior to civil works and once a year during the civil works stage. Two pre-conditions for the issuance of a notice to proceed (NTP) with the civil works contractor are: (a) certification by the EMA that the RP has been fully implemented; (b) No Objection Letter from the WB for the NTP to be issued.

The evaluation of outcomes will involve a Post-Implementation Evaluation Study (PIES). The PIES will consist of a survey consisting of 20% of the severely affected persons and 20% of partially affected persons and qualitative evaluation using qualitative case analyses and focus group discussions. The census done by the DED consultant will serve as the *ex ante* baseline for the *ex post* evaluation. The PIES will also use "with or without" evaluation of resettlement outcomes by comparing standard of living of similarly situated households or business establishments in the project area with their neighbors who were displaced. The objective of the outcome evaluation is to determine if the standard of living of the DPs has improved, or at least restored to pre-project levels. The PIES will be done no later than one year after the RP has been certified to have been fully implemented.

If the PIES has ascertained that the DPs are at substantial risk of impoverishment or if restoration measures in the RP were found insufficient, the PHL government and the WB will explore and agree on additional measures to improve the standard of living of the DPs.



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ANNEXES



Annex 1

Cebu Bus Rapid Transit Route Stations



CEBU BUS RAPID TRANSIT ROUTE STATIONS (Based on July 31, 2012 CAD Drawing from ITP)

NUMBER	NAME OF STATION	TYPE OF STATION	STREET REFERENCE	PHYSICAL TYPE	LANDMARK	BARANGAY
1	Bulacao BRT Terminal	Terminal	Along Cebu South Road	Left-side terminal with retail facilities and mixed with jeepney terminals	Northeast of Jollibee Food Store (left) and in front of Citi Hardware Pardo	Bulacao
2	Holy Rosary School BS	Median Station	Along Cebu South Road	Middle of the Street	Northeast of Holy Rosary School; after existing footbridge; in front of Pardo Public Market and Pardo Police Station	Bulacao
3	Greyhound BS	Median Station	Along Cebu South Road	Middle of the Street; u-turns indicated	After intersection of Cebu South Road and F. Jaca, 150 meters; northeast of Caltex PFS	Bulacao
4	San Jose Recoletos BS	Median Station	Along Cebu South Road	Middle of the Street; due to u-turns	Southeast of Univ. of San Jose Recoletos-Bask Campus	Bask Pardo
5	F. Llamas BS	Median Station	Along Cebu South Road	Middle of the Street; u-turns indicated	East of Don Vicente Rama Memorial Elem. School after Macopa II St. (CAD drawing)	Bask Pardo
6	Mambaling BS	Median Station	Along Cebu South Road-N. Bacalso Avenue	Middle of the Street; BRT to mix with general traffic over Mambaling flyover; u-turns indicated	West of Mambaling Flyover and Mambaling Elementary School	Mambaling



NUMBER	NAME OF STATION	TYPE OF STATION	STREET REFERENCE	PHYSICAL TYPE	LANDMARK	BARANGAY
7	Cebu Institute of Technology BS	Median Station	N. Bacalso Avenue	Middle of the Street; u-turns indicated	South of Cebu Institute of Technology Campus; East of Kinalumsan Bridge 1 which will be widened by BRT; before existing footbridge	Duljo
8	Salazar Institute of Technology BS	Median Station	N. Bacalso Avenue	Middle of the Street	East of Salazar Institute of Technology; after La Tresas Rd; before Tres De Abril	Duljo
9	V. Rama BS	Median Station	N. Bacalso Avenue	Middle of the Street	East of V. Rama Avenue Going over Guadalupe bridge which will be widened facing Citylink, Cebu City Medical Centre and Cebu City Fire Department; formal segregation demarked to allow access/egress for fire station and South Bus Terminal	Pahina Central and Sambag
10	Cebu South Bus Terminal BS	Median Station	N. Bacalso Avenue	Middle of the Street	Northeast of Cebu South Bus Terminal; before intersection of J. Alcantara and N. Bacalso Avenue	Pahina Central



NUMBER	NAME OF STATION	TYPE OF STATION	STREET REFERENCE	PHYSICAL TYPE	LANDMARK	BARANGAY
11	Cebu Normal University BSt	Street Parallel Bus Stop to the right and to the left	Pres. Osmena Blvd	Middle of the Street	In front of Central Bank and Cebu Normal University to the west	Sta. Cruz
12	Uytengsu BSt	Street Parallel Bus Stop to the right and to the left	Pres. Osmena Blvd	Middle of the Street	Between Uytengsu and V. Urgello	Sta. Cruz
13	Fuente Osmena BSt	Street Parallel Bus Stop (One-way to North)	Pres. Osmena Blvd	Middle of the Street	Around and northeast of Fuente Osmena	Cogon Ramos
14	Cebu Doctors University BSt	Street Parallel Bus Stop to the right and to the left	Pres. Osmena Blvd	Middle of the Street	West of Cebu Doctors University	Capitol Site
15	Our Lady of Sacred Heart Church BS	Median Station	N. Escario	Middle of the Street	Northwest of Our Lady of Sacred Heart Church and south of Cebu Grand Hotel	Camputhaw
16	Gorordo Avenue BS	Median Station	N. Escario	Middle of the Street	East of Gorordo Avenue	Camputhaw
17	Ayala Center Terminal	Terminal	Along Bohol and Arch. Reyes Avenue		Inside Ayala Center	Luz (p. 9 of Aug. 1 CAD)



NUMBER	NAME OF STATION	TYPE OF STATION	STREET REFERENCE	PHYSICAL TYPE	LANDMARK	BARANGAY
18	Arch. Reyes Avenue-P. Cabanan BSt	Street Parallel Bus Stop to the right and to the left	Arch. Reyes Avenue	Left and Right Sides	20 meters north of P. Cabantan	Luz (p. 12 of Aug. 1 CAD)
19	Gov. M. Cuenco Avenue - Salinas Drive BSt	Street Parallel Bus Stop to the right and to the left	Gov. M. Cuenco Avenue	Left and Right Sides	30 meters north of Salinas Drive	Apas (p. 12 of Aug. 1 CAD)
20	Propose access to Cebu IT Park with BRT terminal at existing jeepney stop	existing jeepney stop	Abad St, IT Park	Right side stop	Propose access road is 10 meters south of access into Cebu Country Club	Apas (p. 11 and 12 of Aug. 1 CAD)
21	Gov. M. Cuenco Avenue - Old Cara Road (J. Panis)	Street Parallel Bus Stop to the right and to the left	Gov. M. Cuenco Avenue	Left and Right Sides	Northwest and southwest of Old Cara Road; north and south of Paradise Road	Kasambagan (p. 11 of Aug. 1 CAD)
22	Gaisano Country Mall BSt	Street Parallel Bus Stop to the right and to the left	Gov. M. Cuenco Avenue	Left and Right Sides; opposite	East of Gaisano Country Mall	Banilad (p. 11 of Aug. 1 CAD)
23	Banilad-Talamban Flyover BSt	Street Parallel Bus Stop to the right and to the left	Gov. M. Cuenco Avenue	Left and Right Sides	North of Banilad-Talamban flyover	Banilad (p. 11 of Aug. 1 CAD)



NUMBER	NAME OF STATION	TYPE OF STATION	STREET REFERENCE	PHYSICAL TYPE	LANDMARK	BARANGAY
24	USC Talamban Campus BSt	Street Parallel Bus Stop to the right and to the left	Gov. M. Cuenco Avenue	Left and Right Sides	East of USC Talamban Campus	Banilad (p. 10 of Aug. 1 CAD)
25	Gov. M. Cuenco Avenue cor. M.L. Quezon St. BSt	Street Parallel Bus Stop to the right and to the left	Gov. M. Cuenco Avenue	Left and Right Sides	Northeast and southeast of M.L. Quezon St.	Banilad-Talamban (p. 10 of Aug. 1 CAD)
26	Talamban Shopping Mall BSt	Street Parallel Bus Stop to the right and to the left	Gov. M. Cuenco Avenue	Left and Right Sides; exact opposite	East of CT Arcade and south of Highway 77; southwest of First Auto Gas	Talamban (p. 10 of Aug. 1 CAD)
27	Talamban Roundabout BSt	Street Parallel Bus Stop to the right (drop-off only) and to the left	Gov. M. Cuenco Avenue	Left and Right Sides (drop-off only)	Intersection of Gov. M. Cuenco Avenue and Talamban road; north of Metrobank	Talamban (p. 10 of Aug. 1 CAD)
	Depot		Along Sergio Osmena Blvd.		Bounded by M. Logarta Ave. to the North; Cabahug St. to the west; Sergio Osmena Blvd. to the south and river to the east	Carreta (p. 16 of June 19 CAD)

Note:

BS-bus station with interchange;

BSt-Bus stops only

Source: WCI-SIA Team Appreciation of ITP July 31 Auto-CAD Alignment Drawing





Annex 2

Resettlement Results Matrix



Entitlement Matrix CBRT Project Affected Families/Establishments

	Type of Loss	Application	Entitled Person	Compensation/Entitlements	Organization Responsible
1	LAND (Classified as Agricultural, Residential, Commercial, Institutional) or	More than 20% of the total landholding lost or where less than 20% lost but the remaining land holding become economically unviable.	Owner-Occupant with TCT and Absentee Land Owner TCT	- Cash compensation for loss of land at 100% replacement cost; - Transportation assistance	DPWH, DOTC, CBRT-PMO
2	STRUCTURES (Classified as Residential/ Commercial/ Industrial)		Owner-Occupant with Tax Declaration and Absentee Structure Owner with Tax Declaration	- Cash compensation for loss of land at 100% replacement cost; - Transportation assistance	DPWH, DOTC, CBRT-PMO
			Occupant Paying Rent and Occupying Structure For Free	-Transportation assistance, and - Rental subsidy equivalent for 3-month rent, maximum PhP 15,000 for residential and mixed-residential and maximum PhP 50,000 for commercial and industrial structure	DPWH, DOTC, CBRT-PMO
		Less than 20% of the total landholding lost or where the remaining structure can still function and is viable for continued use.	Owners of Structures, including shanty dwellers, who have no land title, but are able to present voter's ID or certificate from Barangay. Absentee House Owners	Cash compensation for the affected portion of the structure as replacement cost.	DPWH, DOTC, CBRT-PMO
3	IMPROVEMENTS Fence, Garage/ Warehouse, Other Physical Structure	Severely or marginally affected	With or without tax declaration, etc.	Cash compensation for the affected improvements at full replacement cost	DPWH, DOTC, CBRT-PMO
4	TREES/ ORNAMENTAL PLANTS		Socially recognized owner	Cash compensation for trees and plants	DPWH, DOTC, CBRT-PMO



	Type of Loss	Application	Entitled Person	Compensation/Entitlements	Organization Responsible
5	POOR AND VULNERABLE HOUSEHOLDS	Landless, informal occupants of public land, except Professional Squatters and Squatting Syndicates as defined in RA 7279.	Structure owner; renter; rent-free occupants	-Inconvenience allowance P 10,000. -For transportation assistance, free transportation of families that include children, women and senior people; -For the families with persons who need special physical or medical care, respective LGUs shall be requested to provide nurses or social workers to help them before and during the resettlement activities.	DWUP, DOTC, CBRT-PMO
6	LIVELIHOOD REHABILITATION ASSISTANCE TRAINING /	PAF to be resettled.	Structure owner; renter; rent-free occupants	-DPWH/DWUP/CBRT-PMP will monitor the change of living standard of the PAF before and after the resettlement. -When the PAF are found that their living standard worsen, or whose present means of livelihood became not-viable, DPWH, in coordination with other appropriate institutions, will provide assistances, such as skills and livelihood trainings.	DWUP, DOTC, CBRT-PMO
7	TEMPORAL LOSS OF CONTROL OF LAND USE	Owners of unused land parcels located along the CBRT route that may be used temporarily during the construction of the stations and upgrading of sidewalks	Locations and necessary size of land parcels will be validated before the commencement of construction works	-Land owners will be paid for the rent / lease of the land parcels based on the market value, for the length of the CBRT-PMP occupation; - CBRT-PMP will return the land parcels to the owner at the end of the rent / lease contract. DPWH is responsible to recover the condition of the parcel the same as 'before-project' condition.	DPWH, DOTC, CBRT-PMO



	Type of Loss	Application	Entitled Person	Compensation/Entitlements	Organization Responsible
8	OTHER LOSS OR IMPACT NOT PREDICTED WHEN THE RAP IS PREPARED	Those who are severely or marginally affected.	Households or persons affected by any unforeseen impact identified during implementation of the Resettlement Plan	CBRT-PMO in coordination with other appropriate institutions, will be responsible to recognize the impact, to assess the severity, and to negotiate with the PAF/PAP so that the loss or impact are adequately compensated and the PAF/PAP is adequately assisted.	DWUP, DOTC, CBRT-PMO



Annex 3

Sample Information Materials





RAP Consultation for the Cebu BRT Project

August 31, 2012
Cebu City Medical Center Auditorium



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Project Background

LOCATION:

- BRT will traverse Bulacao - Ayala Mall – Talamban;
- The BRT route will cover about 16 kilometers;
- Approximately 24 barangays will be covered:

•Bulacao	•Basak, Pardo	•Duljo, Fatima	•Sambag II	•San Antonio	•Kasambangan
•Camputhaw	•Basak, San	•San Nicolas Proper	•Pahina Central	•Sta. Cruz	•Apas
•Capitol Site	•Mambaling	•Calamba	•Lahug	•Hippodromo	•Banilad
•Pob. Pardo	•Labangon	•Sambag I	•Kalubihan	•Bo. Luz	•Tambalan



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Project Background

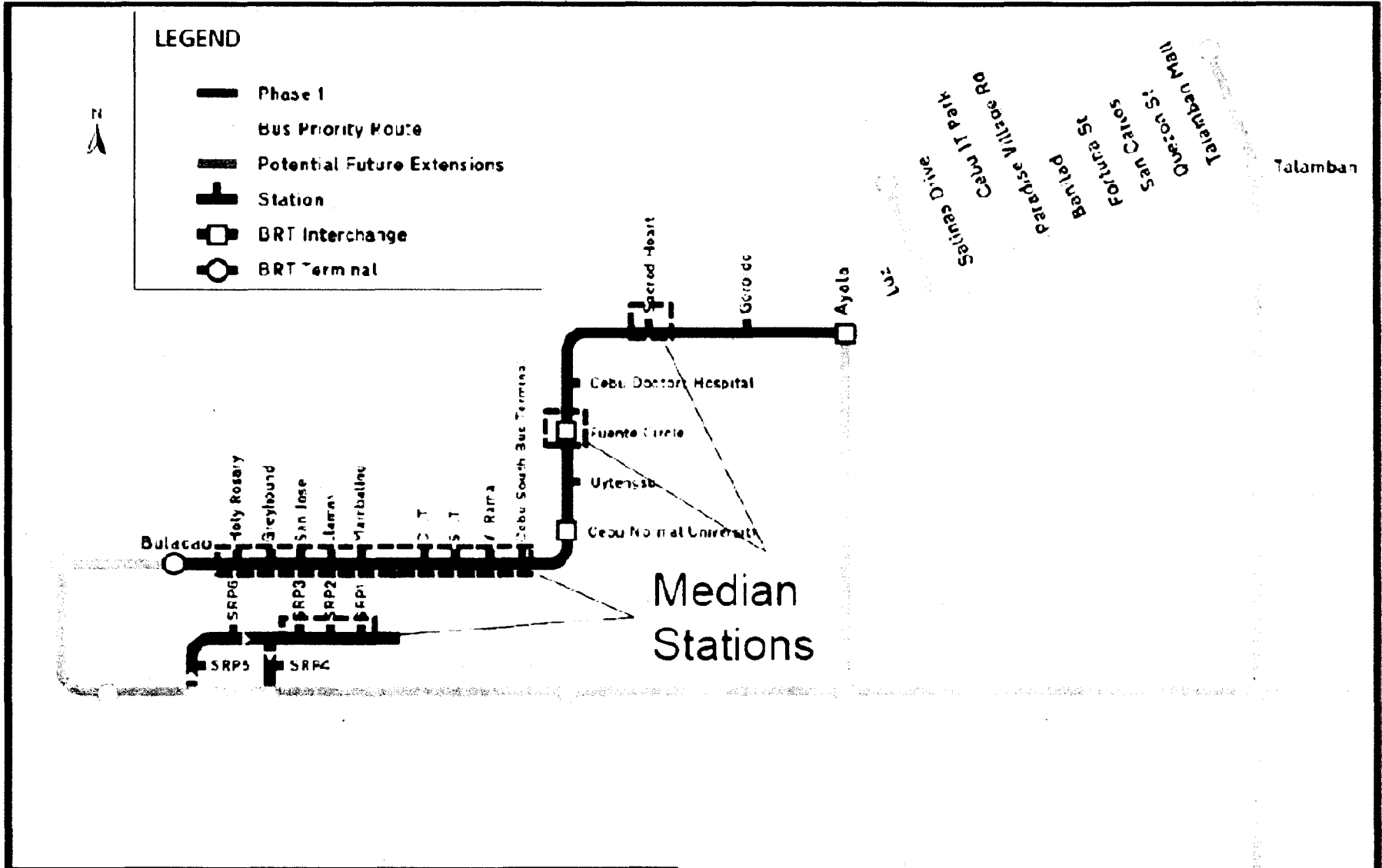
- **CBRT Components:**
 - ✓ **Terminals;**
 - ✓ **Stations;**
 - ✓ **Depot;**
 - ✓ **Control Systems;**
 - ✓ **Intelligent Transport System (ITS) and fare collection equipment and software;**
 - ✓ **Pedestrian access (sidewalks, bikeways, street lights) and**
 - ✓ **Feeder road system development.**



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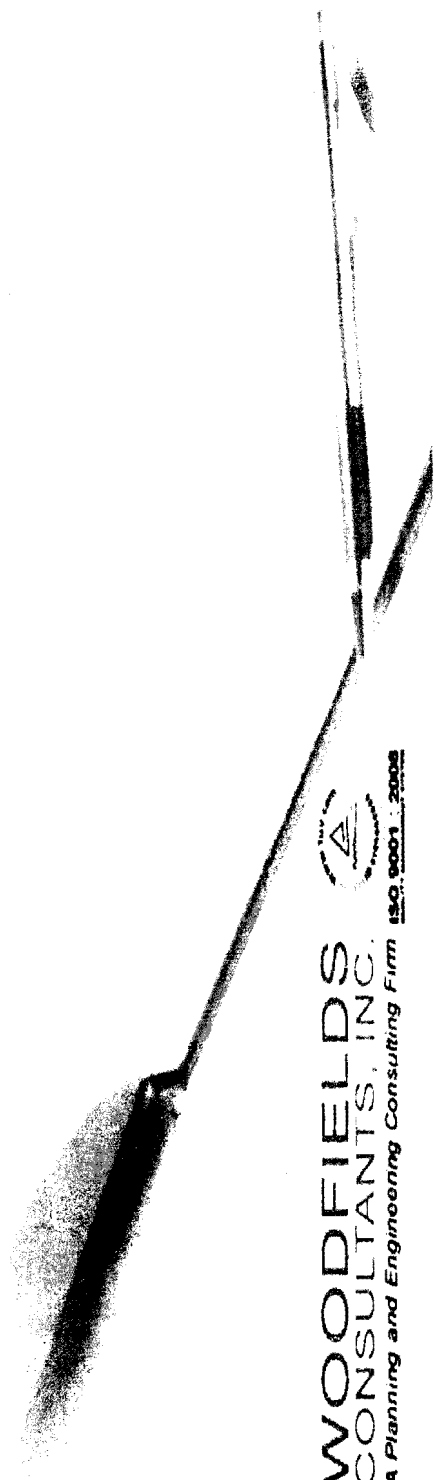
BRT Positive Social Impacts



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BRT Positive Social Impacts

- Increase the overall person carrying capacity of the road;
- Land values along the BRT routes and its proximate areas will likely increase;
- Operational efficiencies and travel time savings for customers will be generated;



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BRT Positive Social Impacts

- Enhanced road safety as aggregate road travel distance will be reduced;
- Construction and operational phase of the BRT shall create employment for local citizens and generate local procurement;
- A total of 570 million hours savings for passengers up to year 2035 during BRT's operation.



