

TECHNICAL ASSISTANCE COMPLETION REPORT

Division: Transport and Communications Division, SERD

TA No., Country and Name TA 8195-PHI: Davao Sustainable Urban Transport Project			Amount Approved: \$1,000,000	
			Revised Amount: N/A	
Executing Agency Department of Transportation and Communications (DOTC)		Source of Funding Japan Fund for Poverty Reduction	Amount Undisbursed: \$47,659.71	Amount Utilized: \$952,340.29
TA Approval Date: 19 October 2012	TA Signing Date: 8 November 2012	Fielding of First Consultant 25 February 2013	TA Completion Date Original: 30 November 2013 Actual: 31 July 2014	
			Account Closing Date Original: 30 November 2013 Actual: 20 February 2015	
<p>Description</p> <p>Strong economic growth has generated rapidly growing demand for travel within urban centers such as Davao. The city is also experiencing worsening congestion, higher travel times and costs, deteriorating local air quality, and a failing road safety record, all symptoms of a transport system under pressure. Public transport is the main mode of transport in Davao, accounting for 80% of trips. However, current public transport routes, coverage area, connectivity, and the frequency of service are poorly planned and failed to provide satisfactory service.</p> <p>Davao urgently needs to modernize its public transport operations. The government recognizes that upgrading and improving the operational efficiency of the public transport system in Davao is an urgent priority to ensure the continued economic vitality of the city and support inclusive development for all its citizens.</p> <p>Expected Impact, Outcome and Outputs</p> <p>The policy and advisory technical assistance (TA) aimed to help the government create an enabling environment for a modern, efficient, and affordable public transport system in Davao that can then be presented for demonstration and replication across the Philippines. The TA was to prepare initial options and plans for franchising mechanisms to improve the integration of the public transport system, widen the coverage area, and deliver more efficient transport services to passengers in Davao.</p> <p>The TA had three outputs: (i) the development of a comprehensive public transport strategy for Davao, (ii) the development of a public transport reform program, and (iii) a capacity development and stakeholder consultation program.</p> <p>Delivery of Inputs and Conduct of Activities</p> <p>The key TA activities were followed, without change, during the TA, including: (i) a comprehensive public transport strategy prepared for Davao; (ii) public transport reform program defined for service coverage, franchising arrangements, and system integration and enforcement; (iii) completion of capacity development program for government officials on public transport planning and franchising; and (iv) stakeholder consultation program for public transport operators and community members.</p> <p>Each of these activities was carried out satisfactorily under the TA. It took time to close the TA due to outstanding claims of the consultants.</p> <p>A report documenting the comprehensive public transport strategy was prepared by the consultants and submitted and agreed by the government. The report included information on outputs (i) and (ii) above, detailing the implementation and potential franchising/bidding options, as well as the reform program for service improvements. The capacity development program was prepared and delivered, which led to the establishment of the City Transport and Traffic Management Board. A number of community outreach events ensured the broadest possible stakeholder participation including all affected social groups, government officials, public transport owners and operators, and passengers.</p> <p>The government has taken on-board the TA findings and acted upon their suggestions, including (i) revising the Comprehensive Transport and Traffic Code for Davao; and (ii) establishing the City Transport and Traffic Management Board. To provide further assistance for the public transport modernization in Davao, the Department of Transportation and Communications has submitted a letter to ADB requesting that a project preparatory TA be undertaken to support the preparation and implementation of the public transport improvements.</p>				

The consultants performed their work in line with the terms of reference (TOR) and the outputs were acceptable, thus rated satisfactory.

Several missions were undertaken during the TA: Inception Mission, 16–17 April 2013; Interim Mission, 27–29 August 2013; and project review mission to coincide with the submission of the Draft Final Report, 21–22 November 2013. Workshops and tripartite meetings were held during each of these missions.

While the City Government (implementing agency) was fully engaged during the TA, the counterparts in central government (executing agency) were less active, attending only the final set of meetings in Davao; as such the implementing agency's performance was rated satisfactory, and the executing agency less than satisfactory. ADB staff inputs were as envisaged and thus rated satisfactory.

Evaluation of Outputs and Achievement of Outcome

The full set of reports were generated by the TA, in line with the TOR, including: Inception report (March 2013); city urban and transport plans (April 2013); public transport options (June 2013); comprehensive public transport strategies (August 2013); draft final report (November 2013); and final report (December 2013). At key stages, workshops were held to disseminate the reports and information, including inception workshop (April 2013); stakeholder workshops (May to October 2013); midterm review (August 2013); and draft final report (November 2013).

All outputs were prepared, including: (i) a comprehensive public transport strategy for Davao, (ii) public transport reform program with route network plans, and franchising mechanism options, (iii) implementation phasing, (iv) capacity development program with listing of training needs, and (iv) stakeholder meetings were held during the TA.

The outcome of the TA was met, with area plans and route maps prepared. Public transport owners and operators broadly accepted the reform program, although there were some who did not see the need for reform. The government accepted the outcome, but requested additional analysis on social impacts and franchising mechanisms.

Overall Assessment and Rating

The TA is rated successful. All outcomes of the TA were achieved and the city government acted upon the findings.

Major Lessons

The relationship of central and local government could have been better. It was difficult to ensure central government participation at key events during the meetings in the city.

The role and agreement of the Mayor was of vital importance in this case.

Recommendations and Follow-Up Actions

The government has requested ADB to move ahead with continued support through a project preparatory TA and ensuing loan.

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