

A long-exposure photograph of a city street at night, showing light trails from cars and buildings, creating a sense of motion and depth. The street is illuminated by streetlights, and the buildings on the right are lit up, with some lights appearing as streaks due to the camera's movement.

**Transportation Science Society of the Philippines
(TSSP)
27th Annual Conference**

November 19, 2021

Policy Roundtable Discussion:
**Theme: “Public Transport Reforms in Transition:
Policy Lessons and Prospects on Competition,
Consolidation and Contracting for the Philippine
Road-based Public Transport Sector”**

The Cebu BRT Experience

Discussant: Nigel Paul Villarete

Scope and Limitations of this Presentation



- This is not a comprehensive presentation of the Bus Rapid Transit (BRT) in general or of the Cebu Bus Rapid Transit project in particular
- This presentation addresses some concerns on the Theme: “Public Transport Reforms in Transition: Policy Lessons and Prospects on Competition, Consolidation and Contracting for the Philippine Road-based Public Transport Sector”
- This will focus on the CBRT experience - timelines, delays and its causes, and certain policy and procedural issues which hindered its fast execution and may hinder similar projects in the future.



Cebu Bus Rapid Transit



Project Details

Name of Project	• Detailed Engineering Design and Construction Supervision for Cebu BRT
Project Period	• May, 2015 ~ December, 2018
Total Project Cost	• PHP 16 Billion
Location	• Cebu, Philippines
Start/End	• Bulacao~Ayala~Talamban
Length	• Total 21.58km(Exclusive section 13.55km, BRT priority section 8.03km)
Station & Shelter	• 21 stations, 10 shelters
Terminal	• 3 terminals(Bulacao, Ayala, Talamban)
Depot	• 1 depot(Talisay)



BRT's Implemented in other Countries and Cities

Decade	Year	Name of BRT	City, Country
1970's	1971	Runcorn Busway	Runcorn, England
	1974	Rede Integrada de Transporte (RIT)	Curitiba, Brazil
1990's	1999	Kunming BRT	Kunming, China
2000's	2000	TransMilenio	Bogota, Colombia
	2001	SouthEast Busway	Brisbane, Australia
	2004	TransJakarta	Jakarta, Indonesia
	2004	Beijing BRT	Beijing, China
	2004	Seoul Bus Reform	Seoul, South Korea (by law)
	2007	Istanbul BRT	Istanbul, Turkey
	2008	Delhi BRT	Delhi, India (dismantled)
	2009	Ahmedabad BRT	Ahmedabad, India
2010's	2010	Guangzhou BRT	Guangzhou, China
	2010	Bangkok BRT	Bangkok, Thailand
	2015	BRT Sunway Line	Kuala Lumpur, Malaysia
	2016	Hanoi BRT	Hanoi, Vietnam
	2020	Tokyo BRT	Tokyo, Japan

Project Development Timeline

Decade	Year	Activity
1990's	1992-94	Metro Cebu Mass Transport Study
	1995	Visit of Mayor Osmeña to Curitiba
2000's	2001	Inclusion of BRT in Cebu City's Quest for Mass Transport
	2007	Metro Manila BRT Pre-FS (USAID)
	2009-2010	Cebu BRT Pre-FS (PPIAF/WB)
	2009-2011	Metro Cebu Public Transport Strategy (DOTr)
2010's	2011-2012	Cebu BRT FS (World Bank)
	2012 (November)	Approved by ICC, deferred by the NEDA Board
	2014 (May)	Approved by the NEDA Board
	2014-2015	WB and AFD Loan signed / {MM BRT FS(WB/ADB)}
	2016	Budget included in GAA; Procurement started
	2018	DOTr requested NEDA for the cancellation of the project (Denied)
	2019-21	Project was continued, albeit cut/shortened into half its length
2020's	2021	Project Construction bid out

Issues that Affected Project Execution

Issues that Affected Project Execution and that may affect Public Transport Reforms in the Philippine Road-based Public Transport Sector

1. There is a jurisdictional ambiguity between national government and local government in public mass transportation.
2. Project Preparation is wanting, few and far apart, unsynchronized, and fragmented.
3. Project execution are oftentimes disrupted for long periods for ambiguous or unnecessary reasons.
4. Projects are changed in the middle of implementation prolonging the agony.