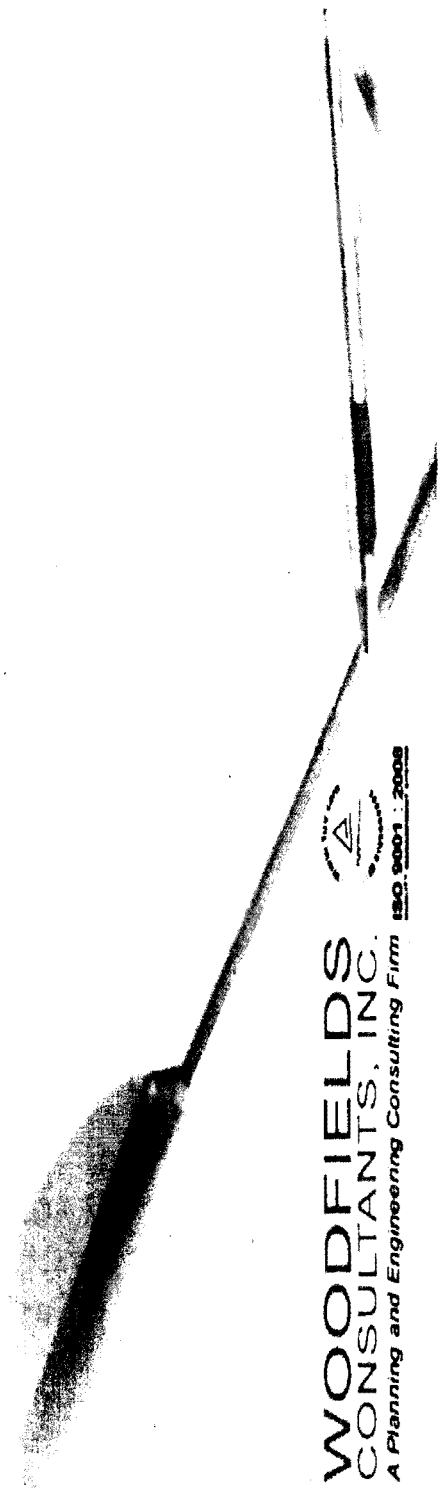
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Impact on Accessibility



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Impact on Accessibility

- **Reduced accessibility to affected barangays *during construction***
 - ✓ workplace;
 - ✓ Schools; and
 - ✓ other social institutions
- **Possible increase in traffic density in the CBRT terminals.**



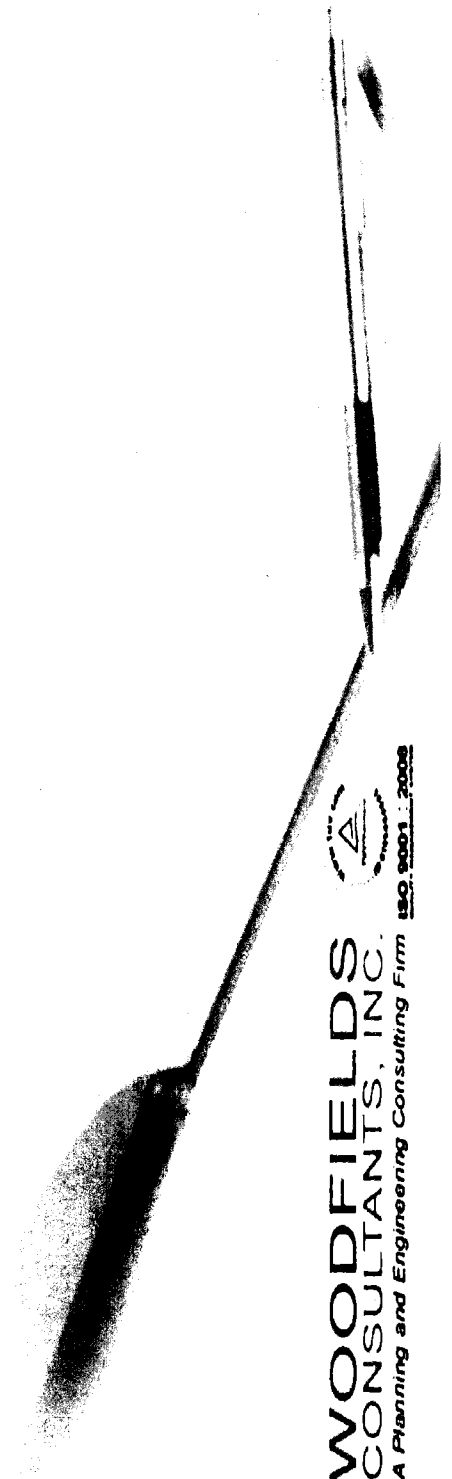
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Impact on Land Acquisition



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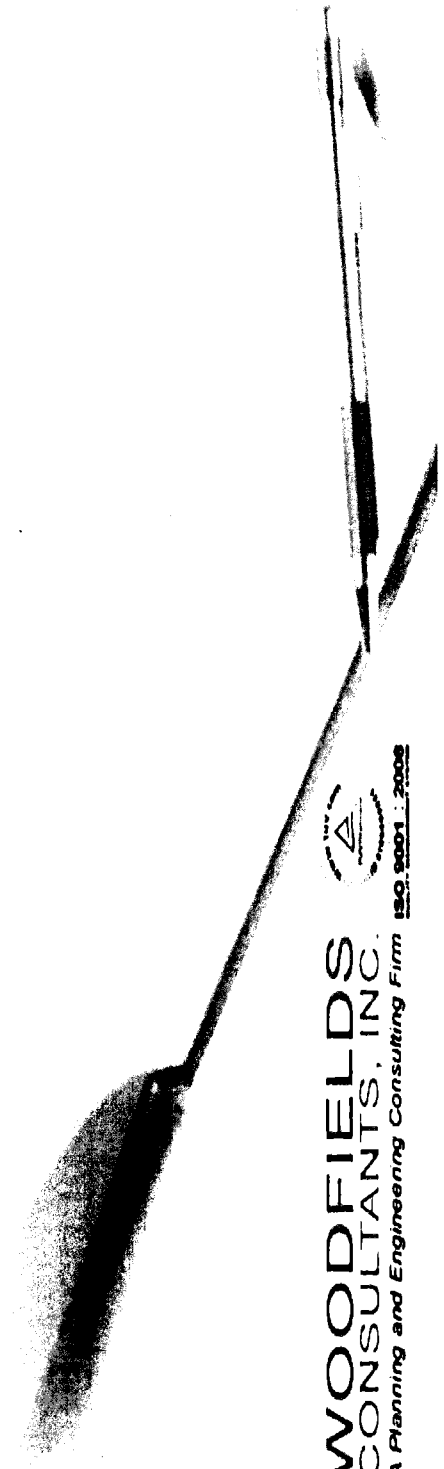


Impact on Land Acquisition

- **Widening in some sections need land taking;**
- **Some structures will be affected;**
- **Possible relocation of affected residents**



Impact on Gender



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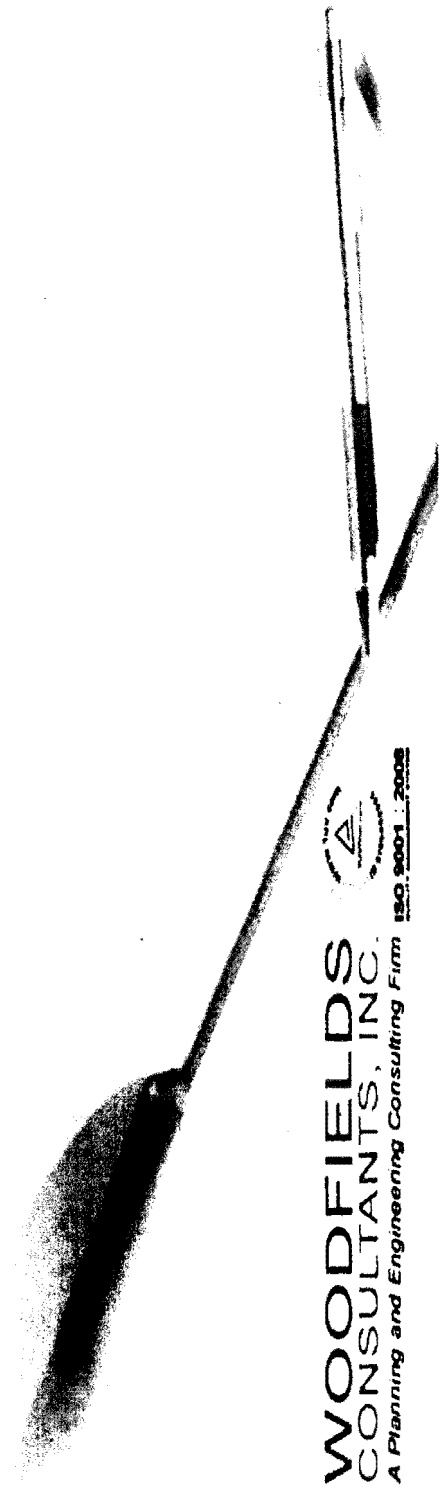


Impact on Gender

- **Highlighted impacts on women:**
 - ✓ **Inequality / gender bias;**
 - ✓ **Overpowered by opposite gender;**
 - ✓ **Sexual harassment**
- **Possible disruption of activities of women:**
 - ✓ **Going to the supermarket;**
 - ✓ **Sending and fetching children to and from school**



Impact on Livelihood



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Impact on Livelihood

- **Disruption of economic livelihood of the following:**
 - ✓ **jeepney sector;**
 - ✓ **businesses along the BRT terminals;**
 - ✓ **Residences along the ROW; and**
 - ✓ **Informal and ambulant vendors.**



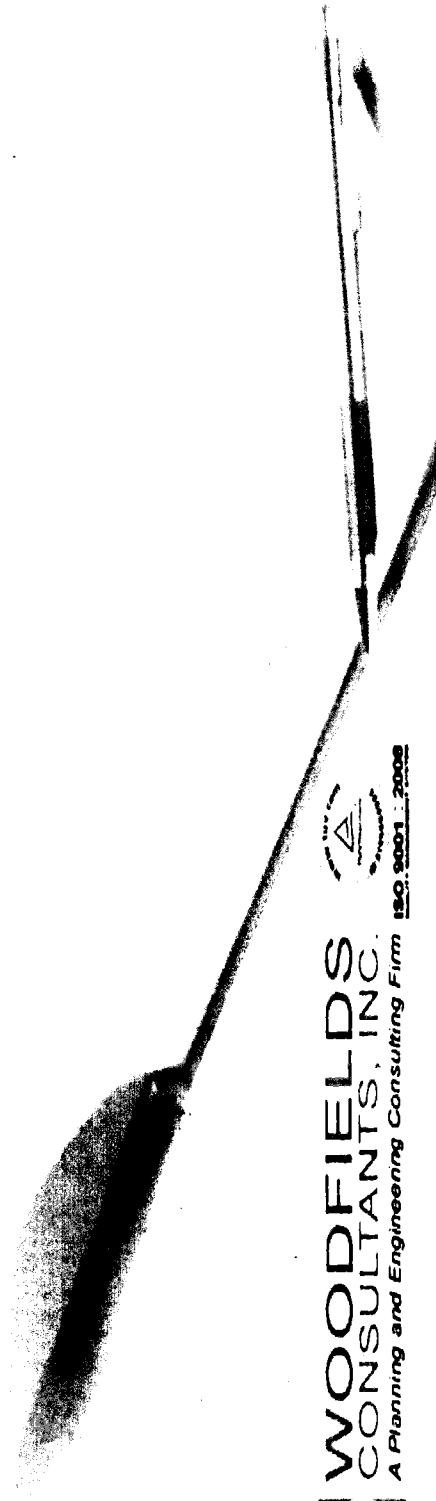
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Impact on Welfare



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Impact on Welfare

- **Vulnerability of disadvantaged groups:**
 - ✓ **Seniors;**
 - ✓ **PWDs;**
 - ✓ **Women; and**
 - ✓ **Children.**
- **Anxiety among stakeholders due to lack of understanding and knowledge of the project;**



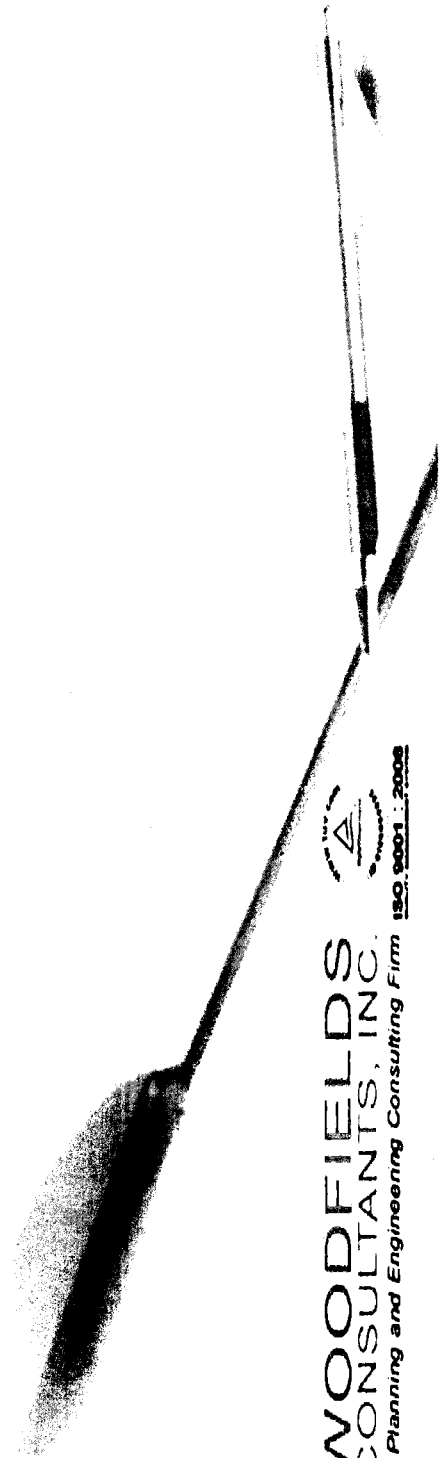
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End of Presentation/ Start of Open Forum



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Annex 4

Results of Consultations



Reference : 12-0347

Date: 31 August 2012

Venue: Cebu City Medical Center Auditorium

Time: 1:30PM

Attendees:

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

Not Present:

Name	Office/ Position	Initials
1.		
2.		
3.		
4.		
5.		

Facilitator: PAMELA C. CHAN

- Agenda:**
1. Overview of the Consultation and Setting of Consultation Rules.
 2. Presentation of Project Background and its Social Impact.
 3. Open Forum
 4. Synthesis



Highlights of the Meeting

- The meeting formally started at 1:30PM with an Opening Prayer and singing of the National Anthem.
- The Welcome Remarks was made by Dir. Eleuterio C. Galvante Jr., Project Manager II of DOTC.
- The program started with the Introduction of the Participants and Team of Consultants by Engr. Maricon T. Encabo, the OIC of PMO-BRT.
- The presentation of the project background and the social impacts of the Cebu BRT was done by Mr. Solomon F. Paz, WCI Project Director.
- To hear the concerns of the participants regarding the possible impacts of the Cebu BRT Project to them, an Open Forum was conducted.
- Participants were given a chance to ask Atty. Saviniano M. Perez Jr., the Resettlement Specialist for the Social Impact Assessment Team of Cebu BRT resettlement and land acquisition concerns.
- The Closing Remarks was done by Atty. Rafael Christopher Yap, Director of the Cebu City Traffic Operations Management (CITOM), in behalf of Atty. Collin Rosell.
- The following were the major points discussed:

Key Issues	Response/Action Items	Responsibility	Target Date
<i>Janette Pono (N. Bacalso)</i>			
<ul style="list-style-type: none"> • We have a property approximately 1.5 meters from the road. If road widening proceeds, we might be affected. If this happens, where will we live? • If we have to be relocated, it is okay as long as it is not too far away from the city (2 rides of minimum fare). 	<p>The design drawings shown are just preliminary drawings, subject to change during the detailed engineering design. It is not certain as of now that you will be affected, However, if properties will be affected due to the project, compensation will be provided by the government.</p>		
<i>Berna (Near Kinalumsan Bridge)</i>			
<ul style="list-style-type: none"> • If a portion of the house is to be acquired, can I still use the remaining portion? 	<ul style="list-style-type: none"> • Yes, as long as there is a remaining portion of the land and it is titled to you. 		
<i>Israel Sabandal (Poblacion Pardo)</i>			
<ul style="list-style-type: none"> • We have a business in a building which might 	<ul style="list-style-type: none"> • The government will pay for the cost of the 		



<p>be affected by the project. Is it ok if we still use the remaining land for business?</p>	<p>property that will be affected. You can still use the remaining land for business.</p>		
<p><i>Jovencia A. (N. Bacalso)</i></p>			
<ul style="list-style-type: none"> • Our house is located near a creek. Are we going to be affected by the project? 	<ul style="list-style-type: none"> • We cannot say for sure that you will be affected because we are still in the preliminary design stage. There will be another consultation during and after the Detailed Engineering Design and you may verify later. 		
<p><i>Manuela Abellana (N. Bacalso)</i></p>			
<ul style="list-style-type: none"> • During the expansion, there will be houses with store/business that will be affected. What is the process in acquiring structures with business? 	<ul style="list-style-type: none"> • The government will compensate the income/value of the store/business based on the declaration in the income tax. • During resettlement, apart from the valuation of the land and the structure, loss of business will also be compensated. • Peddlers are different from those who own a place. If the business (not peddler) has tax declaration or ITR, the process of government compensation is easier compared to those who do not have. If tax documents are not available, the government will base the compensation on a rough estimate of the probable daily income of the store. 		
<p><i>Edna and Martha Malanday (Avocado Street)</i></p>			
<ul style="list-style-type: none"> • Part of the building and lot that we own now will be affected by the widening. What will happen? • Parents are the real owner and the title is not yet passed. Already reported to the BIR. 	<ul style="list-style-type: none"> • Pertinent documents such as land title and other documents are needed to prove the ownership so that the government can compensate you with the right amount. • That issue must be addressed first. 		
<p><i>Mae and Garry Fornolles (Tres de Abril, Bgry. San Nicolas)</i></p>			



