



Cebu Bus Rapid Transit (BRT) Project (P119343)

EAST ASIA AND PACIFIC | Philippines | Transport & ICT Global Practice |
IBRD/IDA | Investment Project Financing | FY 2015 | Seq No: 4 | ARCHIVED on 02-Jun-2016 | ISR23187 |

Implementing Agencies: Department of Transportation and Communications

Key Dates

Key Project Dates

Bank Approval Date:26-Sep-2014

Effectiveness Date:03-Dec-2014

Planned Mid Term Review Date:01-Dec-2017

Actual Mid-Term Review Date:--

Original Closing Date:30-Jun-2021

Revised Closing Date:30-Jun-2021

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The Project Development Objective (PDO) is to improve the over-all performance of the urban passenger transport system in the Project Corridor in Cebu City in terms of the quality and level of service, safety, and environmental efficiency.

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

No

Components

Name

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

Traffic Management:(Cost \$21.40 M)

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

Urban Realm Enhancements:(Cost \$3.00 M)

Project Outcome Monitoring:(Cost \$5.00 M)

Project Management:(Cost \$6.10 M)

Overall Ratings

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



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

Implementation Status and Key Decisions

Since the last mission in February 2016, some policy decisions have been made that would contribute to the detailed engineering design (DED) and steps have been undertaken to ensure continuity NPMO-PIU operations beyond 30 June 2016. Also, a proposed overall project implementation schedule was provided by the NPMO, reflecting the start of construction by end-2016 and operation of the bus rapid system by end-2018. However, the following key issues need immediate attention to ensure the project meets its target timeline: (i) several decisions on key technical issues still need to be made before the DED can be finalized; (ii) the delay in the mobilization of the TSC and the procurement of other key consultants (Social Management Consultant, Procurement Specialist, Financial Management Specialist) remains a key bottleneck in project implementation; and (iii) recommendations regarding the ongoing preparation for land and right of way acquisition and the updating of the project's Environmental Management Plan need to be incorporated.

Risks

Systematic Operations Risk-rating Tool

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



Results

Project Development Objective Indicators

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

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	75000.00	75000.00	75000.00	275000.00
Date	01-Apr-2013	09-Oct-2015	13-May-2016	05-Oct-2020

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

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	40000.00	40000.00	40000.00	180000.00
Date	01-Apr-2013	09-Oct-2015	09-May-2016	05-Oct-2020

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

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	45.00	45.00	45.00	35.00
Date	01-Apr-2013	09-Oct-2015	09-May-2016	05-Oct-2020

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

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	131.10	131.10	131.10	75.20
Date	01-Apr-2013	09-Oct-2015	09-May-2016	05-Oct-2020



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

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	1290.00	1290.00	1290.00	1000.00
Date	01-Apr-2013	09-Oct-2015	09-May-2016	05-Oct-2020

Overall Comments

Intermediate Results Indicators

► Construction of BRT Corridor (Kilometers, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	23.00
Date	01-Apr-2013	09-Oct-2015	09-May-2016	05-Oct-2020

► Improve Communications Strategy (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	N	N	Y
Date	01-Apr-2013	09-Oct-2015	09-May-2016	05-Oct-2020

► Capacity Building (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	20.00
Date	01-Apr-2013	09-Oct-2015	09-May-2016	05-Oct-2020

Overall Comments



Data on Financial Performance

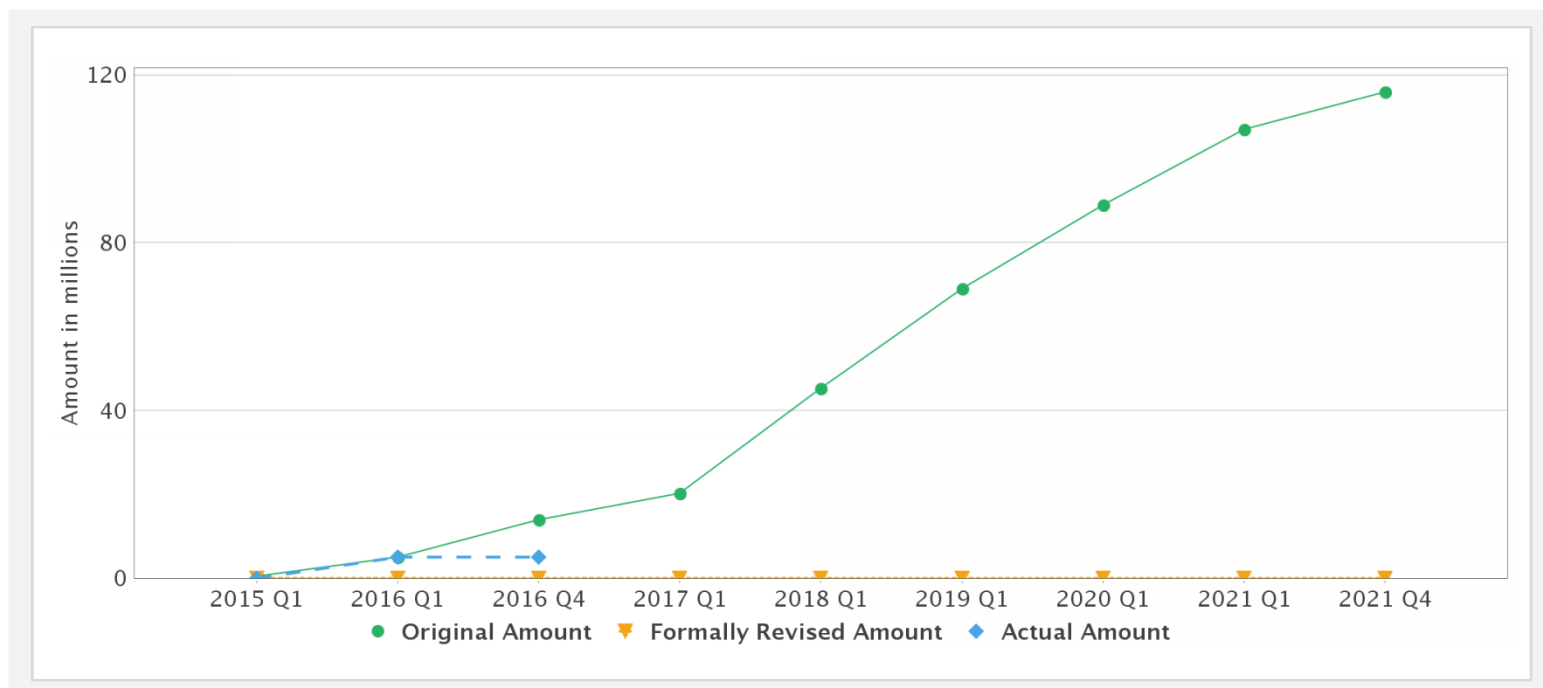
Disbursements (by loan)

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

Key Dates (by loan)

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

Cumulative Disbursements



Restructuring History



There has been no restructuring to date.

Related Project(s)

There are no related projects.