1. Jurisdictional ambiguity between NG and LGUs

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	2007	Metro Manila BRT Pre-FS (USAID) - initiated by NG
	2009-2010	Cebu BRT Pre-FS (PPIAF/WB) - initiated by LGU
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2. Lack of, or Fragmented Project Preparation

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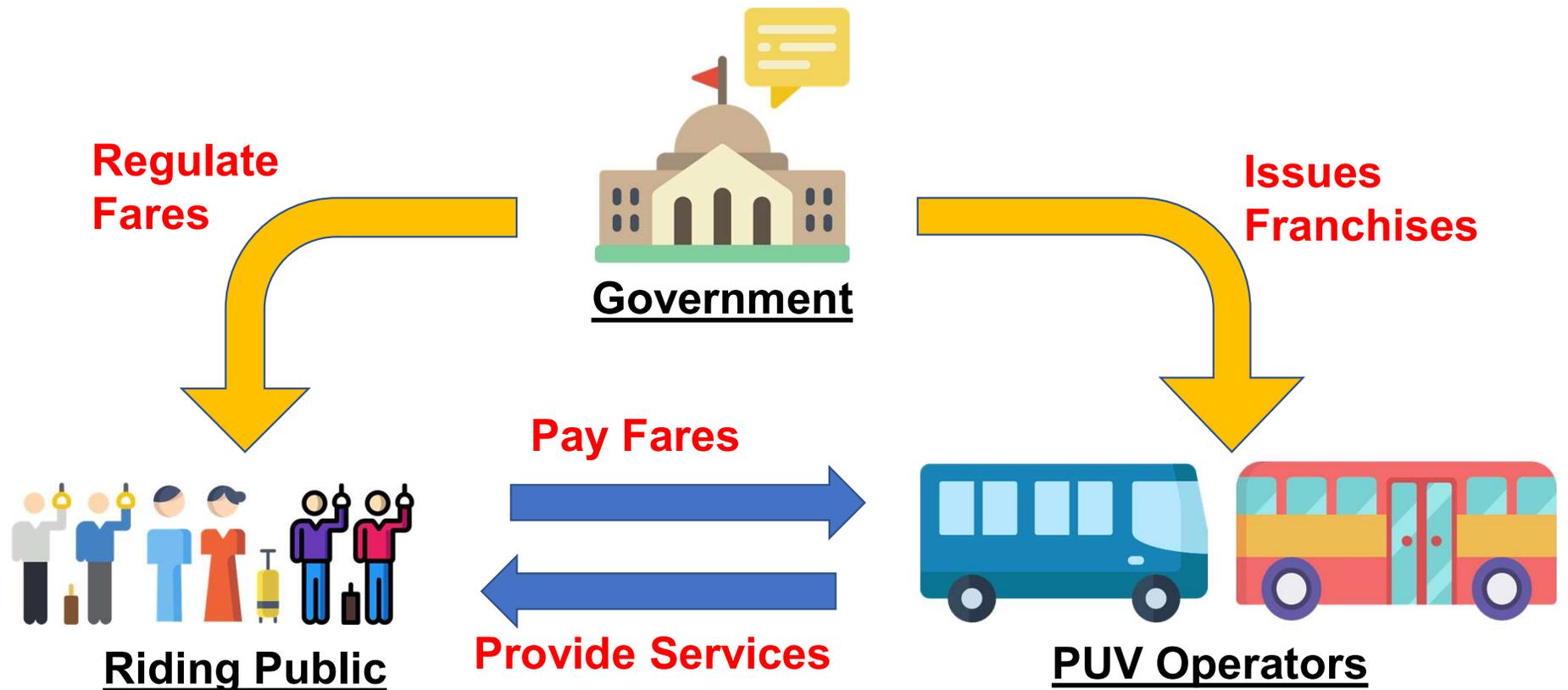
3. Unnecessary / ambiguous disruptions