<ul style="list-style-type: none"> We own a three-storey building that will be completely affected by the widening. The problem is, the land and structure is already on sale and one last call from the buyer is needed to transfer the ownership. Should we continue the deal or should we just let the government to buy our property? Will there be any complication? 	<ul style="list-style-type: none"> It is all right to continue the deal with the buyers, legally. Disclosure of possible land acquisition due to the BRT will depend on the lot owners. There would be risk to the new buyer. 		
<i>Mang Cesar</i>			
<ul style="list-style-type: none"> How big is the size of the land to be taken? 	<ul style="list-style-type: none"> These measurements are just estimations. This is just a design study and the final engineering design is yet to be done. 		
<i>Dir. Terry Galvante, DOTC</i>			
<ul style="list-style-type: none"> Let us say that only 3m is the remaining lot that is left to me after the government took the rest of my property. Can I just sell the remaining portion of the land and transfer into other place instead? 	<ul style="list-style-type: none"> The government can buy the lot and use it for other purposes such as beautification. 		
<i>Mr. Simon Peter Gregorio, WB</i>			
<ul style="list-style-type: none"> Such lands are called orphan or residual lands. Land cannot be donated. The Supreme Court has a ruling that the government should pay for the land according to current market value. 			
<i>Dir. Terry Galvante, DOTC</i>			
<ul style="list-style-type: none"> Can the government buy my property regardless of size? For example, if majority of my property has been taken by the project and it no longer serves me as it had before. 	<ul style="list-style-type: none"> The government should agree to buy the whole land from you. Because if you don't let them buy it from you and you decided to stay at the remaining land, you will have to apply for another land title which is costly. Practically, it is better to sell the house and 		



	lot then take the money and transfer to another place.		
<i>Mervina Caballes, Arch. Reyes</i>			
<ul style="list-style-type: none"> Will compensation be the same for both titled and untitled lands? 	<ul style="list-style-type: none"> Compensation will be higher and assured for those who have land titles. It is difficult to provide compensation for untitled lands because proof of ownership is needed. 		
<i>Romelita</i>			
<ul style="list-style-type: none"> I live near the bridge and belong to the group without land title. Being an informal settler, can I also receive payment from the government? 	<ul style="list-style-type: none"> When informal settlers are to be relocated, it is the government's obligation to give them relocation. There is no compensation for the land. However, informal settlers will not be displaced unless a relocation site identified by the government is provided. Moreover, the government will provide house and lot but for a minimal fee. 		
<i>Violeta Sevellejo, Brgy, San Nicolas</i>			
<ul style="list-style-type: none"> We have a store in our house and we think that our house will be affected by the project. We don't have any relatives and other places to go to. What process will we undergo? We have tax declaration. 	<ul style="list-style-type: none"> As long as there is a tax declaration, there is a proof that the property is yours. Also, there will be no problem regarding the buying of the land. 		
<i>Dulia (N. Bacalso)</i>			
<ul style="list-style-type: none"> I am renting a place that will be affected by the project. What will happen? 	<ul style="list-style-type: none"> The relocation of the families that are only renting the house is not part of the government's responsibility. However, the renting person/families will be given an ample time to find a new house before the rented structure is to be taken. 		
<i>Participant</i>			
<ul style="list-style-type: none"> Our place will be affected by the project but the store/house is on mortgage. We own the land but not the house though. 	<ul style="list-style-type: none"> If the house is on mortgage, a proof is needed. Let us say that the government will buy the affected land, the amount of the 		



	house will be deducted first before you receive the total amount for the land. The land owner will be paid not the owner of the house.		
--	--	--	--

Other Matters:

**Schedule of
next meeting**

Prepared by: RORY S. CAGUIMBAL
Designation: Environmental Researcher



WOODFIELDS CONSULTANTS, INC.
ATTENDANCE SHEET
(External)

Form No. SP-QMS-04F7
Rev No. Effectivity Date Page/s
(min/body):
1 03/05/12 1 of 1

Office/ Project:	CEBU BRT PROJECT	Date:	27 April 2012
Venue:	CCMC AUDITORIUM CEBU CITY	Time:	
Subject:	RAP CONSULTATION	Start:	
		End:	
		Reference No.:	

NAME	POSITION/COMPANY	E-MAIL ADD.	CONTACT NO/S.	SIGNATURE
CARRY FERNOLLES	PROJ. MANAGER	mccoy_fandora@yahoo.com	273-7548	[Signature]
MAE FERNOLLES	PROJ. MANAGER	mccoy_fandora@yahoo.com	273-7548	[Signature]
Thelma Reyes	PROJ. MANAGER		0917305500	[Signature]
Estrella Gomez	PROJ. MANAGER		413-5434	[Signature]
Yvonne Gomez	PROJ. MANAGER		0947824200	[Signature]
TE E. ANTIQUINA BASKAR PARDO, CC				
Merlinda Caballes	Arch. Reyes Ave. CC		2921086	[Signature]
Quin C. Baste	3-2 Arch. Reyes Ave. CC		4134078	[Signature]
Julian Cabal	1-A Arch. Reyes Ave. CC		4134078	[Signature]
Refina Pascual A. de la Cruz Reyes				
IAN CINCO	Manager		0949641958	[Signature]
ROBERTO UBERADO	Manager		0922770228	[Signature]
Wendell Yulo	J. Rodriguez		09388635654	[Signature]
Edna Delacruz	Avocado		09327396980	[Signature]
Martha Delacruz	"			[Signature]
Skula Malabon	"		417-8182	[Signature]
SUSANITA GARCIA Pasak Pardo				
Israel Sabandul	Pob. Pardo		09225424017	[Signature]
Janelle J. Pono	N. Pasasos Ave		09183433524	[Signature]
Matilde Antonio	N Pasasos Ave		09394882121	[Signature]



WOODFIELDS CONSULTANTS, INC.
ATTENDANCE SHEET
(External)

Form No. SP-QMS-04F7
Rev No. Effective Date Page/s
(mm/dd/yy) 1 03/08/12 1 of 1

Office/ Project:	Date
Venus:	Time
Subject:	Start:
	End:
	Reference No.:

NAME	POSITION/COMPANY	E-MAIL ADD.	CONTACT NO/S.	SIGNATURE
Manoita S. Bredilla	N. Bacalso Ave.		0906766877	<i>[Signature]</i>
Flora Sman	Pol Pardo		09222031863	<i>[Signature]</i>
Dulcia Escudallas	N. Bacalso IVR		09434210934	<i>[Signature]</i>
Rechelle Amusco	N. Bacalso		09278837552	<i>[Signature]</i>
FLORA CUYANO	N. BACALSO		09261054477	<i>[Signature]</i>
Lorna J. Nadela	Duljo Fatima		09512548790	<i>[Signature]</i>
Eugenia Nadela	Duljo Fatima		11	
Angelita G. Biringola	10. Bacalso Ave.		09327652321	<i>[Signature]</i>
Encencia Arakin	N. Bacalso Ave			<i>[Signature]</i>
MARKIE PLANDO	149 N. BACALSO AVE		2661501	<i>[Signature]</i>
Manuela Abellera	149 N. Bacalso			<i>[Signature]</i>
Ma. Susiet Tangenb	149 N. Bacalso			<i>[Signature]</i>
Mr. Teopish Dcnamp Jr	500 South Road		09229446602	<i>[Signature]</i>
NEILSON R. VICARAS	477 Pardo, Comisary		413 0301	<i>[Signature]</i>
Luzviminda Lusares	98 N Bacalso Avenue CC			<i>[Signature]</i>
Aldwin Lusares	98 N. Bacalso Avenue CC			<i>[Signature]</i>
Suzeta Canabe	667 Tabara St. Pardo			<i>[Signature]</i>
MARCELINO EXALANTE			0921296078	<i>[Signature]</i>



RAP CONSULTATION PROGRAM

Social Impact Assessment
for the Cebu Bus Rapid Transit Project

RAP Consultation
Cebu City Medical Center Auditorium

31 August 2012

Time	Activity	Person Assigned
1:00PM-2:00PM	Registration	WCI Registration Team
	Philippine National Anthem & Invocation	
	Welcome Remarks	<i>Dir. Eleuterio C. Galvante, Jr.</i> Project Manager II, DOTC
	Introduction of Participants and Team of Consultants	<i>Ms. Pamela C. Chan</i> Project Mgt Officer, WCI
	Overview of the Consultation and Setting of Consultation Rules	Mr. Solomon F. Paz Project Director, WCI
2:00AM-2:30AM	Project Background and Social Impact Presentation	Atty. Saviniano M. Perez, Jr. SIA Consultant
2:30AM-3:30AM	Open Forum	<i>All participants</i>
3:30AM-3:45AM	Synthesis	<i>Mr. Solomon F. Paz</i> Project Director, WCI
3:45AM-4:00AM	Closing Remarks	<i>Atty. Collin Rosell</i> Head, Urban Poor Affairs Office of Cebu City



Annex 5

RAP Implementation Schedule

RAP Implementation Schedule

Activities	Agency Responsible	Target Date																	
		Nov-12	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13	May-13	Jun-13	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14
Work Track A: Establishing the Enabling Environment and Institutional Arrangements for Land Acquisition																			
Premised on: NEDA and Monetary Board Approvals Establishment and Commissioning of the National Steering Committee																			
1. Resolution on the Development Freeze on the BRT Corridor, including feedback mechanism	City Council of Cebu	30-Nov-12																	
2. Resolution on Proposal of Cebu City Government to Undertake Entire Land Acquisition for Cebu BRT	Cebu BRT Technical Working Group	30 November 2012 or earlier depending on the next TWG meeting in Cebu																	
3. City resolution affirming decision of BRT TWG on Land Acquisition	City Council of Cebu		Dec-12																
4. Formal Agreement among DOTC, DPWH, and CCG delegating ROW acquisition responsibilities to CCG	National Steering Committee					March 2013 before loan negotiations													
Work Track B: Securing Financing for Land Acquisition and Resettlement																			
Premised on: Loan Agreement Signing																			
1. World Bank Board Approval	WB					Mar-13													
2. Loan Agreement Signing	WB and GOP							May-13											
3. Multi-year Obligational Authority and Fund 102 where ROW funds will be transferred ad Fund 102 Provisioned	GOP									Jul-13									
4. MOA signed between DOTC and CCG transferring ROW acquisition funds to the latter	City Council of Cebu, DOTC, and DBM									Aug-13									
5. Fund for ROW transferred to Cebu City	CCG, DOTC, DBM												Oct-13						
Work Track C: Detailed Design Approval and Resettlement Plan and SMP Finalization																			
Premised on: Establishment of the NPMD and Cebu City PIU/DOTC Satellite Office Procurement of the Detailed Engineering Design (DED) Consultants																			
1. PIU Established and Staffed with Safeguards Personnel	CCG and DOTC				Feb-13														
2. DED Consultants Receive Notice to Proceed	DOTC, WB				Feb-13														
3. Initial Research on Affected Properties	PIU					Mar-13													
4. Detailed Design Approved	CCG, DOTC, WB												October 2013 (8 to 10 months after DED consultants are mobilized)						
5. External Monitoring agent procured and given notice to proceed	DOTC													Nov-13					
6. Updated RAP with cut-off date and property appraisals and listing of those who refused first offers and opted for expropriation	DED Consultants and PIU										Sep-13								
7. Updated RAP and SMP cleared and disclosed	CCG, DOTC, and WB												Oct-13						
Work Track D: Resettlement Implementation																			
Premised on: Detailed Design Approved by DOTC and CCG RAP Finalized and Disclosed Fund Downloaded to Cebu City																			
1. External Monitoring Agent procured and given notice to proceed (NTP)	DOTC													Nov-13					
2. City Council Resolution on expropriation passed	City Council													Nov-13					
3. Expropriation complaints filed in court	PIU and Cebu City Legal Department assisted by private counsel														Dec-13				
4. All physically displaced persons resettled	CCG-DWUP, PIU																Feb-14		
5. All payments for landowners who opt for negotiations completed	PIU, CCG Finance Department																Feb-14		
6. Writ of Possession obtained for all expropriated properties	Cebu City Legal Department and the Regional Trial Courts																	Mar-14	
7. External Monitoring Agent completes compliance report	External Monitoring Agent																	Mar-14	
8. Bank NOL certifying satisfactory completion of resettlement implementation	World Bank Social Safeguards																		Apr-14
CIVIL WORKS BEGIN																			



Annex 6

MOA between DOCT and the
Provincial Government of Bohol

AMENDED MEMORANDUM OF AGREEMENT

2

KNOW ALL MEN BY THESE PRESENTS:

This Amended Memorandum of Agreement is entered into by and between:

The DEPARTMENT OF TRANSPORTATION AND COMMUNICATIONS (DOTC), with principal office address at The Columbia Tower, Ortigas Avenue, Mandaluyong City, Philippines, represented in this instrument by Secretary MAR A. ROXAS, hereinafter referred to as the FIRST PARTY; and

The PROVINCIAL GOVERNMENT OF BOHOL (PGB), with principal office address at the Provincial Capitol, Tagbilaran City, Bohol, Philippines, represented by Governor Edgardo M. Chatto hereinafter referred to as the SECOND PARTY;

WITNESSETH:

WHEREAS, the Government of the Republic of the Philippines has been planning to establish, develop and operate a new airport in the Municipality of Panglao, Province of Bohol for which the FIRST PARTY, together with the Department of Tourism (DOT) and the then Air Transportation Office (ATO) [now, Civil Aviation Authority of the Philippines (CAAP)], engaged the services of the SECOND PARTY to conduct the acquisition of land and right of way for the said Project by virtue of a Memorandum of Agreement, dated January 23, 1994, a copy of which is hereto attached as Annex "A" and made an integral part of this instrument;

WHEREAS, the SECOND PARTY was able to acquire several parcels of land on behalf of the Republic of the Philippines, represented by the FIRST PARTY, the DOT and the then ATO for purposes of the Project under the said Memorandum of Agreement;

WHEREAS, on July 22, 2006, both parties executed a Memorandum of Agreement which enabled the SECOND PARTY to resume land acquisition and conduct related activities for the airport Project, a copy of which is hereto attached as Annex "B" and made an integral part of this instrument;

WHEREAS, the primary mode of land acquisition for the Project has been undertaken by the SECOND PARTY through sale;

WHEREAS, there are landowners who preferred to convey their land identified for the Project through exchange or barter with available government lots;

WHEREAS, on November 10, 2009, the parties, together with the DOT and CAAP, entered into a Memorandum of Agreement (MOA) for the exchange or barter scheme as a mode of acquisition for a government project as authorized under Republic Act No. 8974 and its Implementing Rules and Regulations (IRR). A copy of the MOA, dated November 10, 2009 is hereto attached as Annex "C" and made an integral part of this agreement;

WHEREAS, to conform with the actual technical aviation requirements, the orientation and alignment of the proposed airport, then referred to as the Panglao Bohol International Airport Development Project (PBIADP), now, New Bohol Airport Development Project (NBADP), has been changed from the original due North to the present North 30° East;

WHEREAS, the current conditions of the parcels of land which were already acquired either fell outside or still within the Project site, in whole or in part, as a result of the change in orientation. A list of these lots, their respective locations, total area and the area within and outside the Project site, including other pertinent details regarding the said lots are contained in Page 2 of the MOA, dated November 10, 2009 (Annex "C") hereof;

WHEREAS, in order to fully utilize the lots previously acquired as listed in Page 2 of Annex "C" hereof for the New Bohol Airport Development Project (NBADP), and to conserve government resources, it is desirable that the parcels of land

previously acquired which are now entirely or partially outside the Project site be considered for exchange or barter with privately owned lots which must necessarily be acquired for the Project;

NOW, THEREFORE, for and in consideration of the foregoing premises, both parties hereby agree as follows:

I. GOVERNMENT LOTS TO BE EXCHANGED OR BARTERED -

The FIRST PARTY hereby authorize, as it is hereby authorized, that the lots listed in Page 2 of Annex "C" hereof, with areas falling outside of the Project site, in whole or in part, shall be exchanged or bartered with privately owned parcels of land located within the Project site after change in orientation to the present North 30° East;

II. AUTHORITY TO NEGOTIATE

The FIRST PARTIES hereby authorize the SECOND PARTY, thru Gov. Edgar M. Chatto, to negotiate with the landowners who submitted letters of intent towards the execution of a deed of exchange or barter involving the appropriate areas of the abovementioned government lots with the identified privately owned lots needed for the project.

The usual requirements for land acquisition as provided under existing laws, rules and regulations shall be observed.

III. EXECUTION OF DEED OF EXCHANGE OR BARTER

In accordance with the provision of Sec. 48, Chapter 12, Book I of Executive Order No. 292, s. 1987, the head of the FIRST PARTY, now represented by SECRETARY MANUEL A. ROXAS, where applicable shall sign the deed of exchange or barter with the affected landowners who signified their intent to that effect. However, pursuant to DOTC Department Order No. 2011-31 dated 19 August 2011 (Omnibus Delegation/Delineation of Authorities/Functions in the DOTC-Central Office and PMOs under the Department), as amended by Department Order No. 2011-38 dated 08 November 2011, deeds of exchange or barter (for Site Acquisition and Right-of-Way), insofar as the DOTC is concerned, shall be signed by the Assistant Secretary for Legal Affairs and shall be approved by the Undersecretary for Legal.

IV. DEED OF EXCHANGE OR BARTER AS REGARDS GOVERNMENT LOTS REGISTERED IN THE NAME OF THE THEN AIR TRANSPORTATION OFFICE (ATO) AND THE DEPARTMENT OF TOURISM (DOTC)

Inasmuch as there are government lots which are registered in the name of the DOT and ATO } or jointly with DOTC, the latter shall endeavor to secure the necessary authorization from the said government agencies such that it shall be legally authorized to transact and execute necessary documents in their respective behalf as regards the said government lots for the realization of the project.

V. TECHNICAL WORKING GROUP

The parties hereto shall create a Technical Working Group, to be known as the "Ad Hoc Committee for Exchange or Barter", which shall prepare the list of the authorized government lots which shall be exchanged with privately owned lots and their corresponding areas based on the formula that government lots are valued at Seventy Nine Pesos (P 79.00) per square meter while the privately-owned lots are valued at Sixty Pesos (P60.00) per square meter.

The list so prepared by the Ad Hoc Committee shall be the basis of the Deed of Exchange or Barter to be executed.

The Ad Hoc Committee shall be composed of two (2) representatives each from the DOTC, and the Provincial Government of Bohol.

IN WITNESS WHEREOF, the parties hereto have herunto set their hands this ____ day of _____ 2012 at _____, Philippines.

**DEPARTMENT OF TRANSPORTATION
AND COMMUNICATIONS**
First Party

**PROVINCIAL GOVERNMENT
OF BOHOL**
Second Party

By:

By:

MANUEL A. ROKAS
Secretary

EDGARDO M. CHATTO
Governor

Signed in the Presence of:

ACKNOWLEDGEMENT

Republic of the Philippines)
) S. S.

BEFORE ME, a Notary Public for _____ this ____ day _____ 2012 personally appeared:

Name	CTC No.	Date	Place Issued
Manuel A. Roxas II	_____	_____	_____

Known to me and to me known to be the same person who executed the foregoing instrument, and he acknowledged before me that the same is his free and voluntary act and deed, as well as the free and voluntary act and deed of the principal herein presented.

This instrument consists of five (5) pages, including this page wherein the Acknowledgement is written which has been signed by the party together with his instrumental witnesses at the bottom of the instrument and on each and every page thereof.

WITNESS MY HAND AND SEAL on the date and place above written.

Doc. No. _____
Page No. _____
Book No. _____
Series of 2012.

ACKNOWLEDGEMENT

Republic of the Philippines)
Tagbilaran City) S. S.

BEFORE ME, a Notary Public for _____ this ____ day _____ 2012 personally appeared:

Name	CTC No.	Date	Place Issued
Edgar M. Chatto	_____	_____	_____

Known to me and to me known to be the same person who executed the foregoing instrument, and he acknowledged before me that the same is his free and voluntary act and deed, as well as the free and voluntary act and deed of the principal herein presented.

This instrument consists of five (5) pages, including this page wherein the Acknowledgement is written which has been signed by the party together with his instrumental witnesses at the bottom of the instrument and on each and every page thereof.

WITNESS MY HAND AND SEAL on the date and place above written.

Doc. No. _____
Page No. _____
Book No. _____
Series of 2012.



