

フィリピン国南北通勤鉄道延伸事業 協力準備調査（有償）

ドラフトファイナルレポート 回答表 別添資料

2018年9月21日

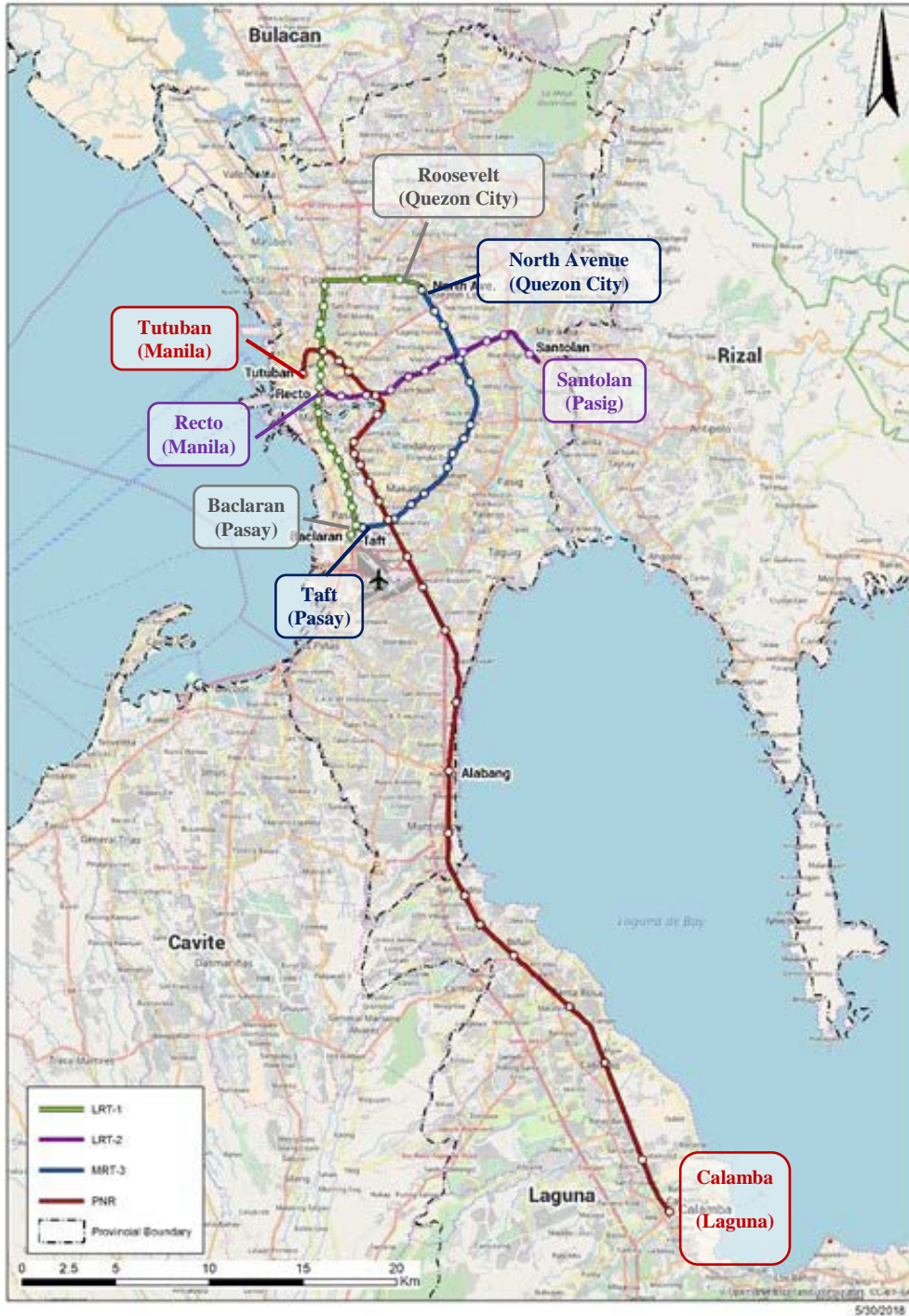
- A. 回答 No. 11 北車両基地比較案
- B. 回答 No.15 Figure 2.1.1 の修正
- C. 回答 No.16 _Figure 9.1.1 の修正

A. 回答 No. 11 北車両基地比較案

Table 9.1.22 Alternative Comparison for MCRP Depot Site

	Option 1 Along Sacobia River near CIA	Option 2 Around NCC Food Terminal	Option 3 North of CIA and next to Subic Clark Depot
Location			
Social Environment			
Land use	A: Approximately 48 ha land proposed by DOTr	A: Large area sufficient for the purpose is available	A: Approximately 33 ha proposed by DOTr
Land Acquisition	A: No Land Acquisition required	A: No Land Acquisition required	B: No Land Acquisition is required, however there is one leaseholder contracted with CIAC.
Resettlement	C: Resettlement of approximately 120 ISFs	A: No resettlement expected	B: Potential loss of Leaseholder's Income
Natural Environment			
Protected Area	A: No encroachment to the protected area	A: No encroachment to the protected area	A: No encroachment to the protected area
Land Alteration	C: Loss of field and vegetation (approx. 48 ha)	B: Loss of field and vegetation (approx. 42 ha)	A: Loss of field and vegetation (approx. 33 ha)
Pollution			
Noise and Vibrations	C: Potential risk of noise and vibration impact on residential area	B: Little impact of noise and vibration <i>as there</i> is no residential area nearby	B: Little impact of noise and vibration as there is no residential area nearby
Water	B: Risk of water pollution of Sacobia river due to mud water discharged during construction	A: There is a Risk of water pollution.	B: Risk of water pollution of Dolores river due to mud water discharged during construction
Engineering			
Construction Difficulty	A: Not difficult	B: More difficult	A: Not difficult
Construction Period	B: Long	C: Longer	B: Long
Construction Cost	A: Short railroad siding, favorable cost wise	C: Long railroad siding, not favorable cost wise	A: Short railroad siding, favorable cost wise
Operation	A: Near CIA, convenient for commuting B: Only trains operated to CIA Station can easily be forwarded to the depot.	C: Far from CIA and less convenient for commuting C: Time consuming to forward trains to the depot.	A: Near CIA, convenient for commuting B: Only trains operated to CIA Station can easily be forwarded to the depot.
Access	B: Limited in land condition and difficult to provide access for northbound line	A: Flexible in land condition possible to provide access to both northbound and southbound line	B: Limited in land condition and difficult to provide access for northbound line
Evaluation	B: As there is no need of land acquisition and the site is outside the Ancestral Domain, however significant resettlement is required.	C: There are no residential affected by noise and vibrations, and the site is outside the Ancestral Domain. However, because of cost and less convenience, the total evaluation is low.	A: There is no residential affected by noise and vibrations, and the site is outside the Ancestral Domain. In addition, this is not flood prone area. However, road diversion is required.