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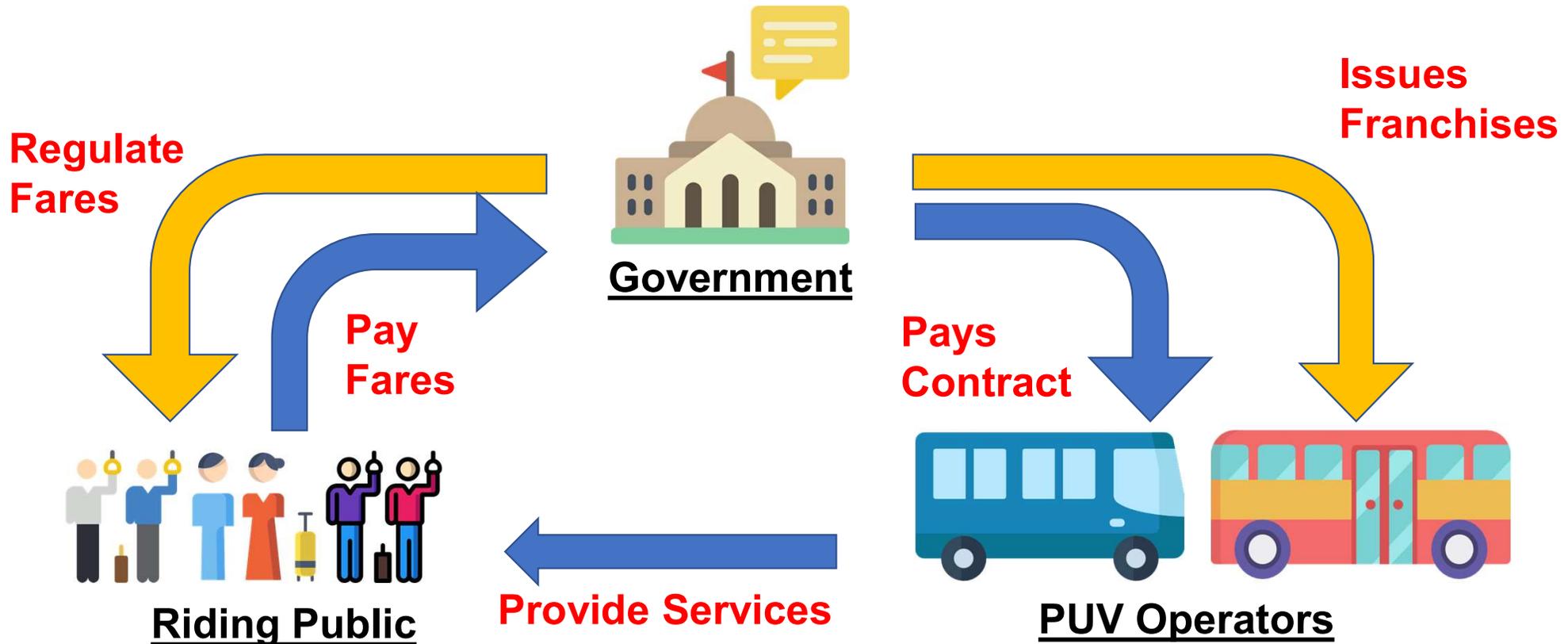
4. Projects changed in the Middle of Execution

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Traditional PT Regulatory/Transaction Regime



Service Contract/Transaction Regime



Service Contracting



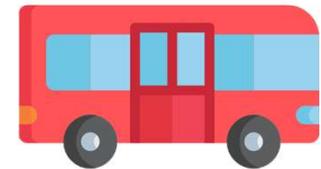
Service Contracting (Option 1)



Government



Government
(GOCC)



PUV Operators

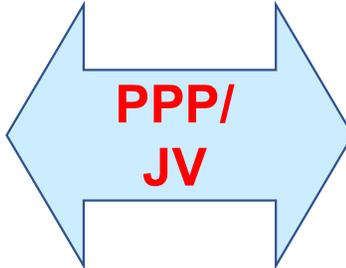
Service Contracting (Option 2)



Government



Government (GOCC)



Private Operator



PUV Operators

Observations and Recommendations



1. **Institute clear jurisdiction between National Government and LGUs and Improve Project Preparation.** There shouldn't be duplication but if allowed must be clear enough to prevent competition.
2. **Eliminate or minimize Process disruptions during Preparation and Approval Process, and Minimize Changes in Project Design during Implementation Stage.** The NEDA Process and Guidelines are already very clear and instituted this should not be ambiguous, even for the President. Same with Project Design, all changed midstream causes additional costs and delays
3. **Institutionalize the Framework for Service Contracting.** The government should come up with a Service Contracting Regime which is clear and well defined and properly communicated to all actors.