Annex 7

Review of Institutional Capacity on Land Acquisition and Resettlement: DPWH and CCG (DPWU)



Review of Institutional Capacity on Land Acquisition and Resettlement: DPWH and CCG (DPWU)

Resettlement Functions of DPWH Region 7

No.	RESETTLEMENT FUNCTIONS	Role (Please check)		If Yes, Scope of Role (Please check)		What is the Specific Role
		Yes	No	Major	Minor	
1	<i>the identification of and consultation with the PAPs</i>	✓		✓		<i>Identified in Linear Mapping</i>
2	<i>determination of the eligibility of PAPs</i>	✓		✓		<i>Cut-off date should be established</i>
3	<i>valuation of affected properties</i>	✓		✓		<i>Hire an ILA, Independent Land Appraiser</i>
4	<i>negotiations with PAPs</i>	✓		✓		<i>Properly skilled manpower</i>
5	<i>expropriation</i>	✓		✓		<i>Offer zonal value at 100% deposited under escrow account of PAPS</i>
6	<i>validation of the PAPs and their claims of payment</i>	✓		✓		<i>CRIC ((City RAP Implementation Committee)</i>
7	<i>the provision of funds and the flow of funds for land acquisition and resettlement</i>	✓		✓		<i>For foreign-assisted project, this is part of the covenant of the loan as GOP counterpart.</i>
8	<i>payment of PAPs</i>	✓		✓		<i>SAA (SAA) will be downloaded to DEOs. (District Engineering Office)</i>
9	<i>monitoring payments, transfer to resettlement site, and transition to the new site</i>	✓		✓		<i>This will need involvement of inter-agency like LGUs, NHA, DSWD, etc.</i>
10	<i>acquisition of resettlement site, securing the necessary environmental and other government permits for site development;</i>	✓		✓		<i>Secure necessary permits, ECC, etc.</i>
11	<i>disclosure of the RPs and other safeguard instruments</i>	✓		✓		<i>Full disclosure to PAPs on the RPs and should be acceptable to PAPS.</i>
12	<i>grievance receipt, handling, and monitoring</i>	✓		✓		<i>CRIC (City RAP Implementation Committee) should be form to accommodate grievance and redressal committee.</i>
13	<i>monitoring and evaluation of resettlement implementation and restoration of standard of living</i>	✓		✓		<i>Assign IMA, Internal Monitoring Agent and EMA, external monitoring agent to check of standard living of PAPs were restored to pre-project level.</i>

Source: DPWH Region 7



Land Acquisition and Resettlement Function of CCG (DPWU)

In performing its function, the DWUP provides relocation to the affected families of proposed projects like the Cebu Bus Rapid Transit Project. They coordinate with the city's Department of Manpower Development and Placement (DMDP) and Department of Social Welfare Services (DSWS) for possible livelihood training and financial assistance to the PAPs. These functions are expected to be applied to the CBRT.

Analysis of the SWOT of the DWUP reveals the following (Table 5):

- 1) Its strong points includes, among others: strong market-orientation (PAPs, etc); well experienced staff in dealing with PAPs; and it can readily provide relocation sites;
- 2) Its constraints includes, among others: limited budget for LA; political bickering among higher city officials.

The DWUP plays a major role in the following: 1) The identification of and consultation with the PAPs; 2) Determination of the eligibility of PAPs; 3) Negotiations with PAPs; 4) Monitoring of payments, transfer to resettlement site and transition to the new site; 5) Acquisition of resettlement site, securing the necessary environmental and other government permits for site development; 6) Monitoring and evaluation of resettlement implementation and restoration of standard of living.

Strengths, Weaknesses, Opportunities, Threats of DWUP

	Market/ Customer	Technical	Financial	Environ- mental	Socio- Political- Legal	Organiza- tional	Economic
Internal strengths	Demands for site development projects for the resettlement areas are given much attention and budget	Availability of skilled/experienced DWUP personnel Deliver basic services thru Self-Help projects		Compliance with the UDHA and other fundamental laws governing the ecological/environmental aspects of the housing project	Awareness of legal terms/actions pertaining to the court order demolitions and represents the City in behalf of the Urban Poor communities	Society gives full support to the housing program of the City	Availability of relocation sites
Internal weaknesses		Limited survey equipment	Limited budget for lot acquisition				



	Market/ Customer	Technical	Financial	Environ- mental	Socio- Political- Legal	Organiza- tional	Economic
		Limited staff for comprehensive data gathering/ socio-economic survey					
External opportunities		Opportunity to borrow survey equipment to the Key Shelter Agencies (KSA)	National Housing Authority's (NHA) Poverty Alleviation Fund			Strong connection with the homeowners associations	
External threats					Political bickering Political maneuvering	Personal interest over public interest	

Source: DWUP



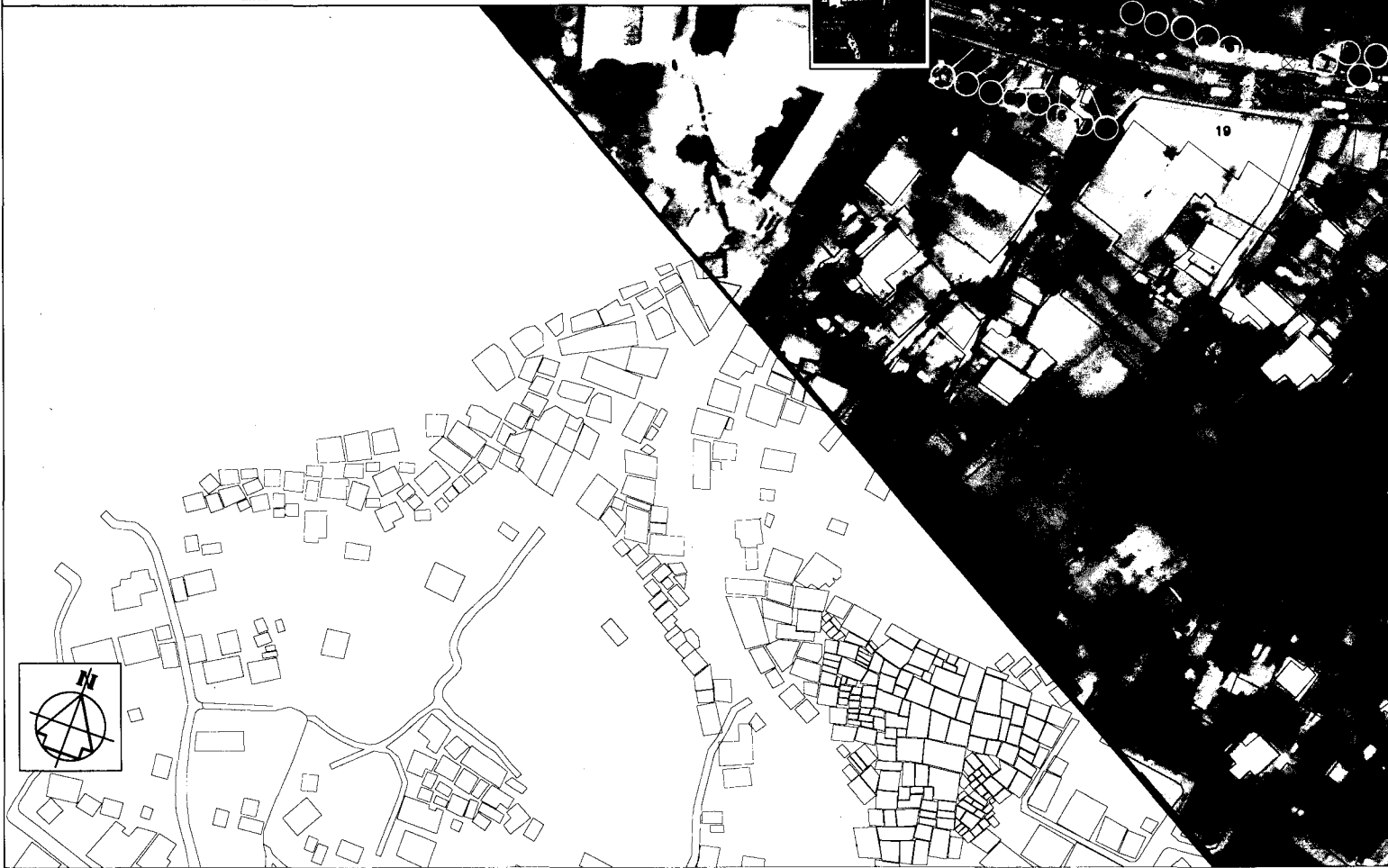
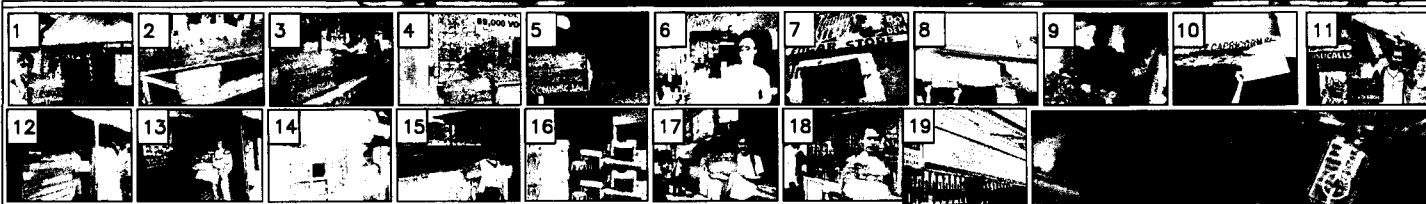
Resettlement Functions of DWUP of CCG

No.	RESETTLEMENT FUNCTIONS	Role (Please Check)		If yes, Scope of Role (Please Check)		What is the Specific Role
		Yes	No	Major	Minor	
1	The identification of and consultation with the PAPs	/		/		Socio-economic survey
2	Determination of the eligibility of PAPs	/		/		Beneficiary screening
3	Valuation of affected properties		/			
4	Negotiations with PAPs	/		/		
5	Expropriation	/				
6	Validation of the PAPs and their claims of payment	/			/	Coordinate with DSWS
7	The provision of funds and the flow of funds for lot acquisition and resettlement	/			/	Endorsement to the City Council for purchase and budget allocation
8	Payment of PAPs		/			
9	Monitoring of payments, transfer to resettlement site and transition to the new site	/		/		Land Tenure Section and Financial Monitoring Section
10	Acquisition of resettlement site, securing the necessary environmental and other government permits for site development	/		/		Endorsement to the City Council for purchase and other agencies
11	Disclosure of the RPs and other safeguard instruments		/			
12	Grievance receipt, handling and monitoring		/			
13	Monitoring and evaluation of resettlement implementation and restoration of standard of living	/		/		



Annex 8

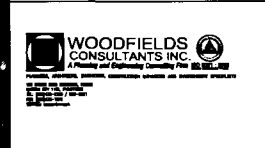
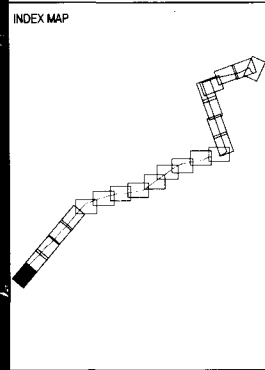
Photographs of Potentially Affected Structures



APPROXIMATE POSITION OF UTILITY INFRASTRUCTURE

- ⊕ VECO 88KV POLE
- ⊕ VECO PRIMARY POLE
- ⊕ VECO SECONDARY POLE
- MOWD WATER UTILITY
- TRAFFIC SIGNAL POLE
- LIMITS OF BRT BUSWAY DELINEATED (WHITE LINAGE) SEGREGATION
- CHAINAGE 0+000 AT JONES' INTERSECTION

SEGMENT C-6500 TO C-6600

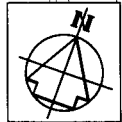


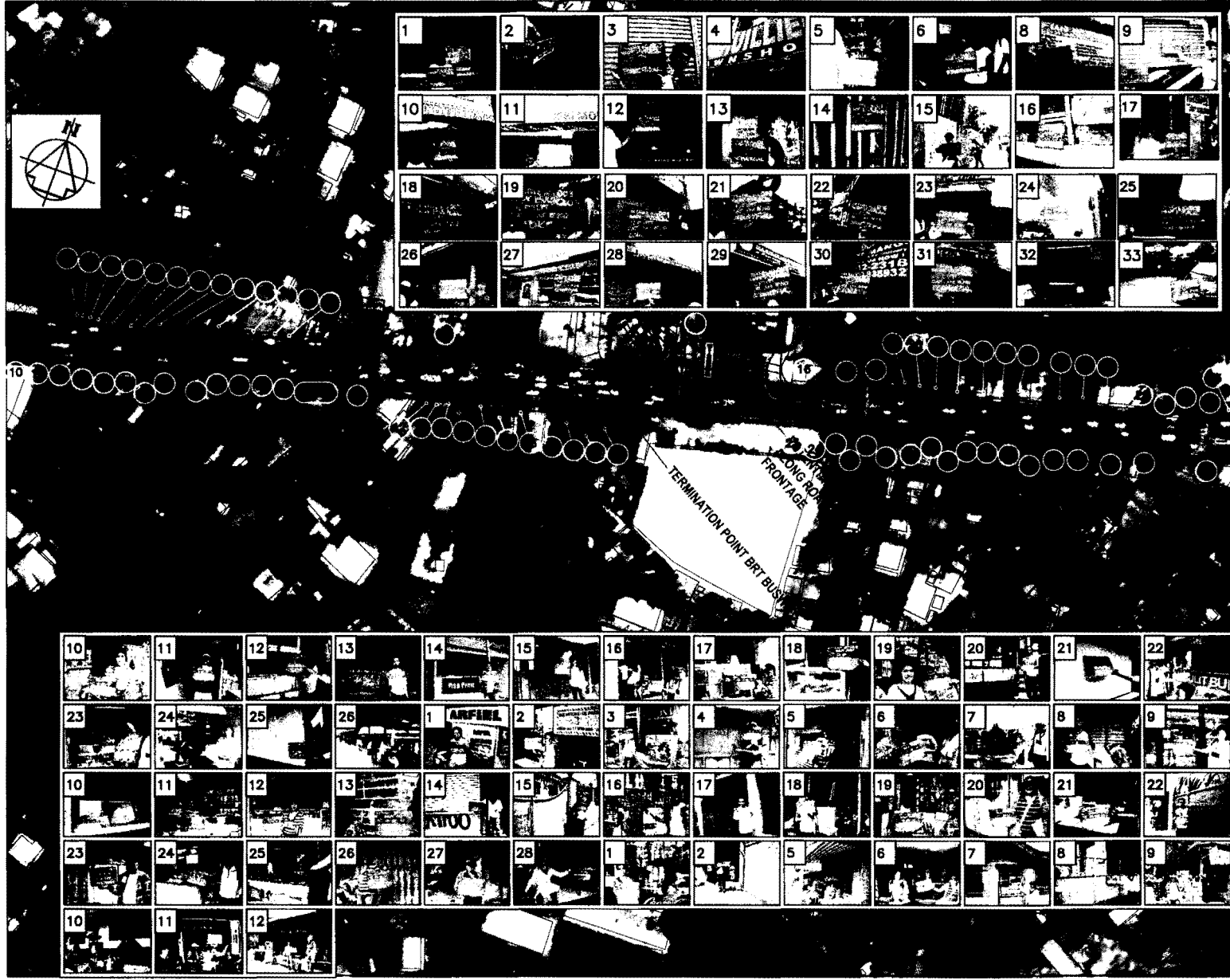
PROJECT
Cebu BRT Environmental Impact Assessment

DRAWING TITLE
OVERLAY OF PRELIMINARY ENGINEERING DESIGN DRAWING FROM ITP IN GOOGLE MAP

BASE SCALE _____ DATE **Sept. 10, 2012**

REFERENCE DRAWING _____ REV **0**
DWG/1240/CADJA/001

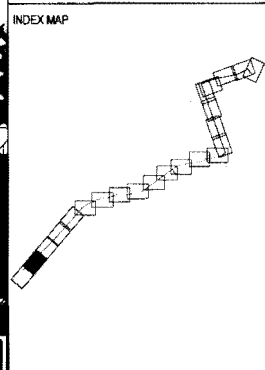




APPROXIMATE POSITION OF UTILITY INFRASTRUCTURE

- VECO 66KV POLE
- ⊕ VECO PRIMARY POLE
- ⊕ VECO SECONDARY POLE
- MOWD WATER UTILITY
- TRAFFIC SIGNAL POLE
- LIMITS OF BRT BUSWAY DELINEATED (WHITE LINAGE) SEGREGATION
- CHAINAGE #000 AT JONES' INTERSECTION

SEGMENT C-6000 TO C-6480



WOODFIELDS CONSULTANTS INC.
Engineering and Environmental Consulting Firm, Inc. (R.C.C.)

PROJECT
Cebu BRT Environmental Impact Assessment

DRAWING TITLE
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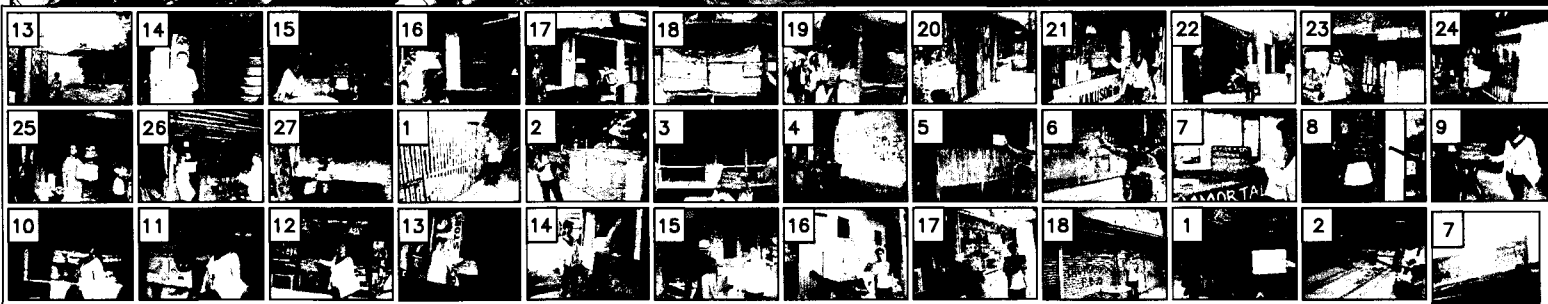
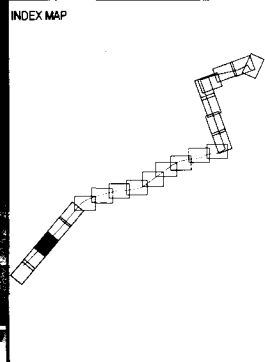
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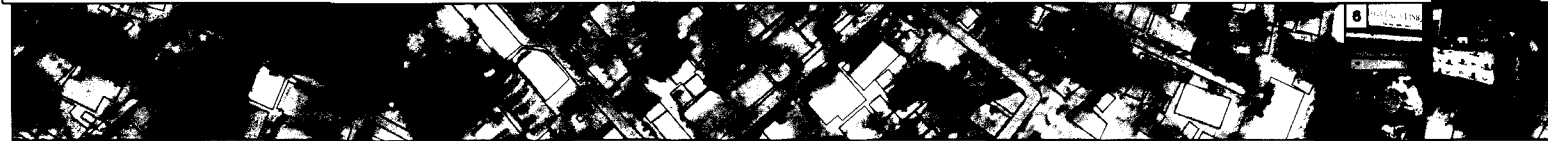
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- ⊕ VECO 69KV POLE
- ⊕ VECO PRIMARY POLE
- ⊕ VECO SECONDARY POLE
- MCDM WATER UTILITY
- TRAFFIC SIGNAL POLE
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- CHAINAGE +000 AT JONES' INTERSECTION