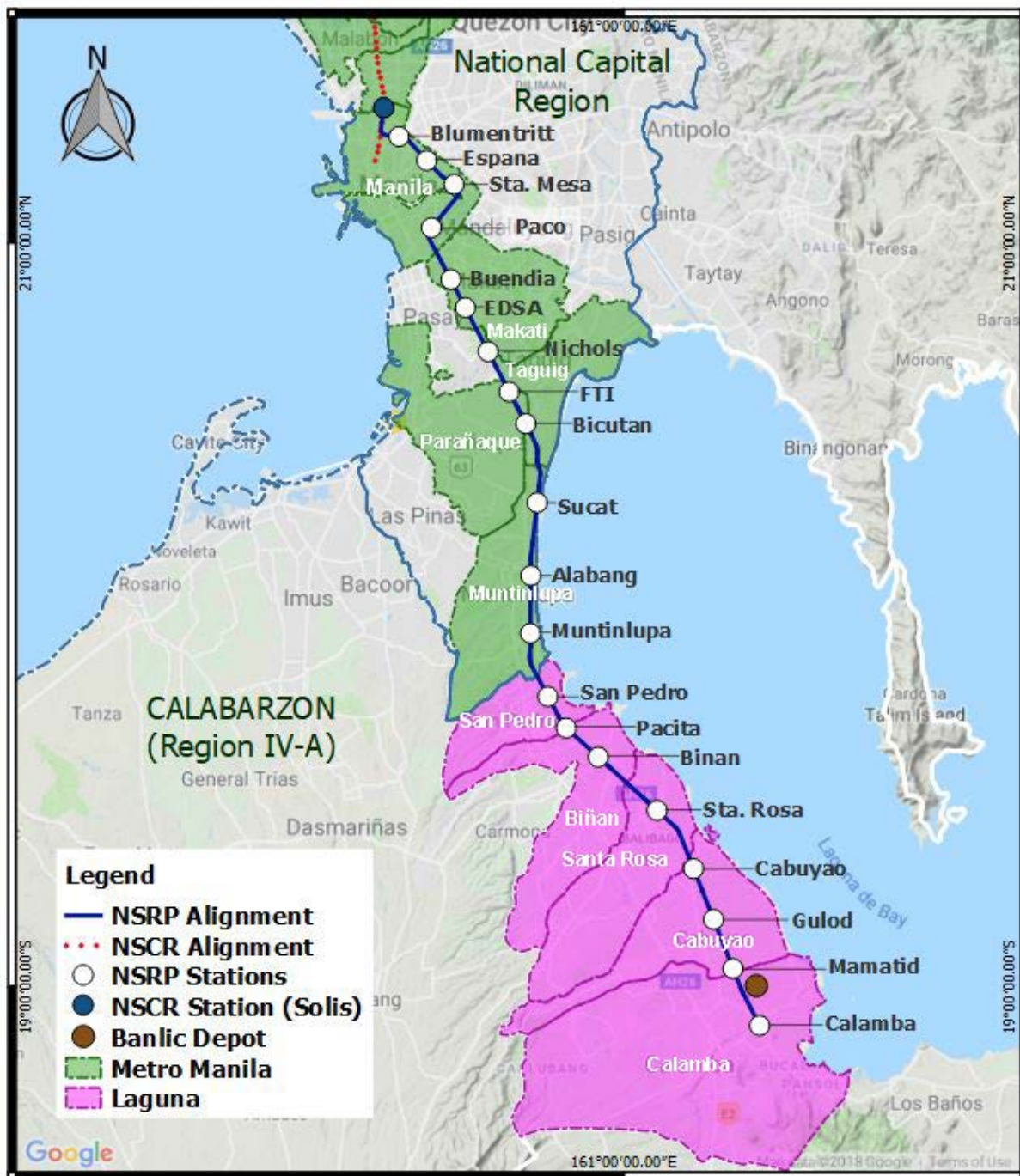
B. 回答 No.15 Figure 2.1.1 の修正



Source: Open Street Map
Prepared by JICA Study Team

Figure 2.1.2 Existing Railway Network in Greater Metro Manila

C. 回答 No.16 _Figure 9.1.1 の修正




<p>Source: GADM Global Administrative Areas Database (http://gadm.org/, Version 2, 2011)</p> <p>Prepared By: JICA Study Team</p>	<p>Project Alignment Showing Administrative Boundaries North South Railway Project</p>	<p>Scale: 0 2.5 5 7.5 km</p> 
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Figure 9.1.1 Project Alignment Showing LGUs' Administrative Boundaries