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The Cebu BRT Experience

End of Presentation

Observations and Recommendations

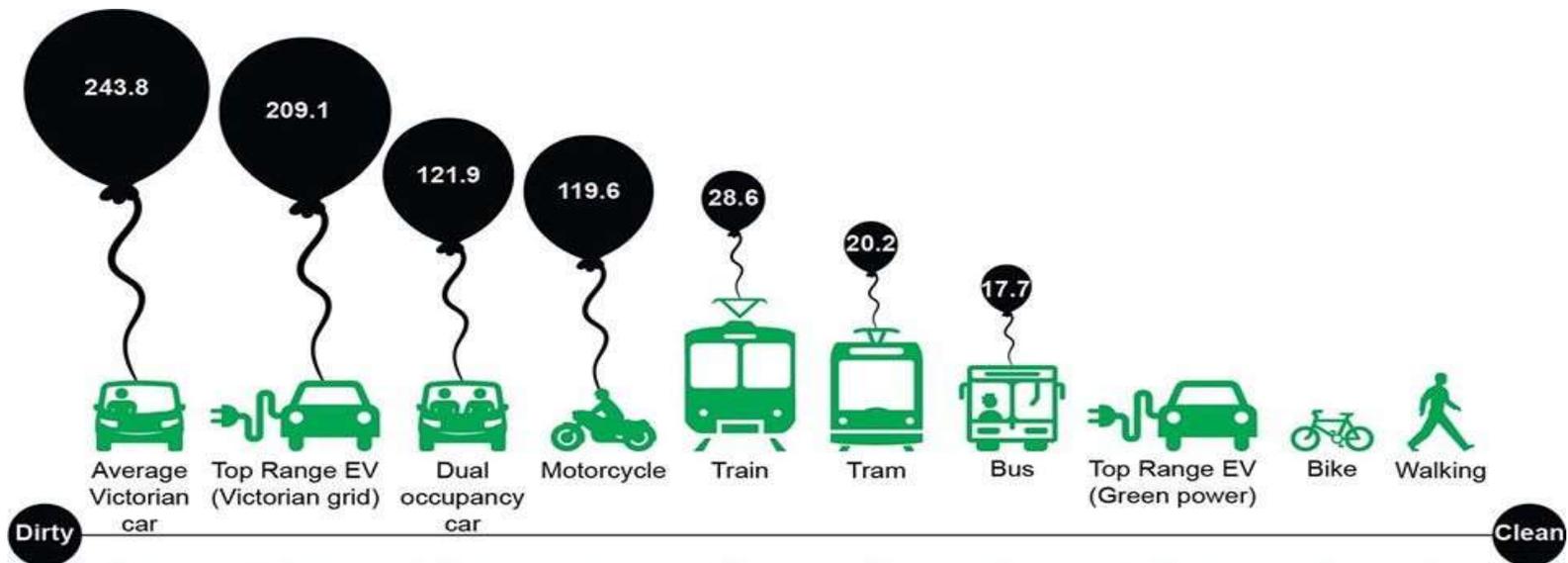




EXTRA SLIDES

Bicycle Priority Lanes Network

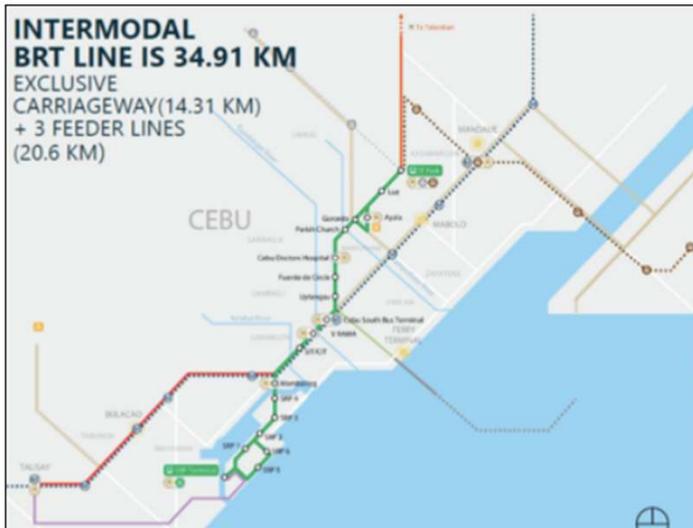
Implications to Carbon Mitigation and Reduction