SEGMENT C-5500 TO C-5980



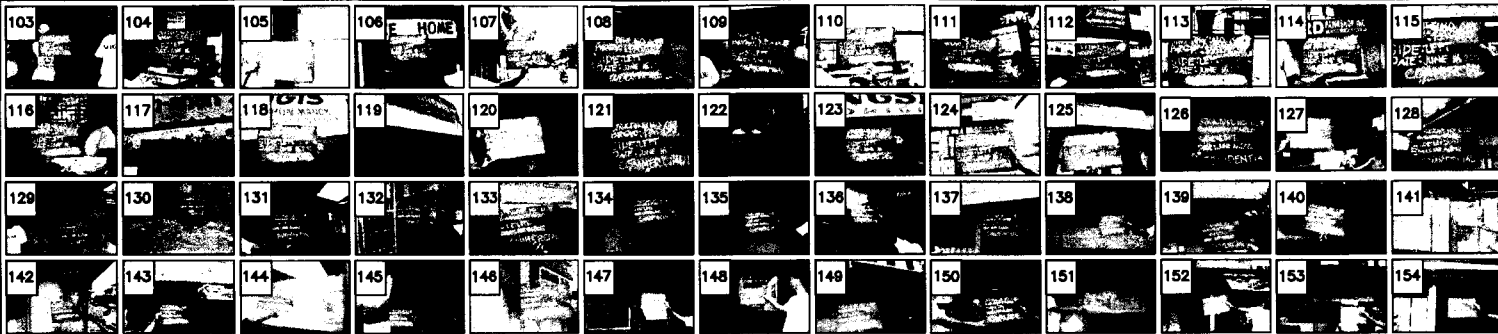
WOODFIELDS CONSULTANTS INC.
 A Planning and Engineering Company, Inc. (INCORPORATED IN THE PHILIPPINES)
 10th Floor, 1000 Soledad Street, Corner Alameda Street, Cebu City, Cebu, Philippines
 Tel: +632 271 1000, Fax: +632 271 1001, Email: info@woodfields.com.ph



PROJECT
Cebu BRT Environmental Impact Assessment

DRAWING TITLE
OVERLAY OF PRELIMINARY ENGINEERING DESIGN DRAWING FROM ITP IN GOOGLE MAP

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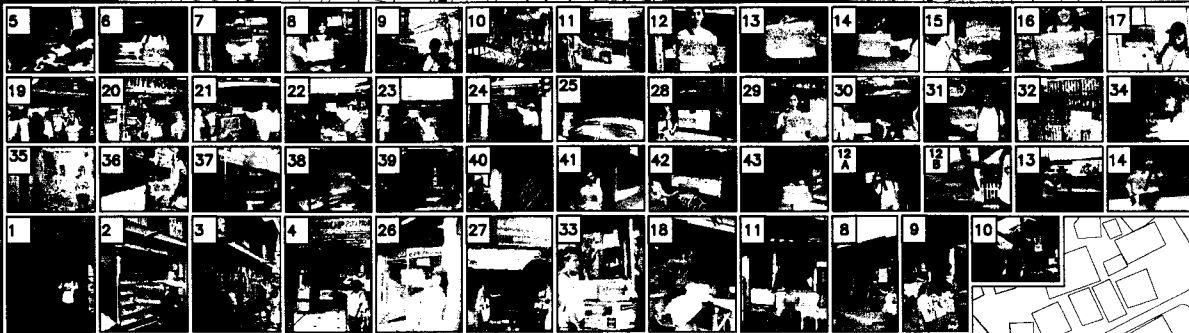
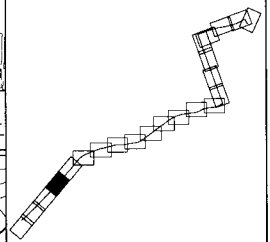


APPROXIMATE POSITION OF UTILITY INFRASTRUCTURE

- VECO 89KV POLE
- VECO PRIMARY POLE
- VECO SECONDARY POLE
- MOWD WATER UTILITY
- TRAFFIC SIGNAL POLE
- LIMITS OF BRT BUSWAY DELINEATED (WHITE LINAGE) SEGREGATION
- CHAINAGE 1+000 AT JONES' INTERSECTION

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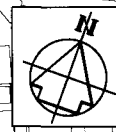


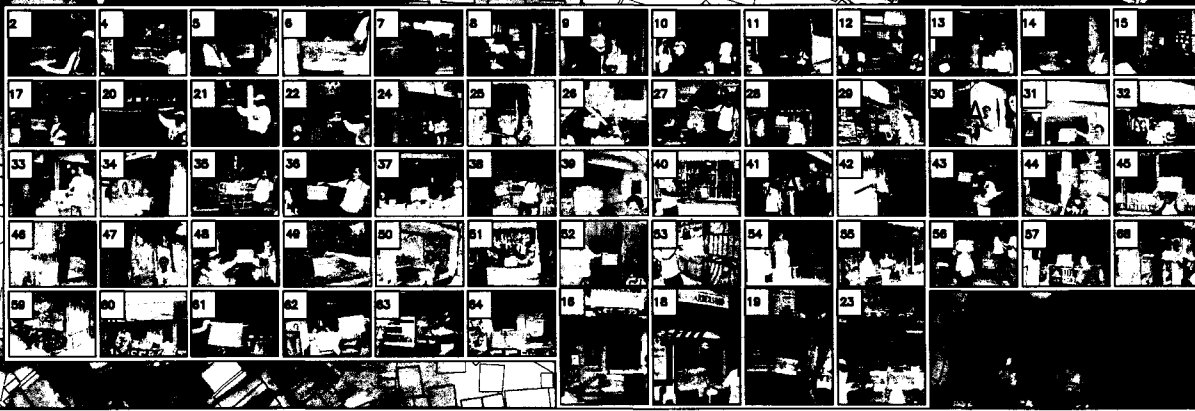
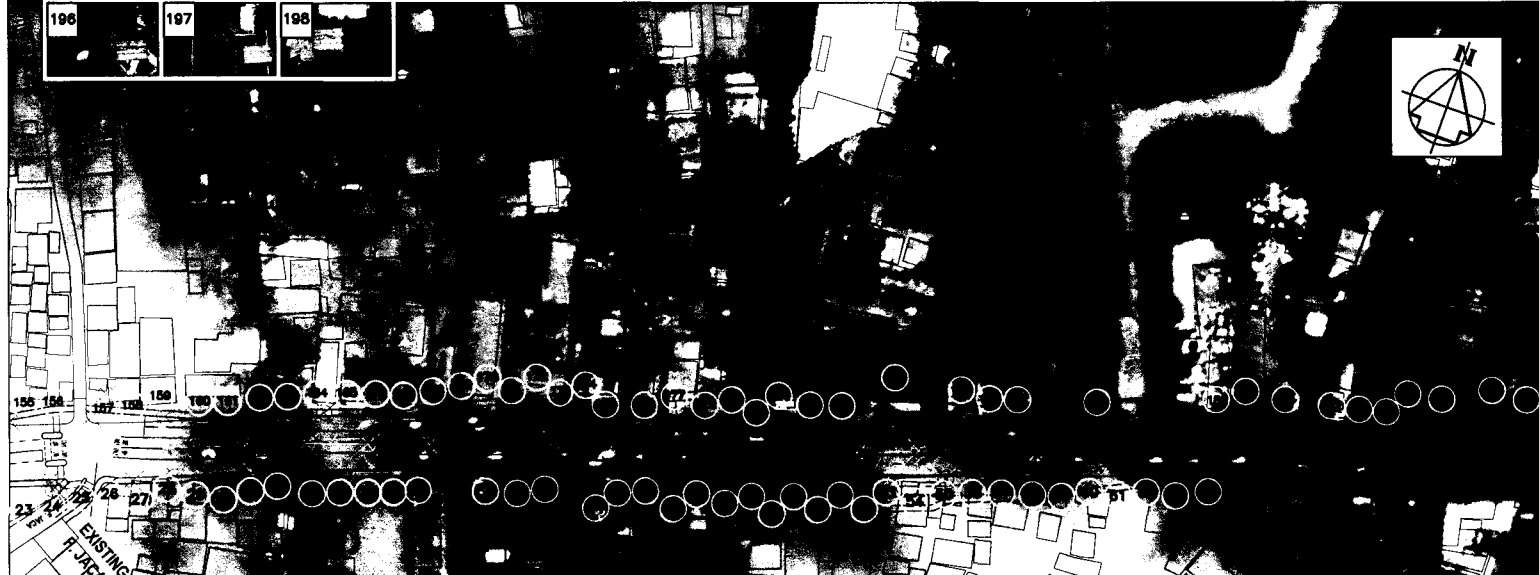
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Cebu BRT Environmental Impact Assessment

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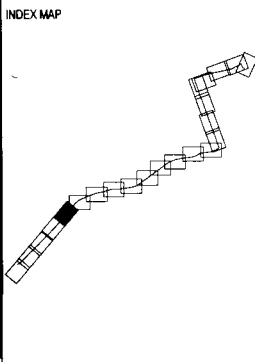




APPROXIMATE POSITION OF UTILITY INFRASTRUCTURE

- VECO 69KV POLE
- ⊕ VECO PRIMARY POLE
- ⊕ VECO SECONDARY POLE
- MCWD WATER UTILITY
- TRAFFIC SIGNAL POLE
- LIMITS OF BRT BUSWAY DELINEATED (WHITE LINAGE) SEGREGATION
- CHAINAGE +1000 AT JONES' INTERSECTION

SEGMENT C-4500 TO C-4940

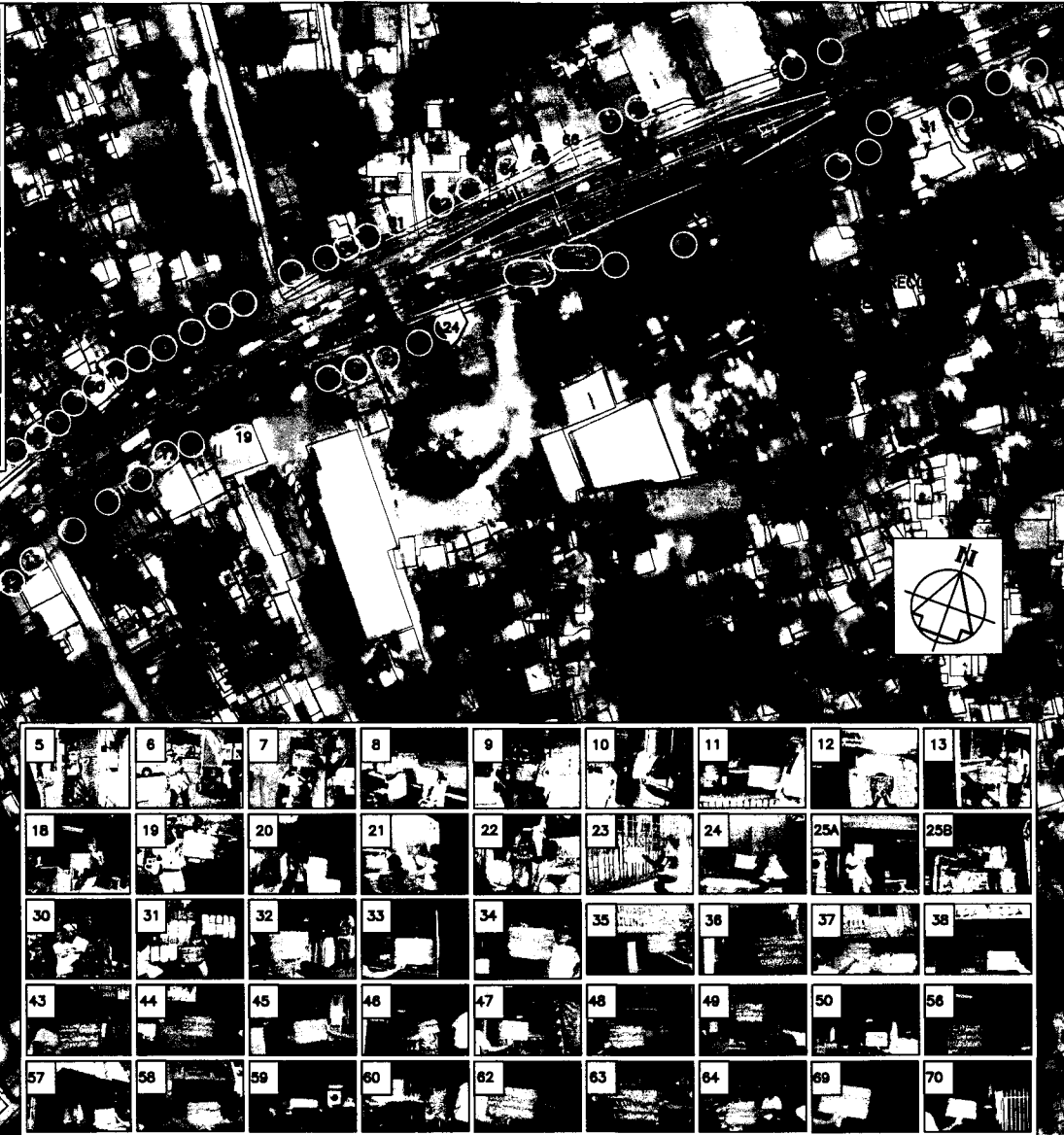


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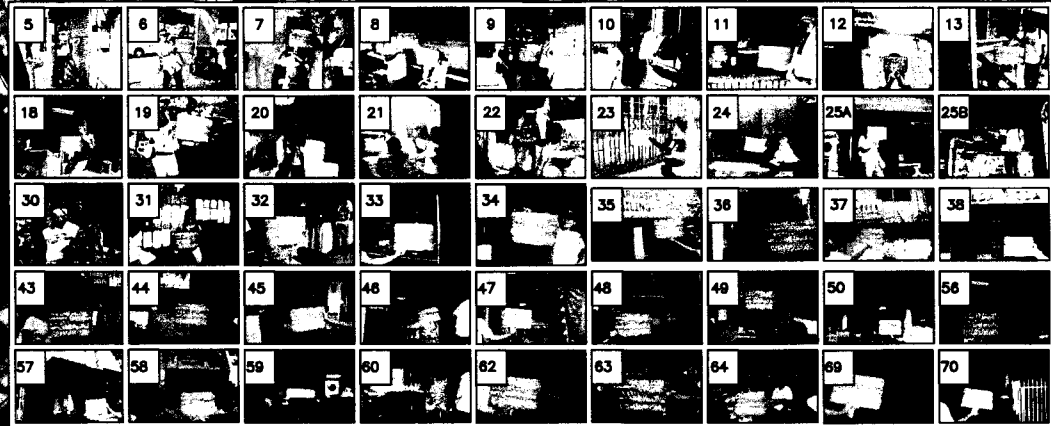
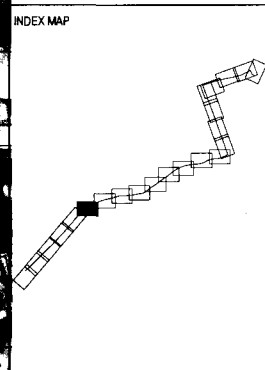
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APPROXIMATE POSITION OF UTILITY INFRASTRUCTURE

- VECO 68KV POLE
- ⊕ VECO PRIMARY POLE
- ⊕ VECO SECONDARY POLE
- MOWO WATER UTILITY
- TRAFFIC SIGNAL POLE
- LIMITS OF BRT BUSWAY DELINEATED (WHITE LINAGE) SEGREGATION
- CHAINAGE #1000 AT JONES' INTERSECTION

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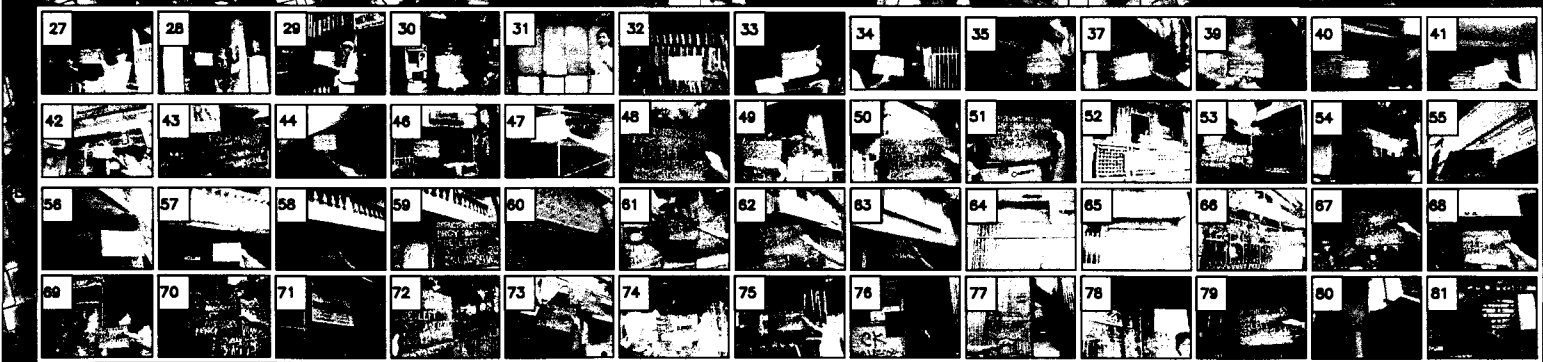
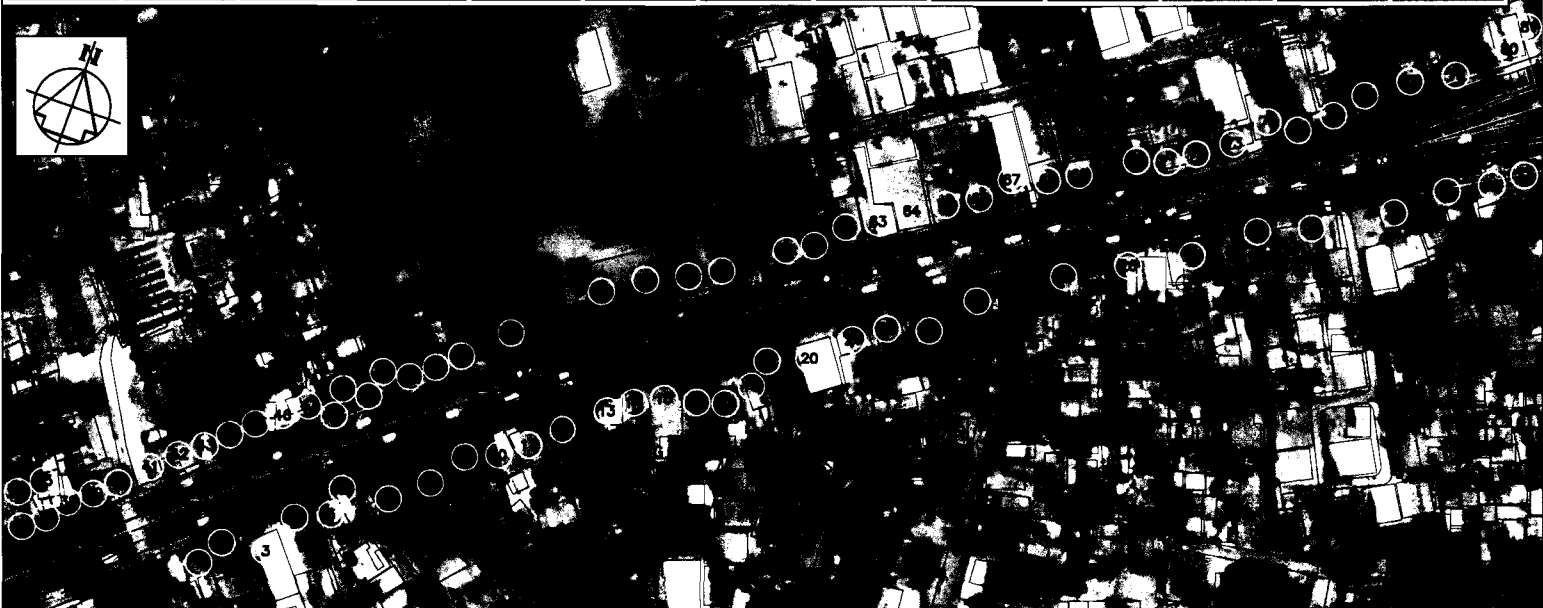
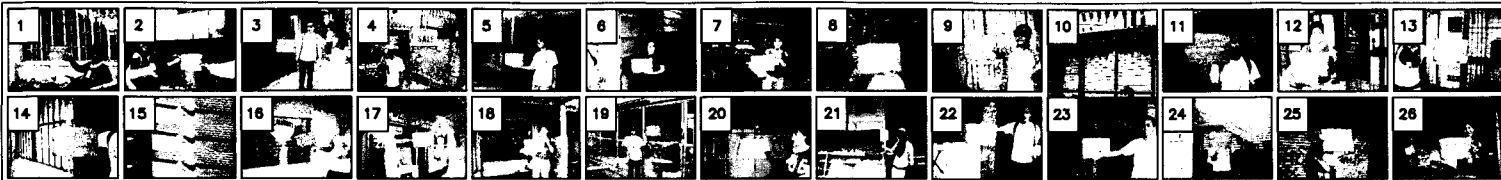
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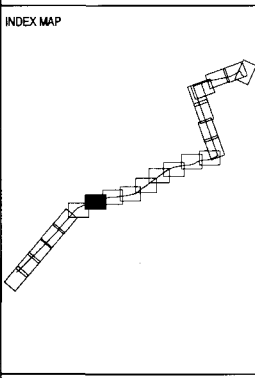
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- ⊕ VECO PRIMARY POLE
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- MOWD WATER UTILITY
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- LIMITS OF BRT BUSWAY DELINEATED (WHITE LINAGE) SEGREGATION
- CHAINAGE 0+000 AT JONES' INTERSECTION