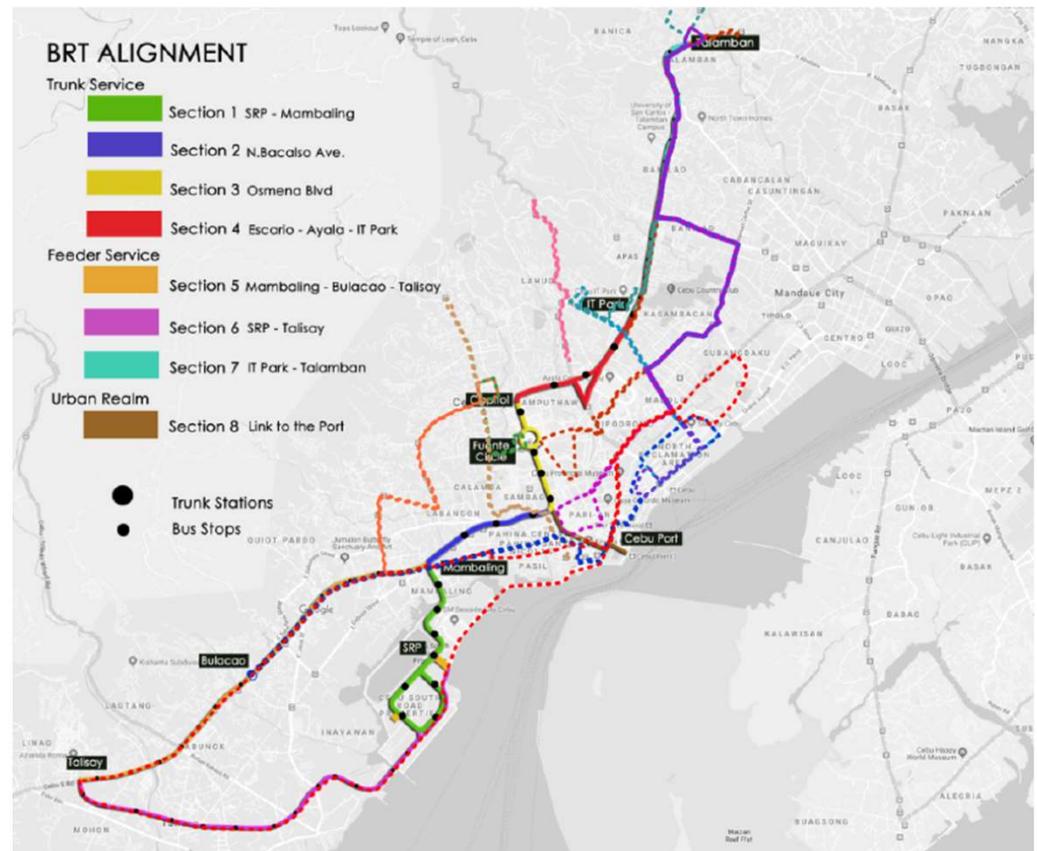
Biking and Walking has the least carbon emissions

Cebu Bus Rapid Transit (BRT)

The new Local Public Transportation Route Plan will serve as the Main Feeder services to the Cebu City Bus Rapid Transit



BUS RAPID TRANSIT



Cebu Bus Rapid Transit (BRT)

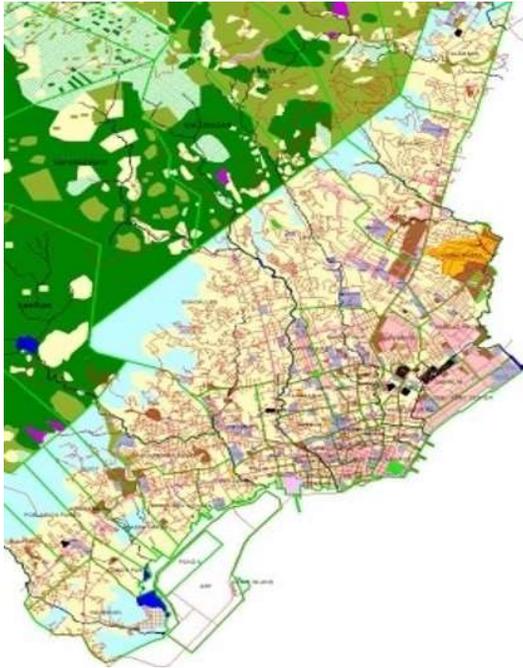


■ BUS RAPID TRANSIT

It is noted that the current design has changed drastically from the one approved by NEDA and the funding agencies: World Bank, AFD and the Clean Technology Fund.

This current alignment for the full BRT segment has been cut in half from the original design and now serves a highly commercial area to another commercial area instead of the residents the City.

Cebu Bus Rapid Transit (BRT)

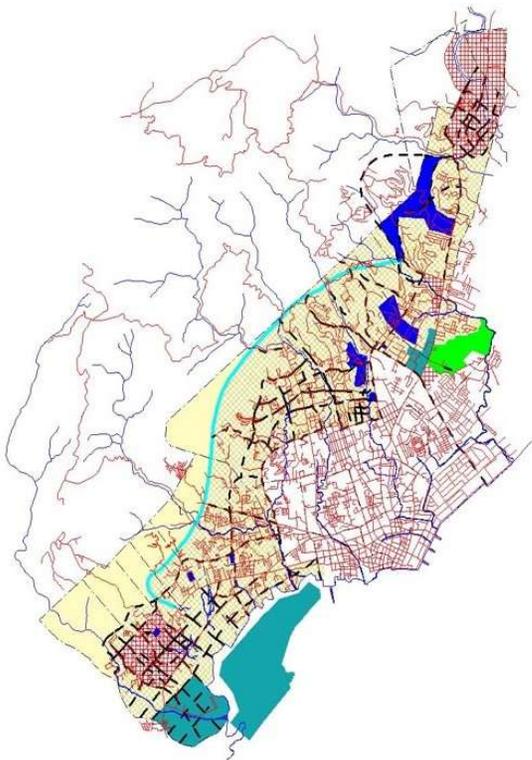


The original alignment was designed to connect **Bulacao** and the **residential** cluster of barangays in the **south** to the work space in the Central Business District of the City.

Similarly, it connects **Talamban** and the **residential** cluster of barangays in the **north** to the work space in the Central Business District of the City.

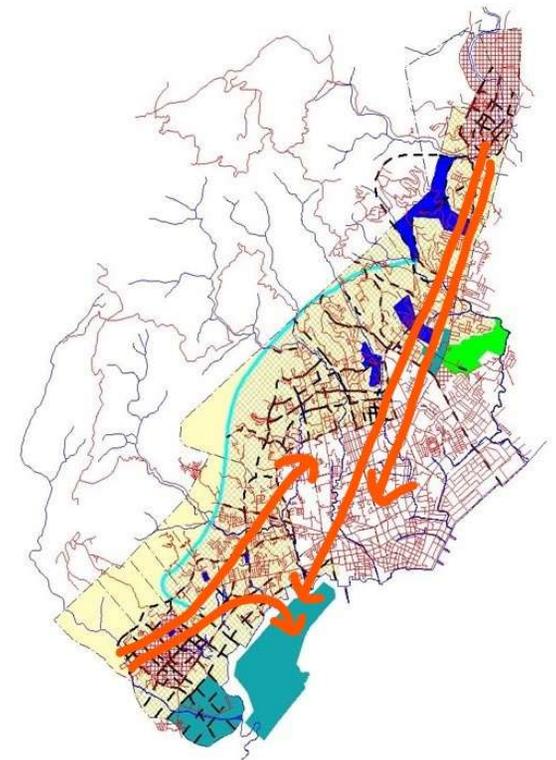


Cebu Bus Rapid Transit (BRT)