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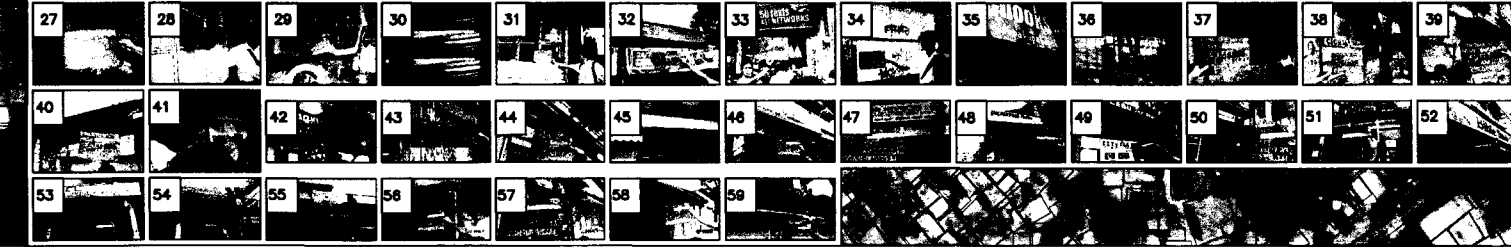
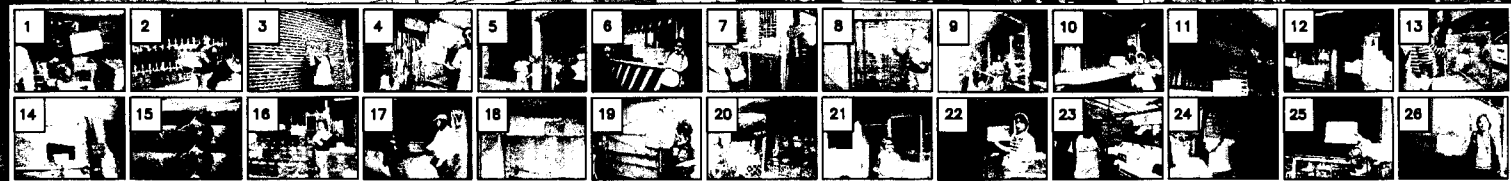


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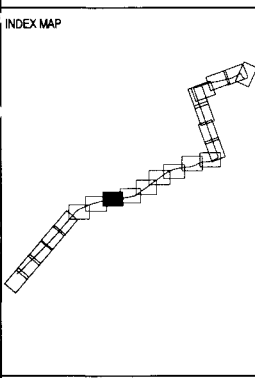
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- ⊕ VECO PRIMARY POLE
- ⊕ VECO SECONDARY POLE
- MCHD WATER UTILITY
- TRAFFIC SIGNAL POLE

— LIMITS OF BRT BUSWAY DELINEATED (WHITE LINAGE) SEGREGATION

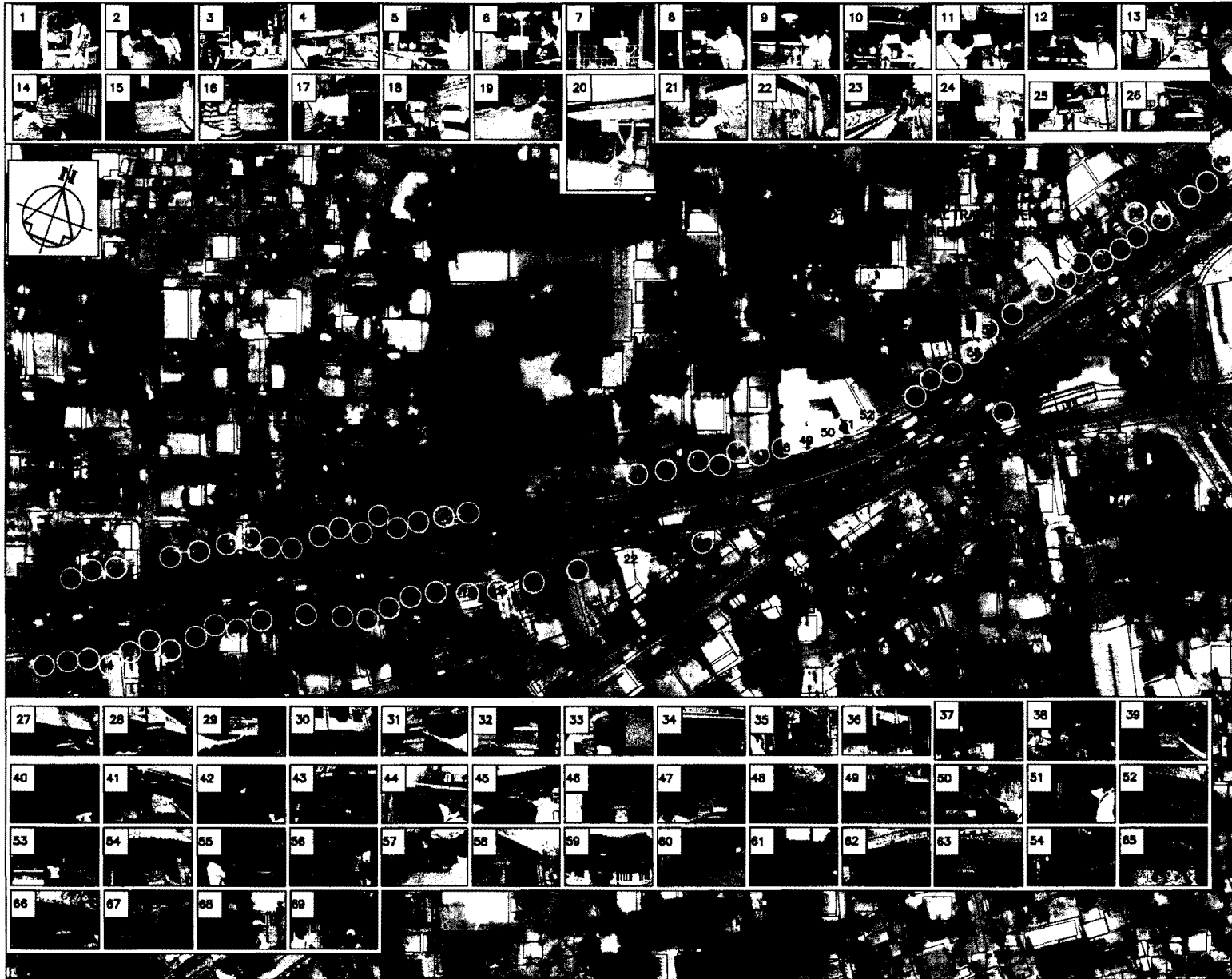
— CHAINAGE 1+000 AT JONES' INTERSECTION

SEGMENT C-3000 TO C-3500



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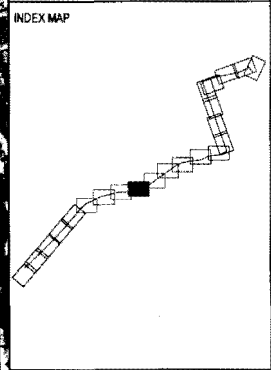
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APPROXIMATE POSITION OF UTILITY INFRASTRUCTURE

- VECO 66KV POLE
- VECO PRIMARY POLE
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- MOWD WATER UTILITY
- TRAFFIC SIGNAL POLE
- LIMITS OF BRT BUSWAY DELINEATED (WHITE LINAGE) SEGREGATION
- CHAINAGE #000 AT JONES' INTERSECTION

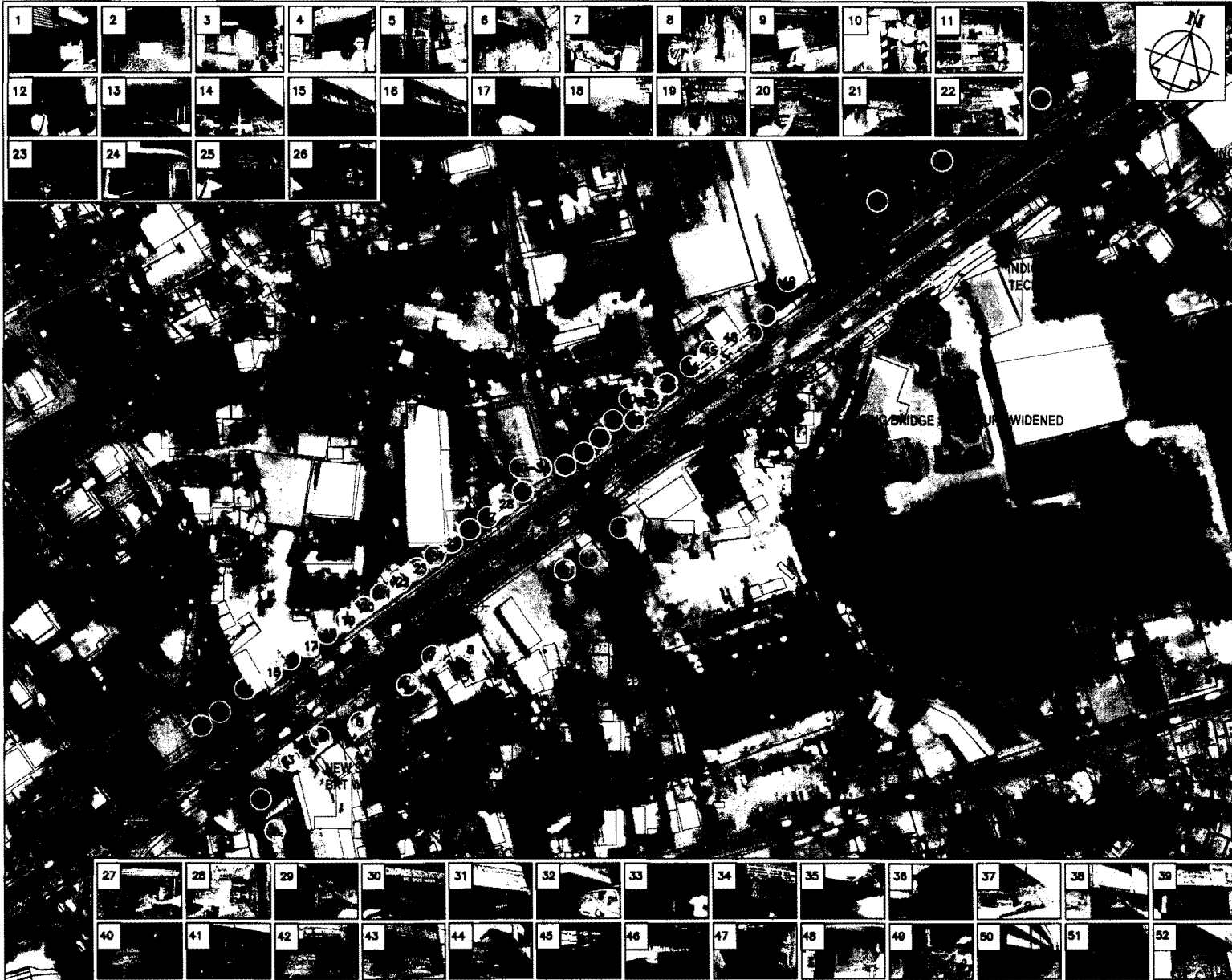
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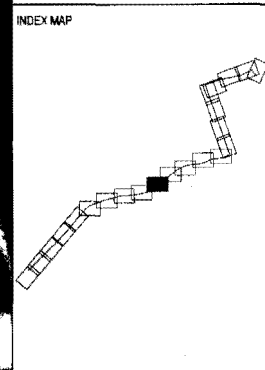
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APPROXIMATE POSITION OF UTILITY INFRASTRUCTURE

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- CHAINAGE 1+000 AT JONES' INTERSECTION

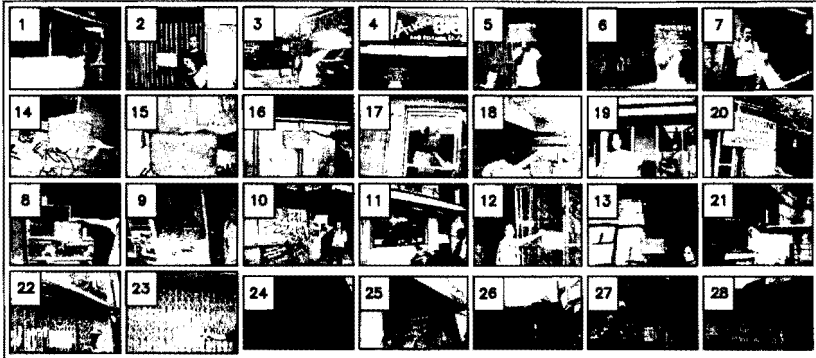
SEGMENT C-2000 TO C-2500



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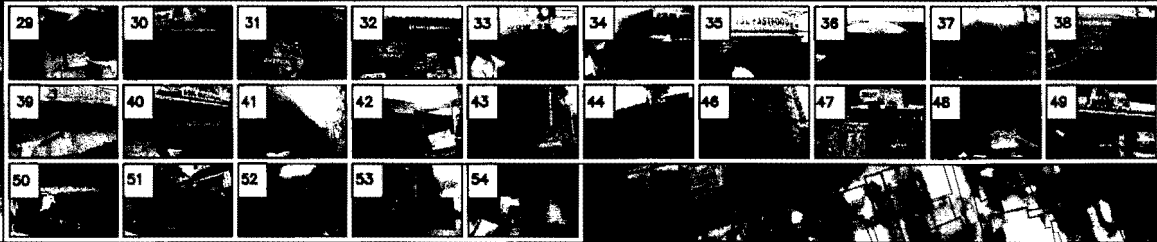
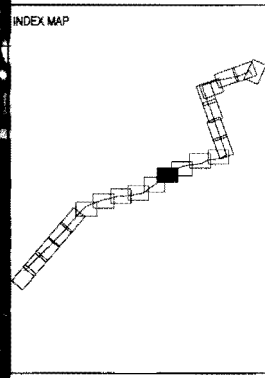
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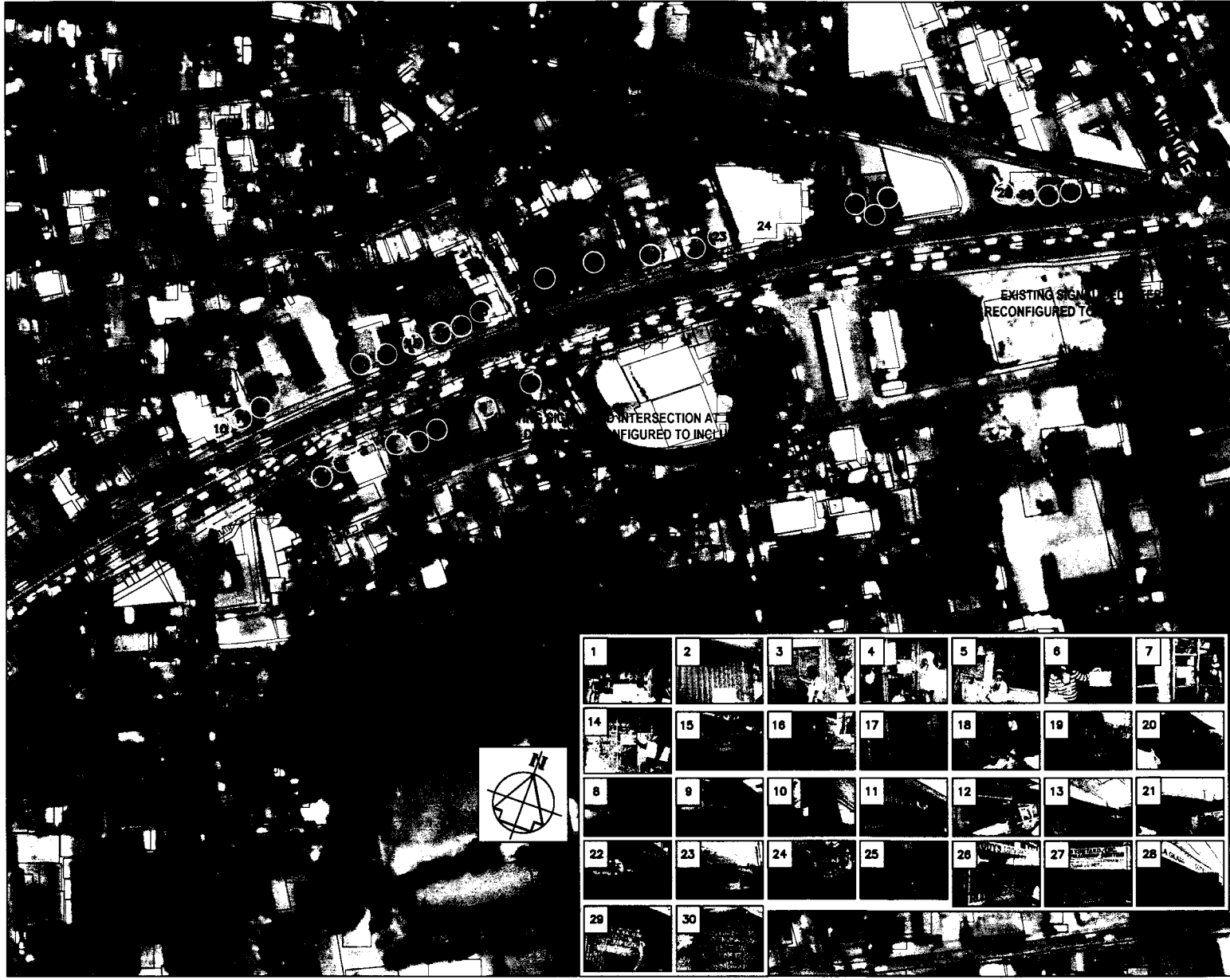
APPROXIMATE POSITION OF UTILITY INFRASTRUCTURE