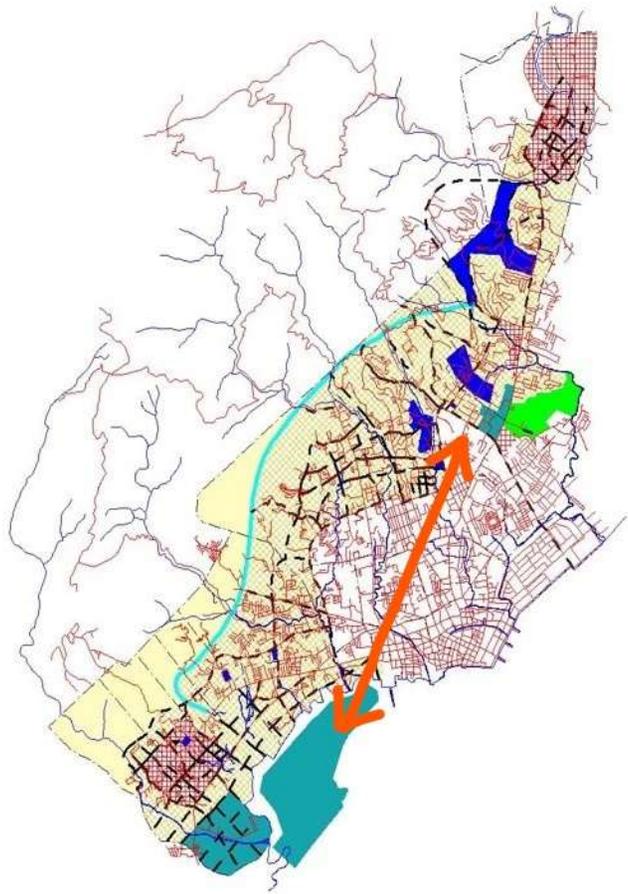


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Cebu Bus Rapid Transit (BRT)



This is now the new design.

It connects the malls and offices in I.T. Park to the Malls and other commercial areas at the South Road Properties (SRP). Cebuanos from the south and north has to take feeder services and take two rides to get to their destinations



Bus Rapid Transit (BRT)
PHP 180 – 800 million / km



At-grade LRT
PHP 1,800 – 3,000 million / km

Monorail Lite
PHP 3,000 – 3,750 million / km

Elevated LRT
PHP 3,000 – 4,500 million / km

Elevated heavy rail
PHP 4,500 – 7,000 million / km

Full monorail
PHP 5,000 – 7,500 million / km





BRT

EDSA: Php 615 M / km
CEBU: Php 470 M / km
(2-3 yrs to implement)

**based on Approved Budget for Contract*



LRT / MRT

LRT1 South Ext: Php 5,540 M / km
(6 yrs to implement)
LRT2 East Ext: Php 2,370 M / km
(4 yrs to implement)
MRT 7: Php 2,750 M / km
(4 yrs to implement)

**info from lrta.gov.ph & ppp.org*



SUBWAY

Mega Manila Subway: Php 9,080 M / km
(7-10 yrs to implement)

30
**info from build.org*

Cebu BRT Has Very High Economic Viability and Can Handle the Substantial Demand

- Demand was measured through passenger surveys at the feasibility stage and again in mid-2017 – the **ridership projections are fully justified**
- Even after increased cost for land acquisition, **EIRR was calculated by NEDA at a very high 53.3%**
- An estimated **330,000 passengers per day** will enjoy faster, safer, cleaner and more convenient public transport
- Cebu BRT will be able to move up to **18,000 passengers per hour per direction (pphpd)**, as high as many rail systems (for comparison, MRT3 existing capacity is 23,600 pphpd)
- Even **persons with disabilities** will be able to access and ride the BRT

Cebu Bus Rapid Transit (BRT)



We need to revisit what Mobility is ...

The Goal and Purpose of Government in the Transport and Mobility sector is to ensure that each and every Filipino can get to their places of productive economic work, from their places of residence, in the most reasonable period of time, which travel is safe, comfortable, affordable, convenient, efficient, and preferably enjoyable.

Cebu Bus Rapid Transit (BRT)



Mobility means ...

- ❖ *Our people can go to their places of work as fast as possible and as easily as possible, and vice versa*
- ❖ *This requires a transport system that MINIMIZES transfers and provides the most direct travel possible from home to work. Transfers actually doubles the travel time of people and adds unnecessary burden on commuters.*

Cebu Bus Rapid Transit (BRT)



Mobility means ...

- ❖ *The original intent of the Cebu BRT is to address the throngs of people lining up for rides along the streets every morning in the south & north districts of Cebu City.*
- ❖ *The current alignment serves IT Park and SRP where there are NO people lining up in the morning because these are not residential areas.*

Cebu Bus Rapid Transit (BRT)



Mobility means ...

- ❖ *In the original design, Cebuanos can go from Bulacao to SRP to CBD to Talamban, and from there to the other areas in just one ride.*
- ❖ *Cutting the alignment and deleting the direct full BRT service from Bulacao to Talamban means Cebuanos will take 2 rides or even 3 rides to get to their destinations.*

Singapore radial metro network complemented by a network of feeder buses reinforce the primacy of the CBD