- VECO 69KV POLE
- VECO PRIMARY POLE
- VECO SECONDARY POLE
- MOWA WATER UTILITY
- TRAFFIC SIGNAL POLE
- LIMITS OF BRT BUSWAY DELINEATED (WHITE LINAGE) SEGREGATION
- CHAINAGE 1000 AT JONES' INTERSECTION

SEGMENT C-1500 TO C-2000



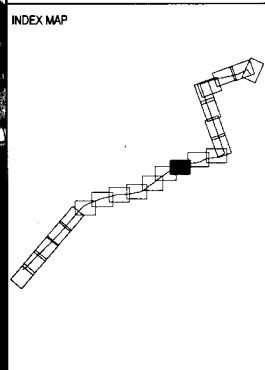
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APPROXIMATE POSITION OF UTILITY INFRASTRUCTURE

- VECO 69KV POLE
- ⊕ VECO PRIMARY POLE
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- TRAFFIC SIGNAL POLE
- LIMITS OF BRT BUSWAY DELINEATED (WHITE LINAGE) SEGREGATION
- CHAINAGE #1000 AT JONES' INTERSECTION

SEGMENT C-1000 TO C-1500

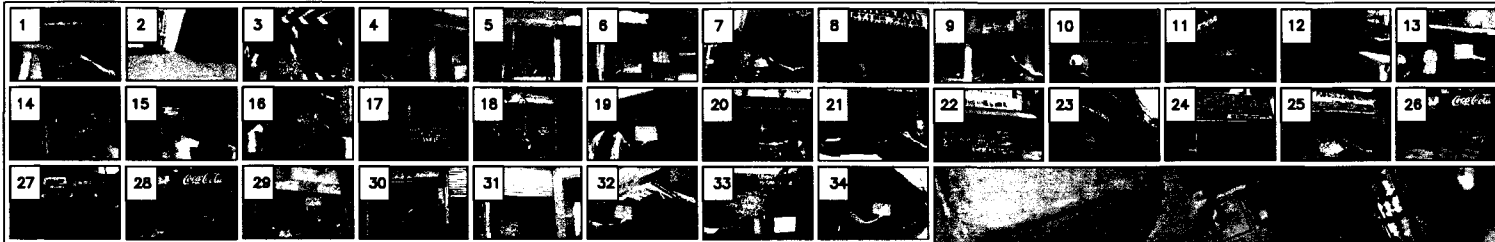


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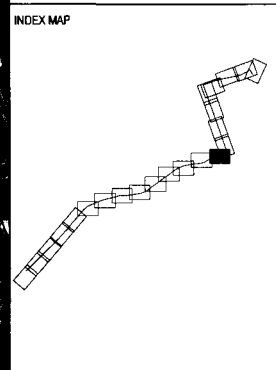


OTP

APPROXIMATE POSITION OF UTILITY INFRASTRUCTURE

- VECO 88KV POLE
- VECO PRIMARY POLE
- VECO SECONDARY POLE
- MCWO WATER UTILITY
- TRAFFIC SIGNAL POLE
- LIMITS OF BRT BUSWAY DELINEATED (WHITE LINAGE) SEGREGATION
- CHAINAGE =+000 AT JONES' INTERSECTION

SEGMENT C-0000 TO C-0500

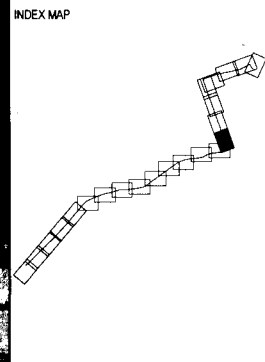


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- APPROXIMATE POSITION OF UTILITY INFRASTRUCTURE
- VECO 69KV POLE
 - ⊕ VECO PRIMARY POLE
 - ⊕ VECO SECONDARY POLE
 - MCWD WATER UTILITY
 - TRAFFIC SIGNAL POLE
 - LIMITS OF BRT BUSWAY DELINEATED (WHITE LINAGE) SEGREGATION
 - CHAINAGE 1+000 AT JONES' INTERSECTION
- SEGMENT C-0000 TO C-0500



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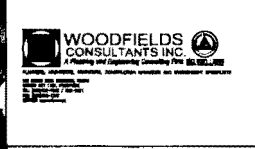
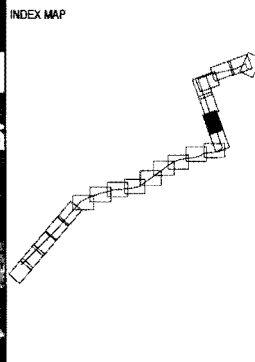
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APPROXIMATE POSITION OF UTILITY INFRASTRUCTURE

- VECO BKV POLE
- ⊕ VECO PRIMARY POLE
- ⊕ VECO SECONDARY POLE
- MWD WATER UTILITY
- TRAFFIC SIGNAL POLE
- LIMITS OF BRT BUSWAY DELINEATED (WHITE LINAGE) SEGREGATION
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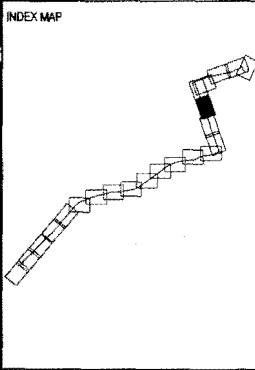
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APPROXIMATE POSITION OF UTILITY INFRASTRUCTURE

- ◇ VECO SKV POLE
- ◆ VECO PRIMARY POLE
- ◆ VECO SECONDARY POLE
- MOWD WATER UTILITY
- TRAFFIC SIGNAL POLE
- LIMITS OF BRT BUSWAY DELINEATED (WHITE LINE) SEGREGATION
- CHANAGE #1000 AT JONES' INTERSECTION

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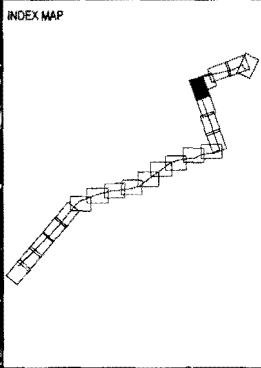
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APPROXIMATE POSITION OF UTILITY INFRASTRUCTURE

- ⊕ VECO 69KV POLE
- ⊕ VECO PRIMARY POLE
- ⊕ VECO SECONDARY POLE
- MWD WATER UTILITY
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- LIMITS OF BRT BUSWAY DELINEATED (WHITE LINAGE) SEGREGATION
- CHAINAGE 1+000 AT JONES' INTERSECTION

SEGMENT C-1500 TO C-2000



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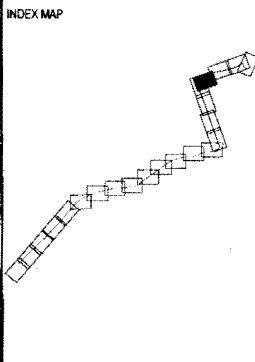
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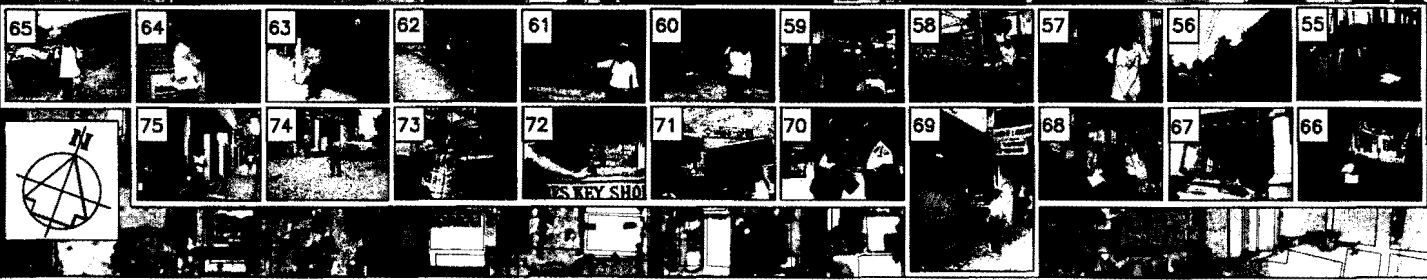
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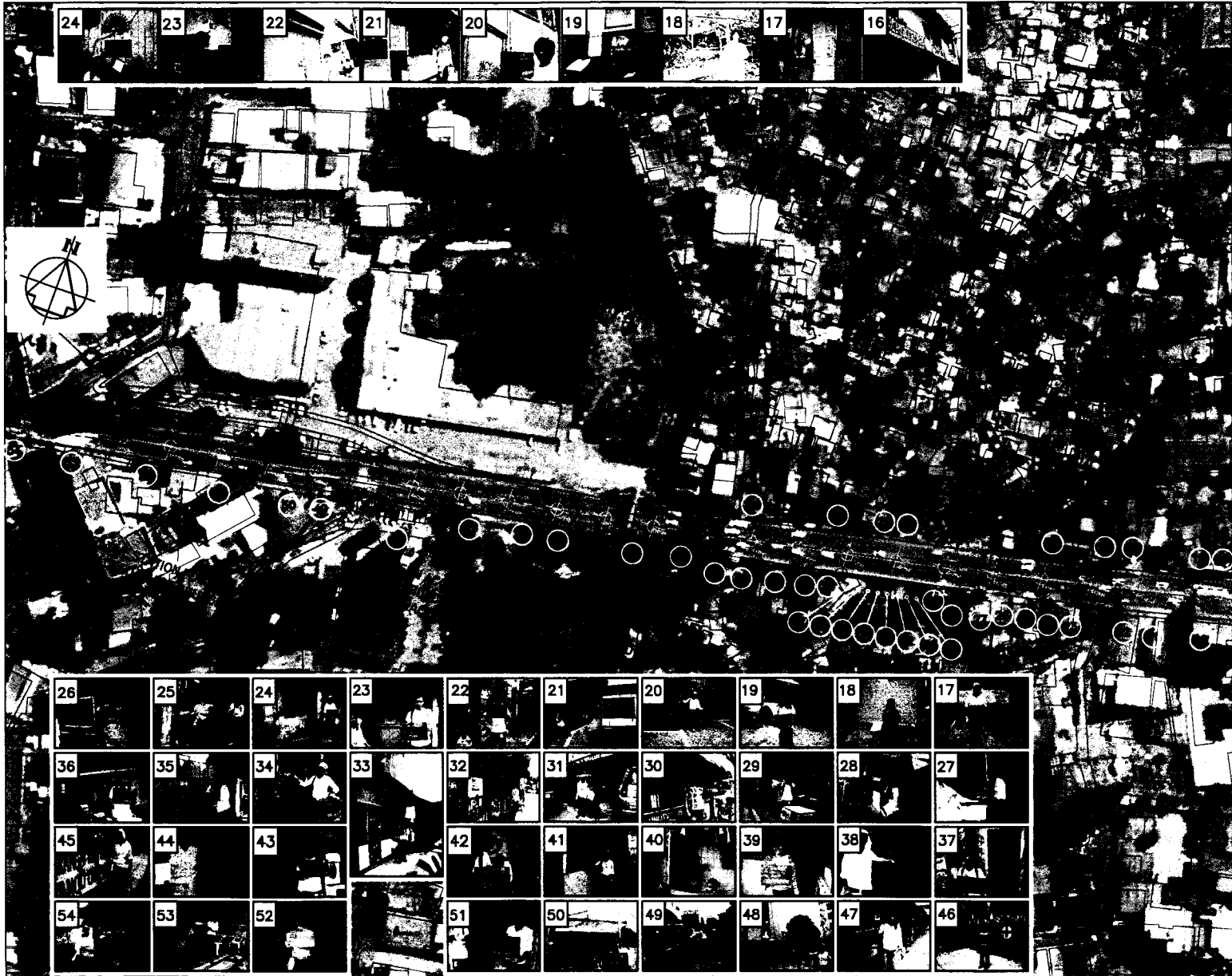
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 FAX: 65 6733 6889
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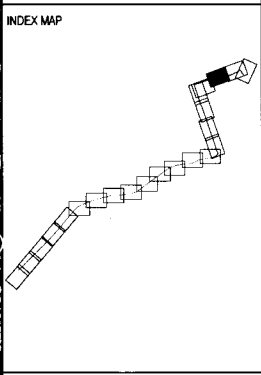
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APPROXIMATE POSITION OF UTILITY INFRASTRUCTURE

- VECO 66KV POLE
- ⊕ VECO PRIMARY POLE
- ⊕ VECO SECONDARY POLE
- MWD WATER UTILITY
- TRAFFIC SIGNAL POLE
- LIMITS OF BRT BUSWAY DELINEATED (WHITE LINAGE) SEGREGATION
- CHAINAGE #1000 AT JONES' INTERSECTION

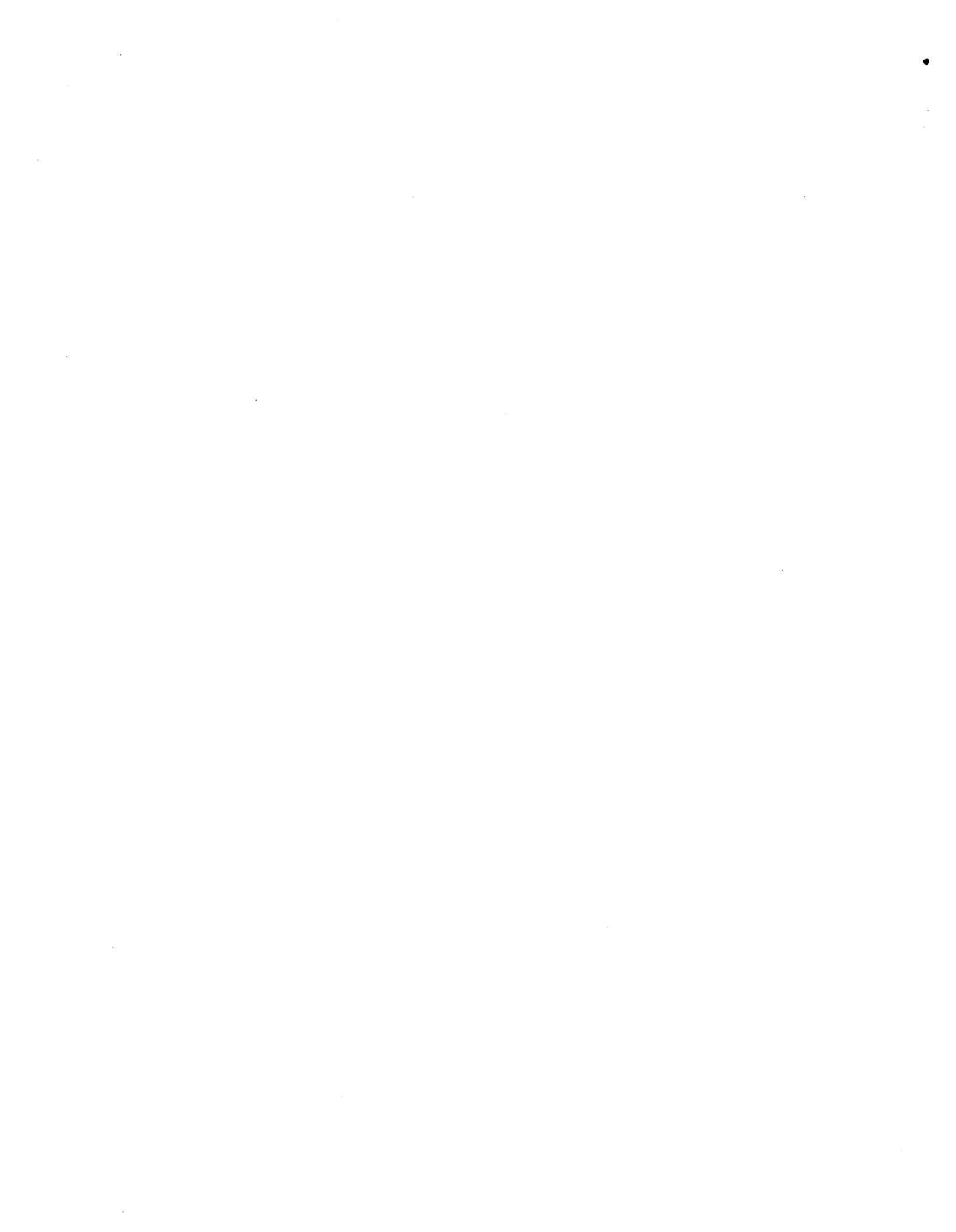
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APPROXIMATE POSITION OF UTILITY INFRASTRUCTURE

- VECO BSKV POLE
- VECO PRIMARY POLE
- VECO SECONDARY POLE
- MCWD WATER UTILITY
- TRAFFIC SIGNAL POLE
- LIMITS OF BRT BUSWAY DELINEATED (WHITE LINAGE) SEGREGATION
- CHAINAGE n=000 AT JONES' INTERSECTION

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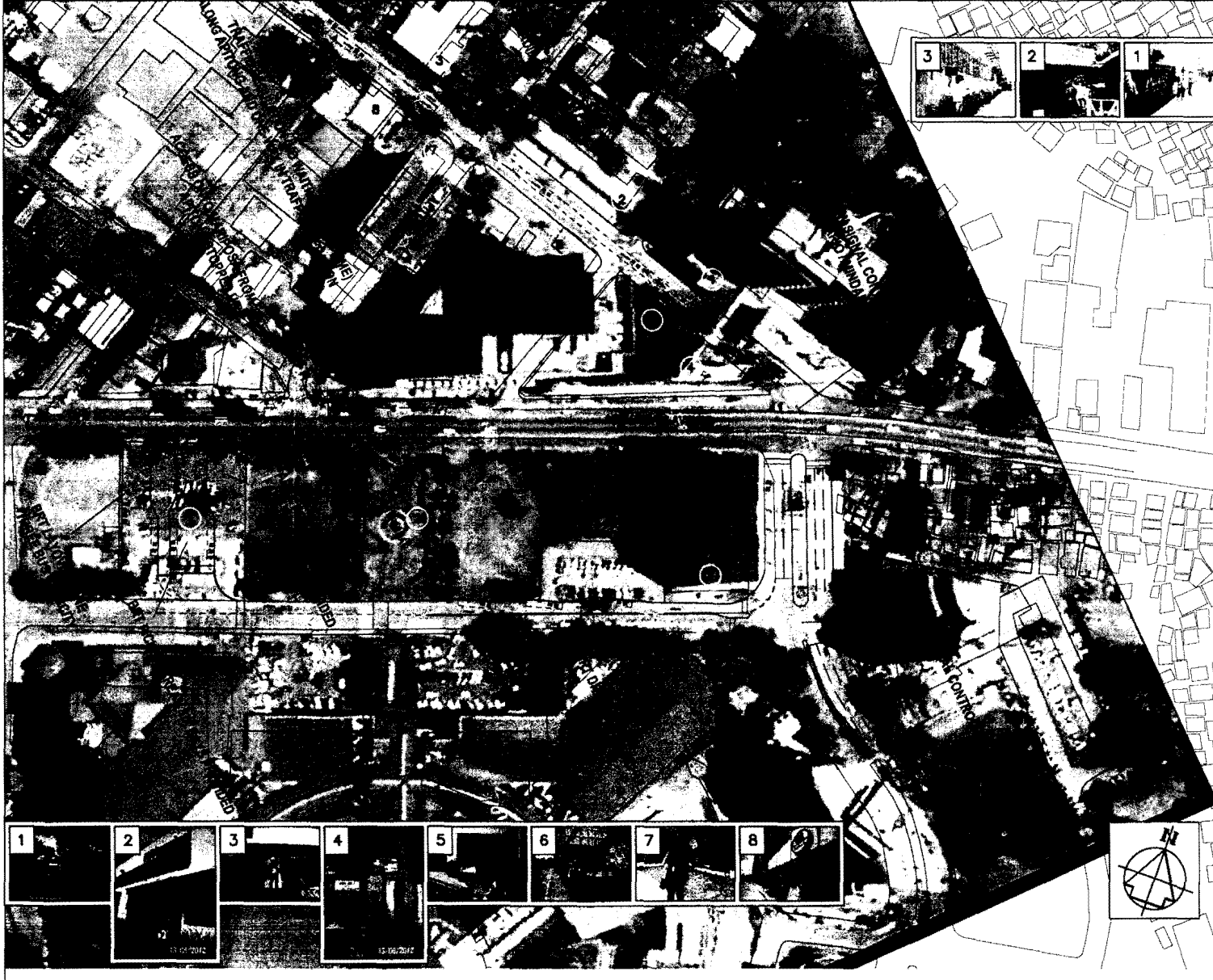
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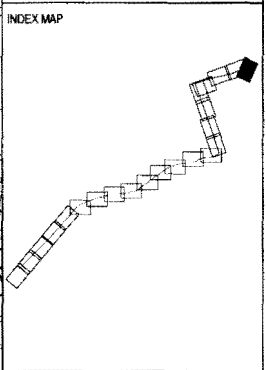
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APPROXIMATE POSITION OF UTILITY INFRASTRUCTURE

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SEGMENT C-3500 TO C-3960

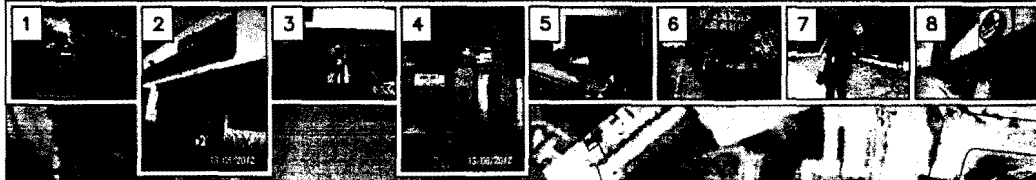


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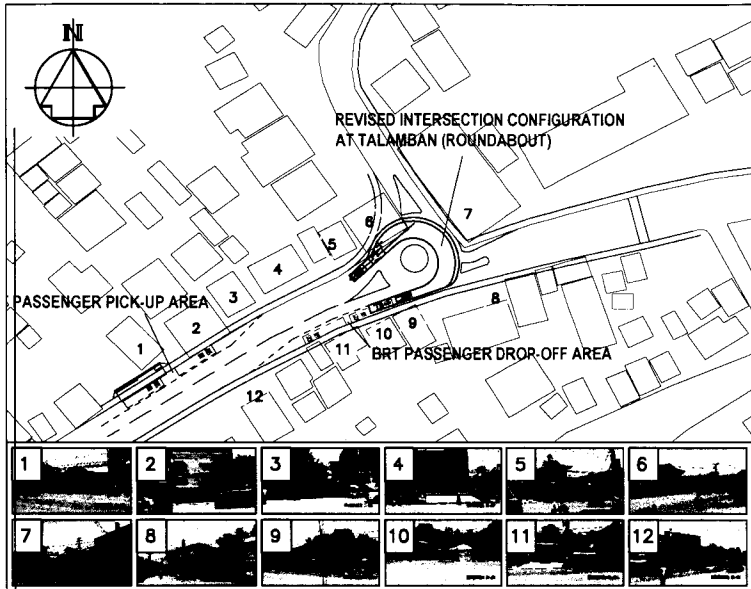
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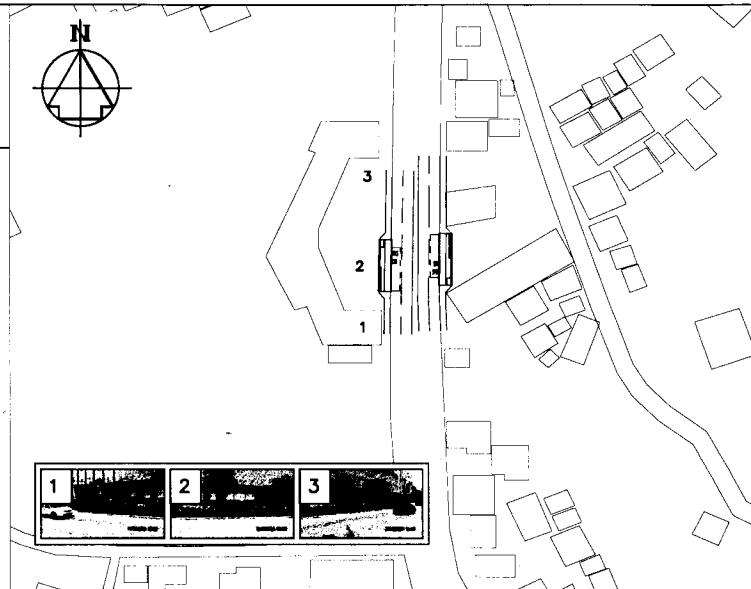
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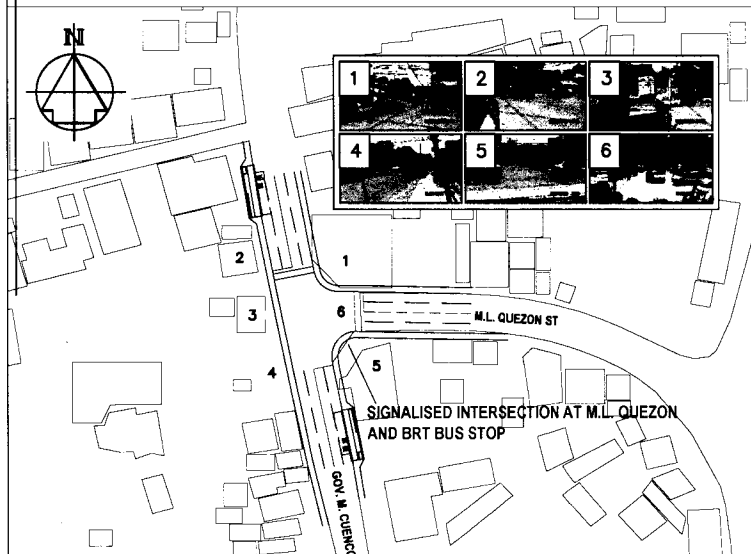




PROPOSED BRT TERMINAL AT TAMBALAN



PROPOSED BRT BUS STOP ADJACENT TO TAMBALAN SHOPPING MALL (CURRENTLY UNDER CONSTRUCTION)



PROPOSED BRT BUS STOP AT PROPOSED SIGNALISED INTERSECTION AT M.L. QUEZON ST



PROPOSED BRT BUS STOP ADJACENT TO UNIVERSITY OF SAN CARLOS, INCLUDING IMPROVED PEDESTRIAN CROSSING FACILITY

APPROXIMATE POSITION OF UTILITY INFRASTRUCTURE

- VECO 69KV POLE
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 Fax: +632 521 1112
 Email: info@woodfields.com.ph

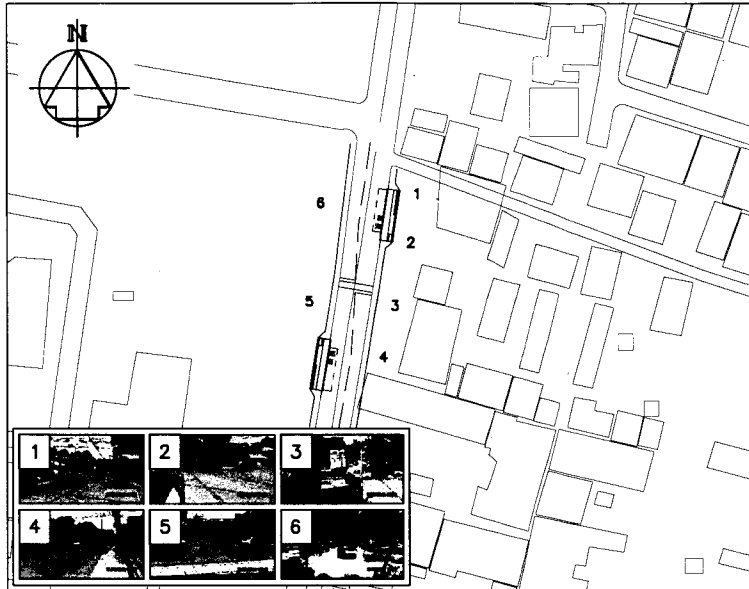
PROJECT
Cebu BRT Environmental Impact Assessment

DRAWING TITLE
OVERLAY OF PRELIMINARY ENGINEERING DESIGN DRAWING FROM ITP IN GOOGLE MAP

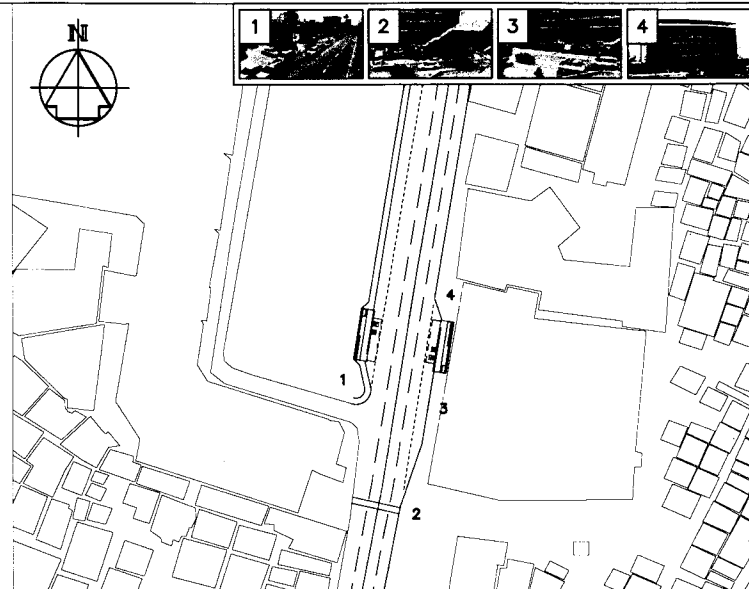
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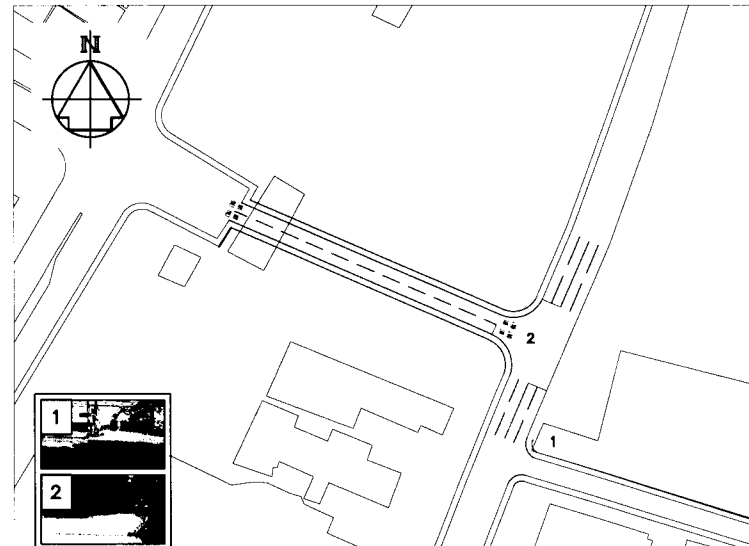
PROPOSED BRT STATION NORTH OF FORTUNA ST FLYOVER



PROPOSED BRT BUST STOP AT BANILAD (GAISANO COUNTRY MALL)



PROPOSED SIGNALISATION OF GOV. M. CUENCO AVE/OLD CARA RD, INCLUDING BRT BUS STOPS AND BUS PRIORITY ON APPROACH TO INTERSECTION



PROPOSED BRT ACCESS INTO CEBU IT PARK. NEW SIGNAL INTERSECTION TO BE CONSTRUCTED, LOCATED ON M. CUENCO AVE, APPROXIMATELY 10 METERS SOUTH OF ACCESS INTO CEBU COUNTRY CLUB

APPROXIMATE POSITION OF UTILITY INFRASTRUCTURE

- VECO 69KV POLE
- VECO PRIMARY POLE
- VECO SECONDARY POLE
- MCWD WATER UTILITY
- TRAFFIC SIGNAL POLE
- LIMITS OF BRT BUSWAY DELINEATED (WHITE LINAGE) SEGREGATION
- CHAINAGE +000 AT JONES' INTERSECTION

INDEX MAP

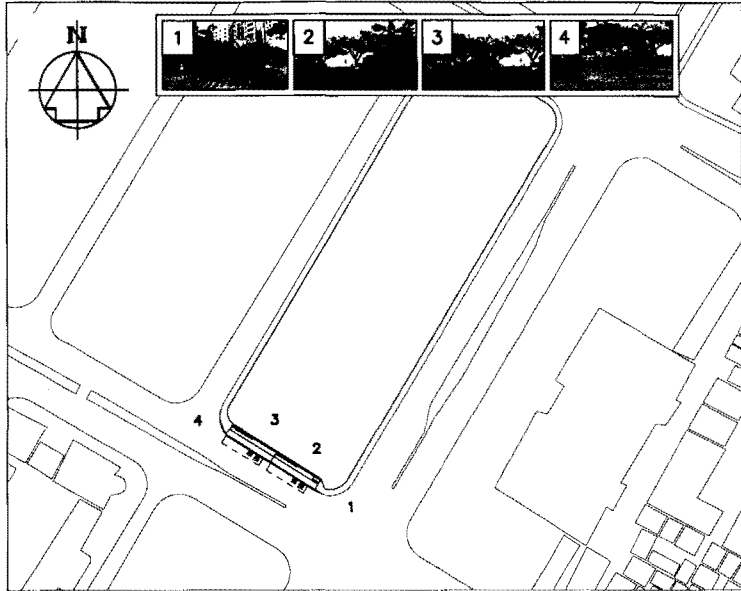
WOODFIELDS CONSULTANTS INC.
INCORPORATED IN THE PHILIPPINES
 11th Floor, 115th Street, Alabang, Muntinlupa City, Metro Manila

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Cebu BRT Environmental Impact Assessment

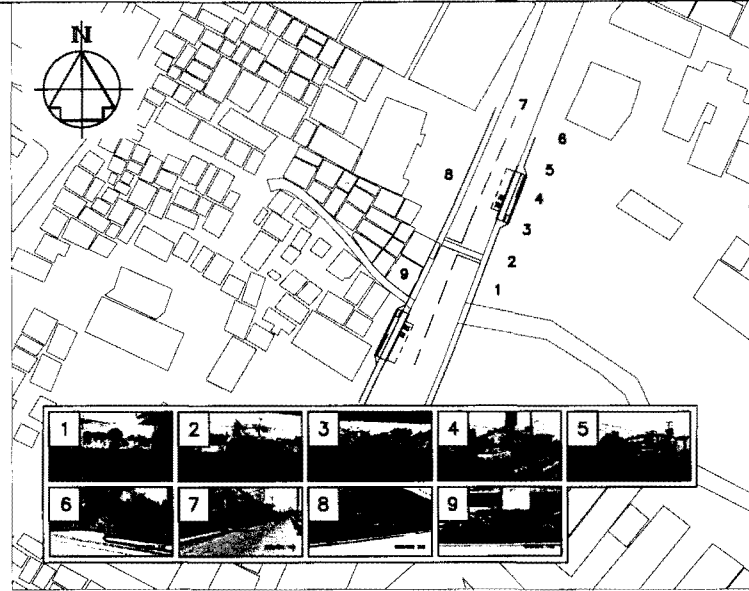
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BASE SCALE _____ DATE **Sept. 10, 2012**

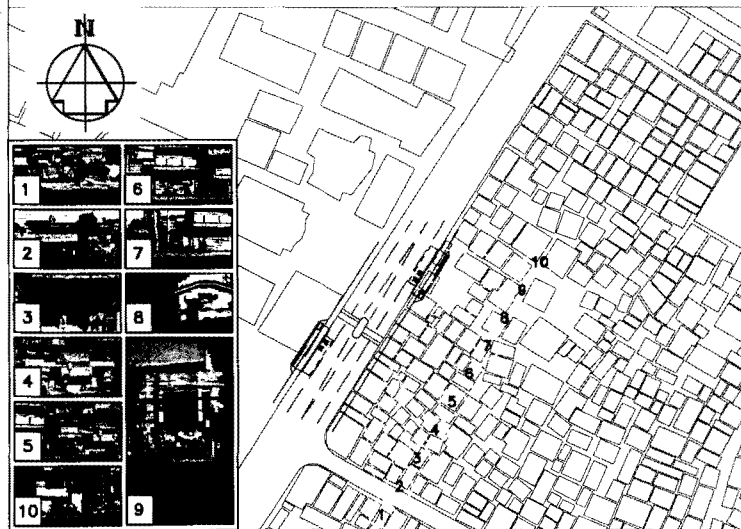
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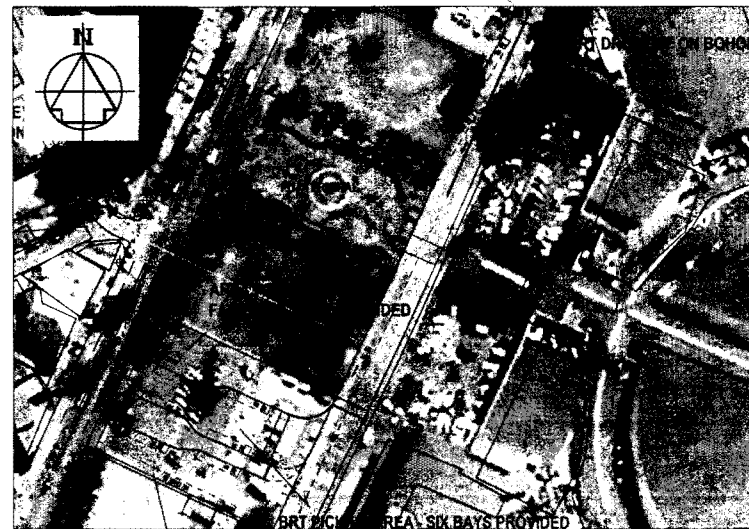
PROPOSED BRT TERMINAL AT CEBU IT PARK - LOCATED AT EXISTING JEEPNEY STOP



PROPOSED BRT BUS STOP ON GOV. M. CUENCO AVE - APPROX 30 METERS NORTH OF SALINA DRIVE AND INCLUDES NEW PEDESTRIAN CROSSING (SIGNAL) FACILITY



PROPOSED BRT BUS STOP ON ARCH. REYES AVE - APPROX 20 METERS NORTH OF P. CABANTAN AND INCLUDES NEW PEDESTRIAN CROSSING (SIGNAL) FACILITY



PROPOSED BRT TERMINAL AT AYALA (BOHOL REFER TO DWG/1240/CAD/022

APPROXIMATE POSITION OF UTILITY INFRASTRUCTURE

- VECO B&KV POLE
- VECO PRIMARY POLE
- VECO SECONDARY POLE
- MCDW WATER UTILITY
- TRAFFIC SIGNAL POLE
- LIMITS OF BRT BUSWAY DELINEATED (WHITE LINAGE) SEGREGATION
- CHAINAGE 0+000 AT JONES' INTERSECTION

INDEX MAP

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BASE SCALE	DATE Sept. 10, 2012
REFERENCE DRAWING DWG/1240/CAD/A/025	REV 0

