



The Philippines

16 Metro Manila LRT Line 1 Capacity Expansion Project

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This project's objective was to expand transit capacity of the Metro Manila Light Rail Transit (LRT) Line 1 and improve passengers' comfort by procuring new rolling stock cars, etc., and thereby alleviate congestion on the roads and improve the urban environment.

Loan Amount/Disbursed Amount: 9,795 million yen/9,325 million yen

Loan Agreement: December 1994

Terms and Conditions: Interest rate 3.0%; Repayment period 30 years (grace period 10 years); General untied

Final Disbursement Date: April 2002

Executing Agency: Light Rail Transit Authority (LRTA)



External Evaluator: Atsushi Fujino (KRI International Corp.)

Field Survey: September 2004

Evaluation Result

In this project, procurement of new rolling stock cars and upgrading of existing facilities (station buildings, signals, etc.) were conducted almost as planned. The project period was longer than planned due to the delay in bidding procedures. However, the project cost was lower than planned.

As a result of this project, maximum passenger capacity (one-way) increased from 18,000 passengers/hour to 27,000 passengers/hour. The number of passengers in 2003 was 107 million a year (that of Toei Mita Line is approx. 178 million a year), or 52.4% of the original target of 204 million. This is partly due to a slowdown in economic growth attributable to the Asian economic crisis and the impact of the opening of MRT Line 3 (in 2000) which was greater than expected. The average daily congestion rate has improved by more than 10%, from an average 80.0% in 1994 to 68.8% in 2003, indicating that this project has served to improve passenger comfort.

The beneficiary survey found that 53.1% of respondents believe that "the project has contributed to reductions in traffic congestion on roads along LRT Line 1". In addition, 55.6% and 46.9% of respondents evaluated the project as having

respectively contributed to reductions in air pollution and road noise.

There is no problem with technical capacity and the operation and maintenance system of the Light Rail Transit Authority (LRTA). As for financial status, although it is burdened with excess debts, capital injection is being considered and sales are on the rise. LRTA is advised to continue in its efforts to increase profits by expanding its non-rail operations such as advertisement income. In addition, a capital injection from the government of the Philippines by passing of the capital expansion act is desirable.

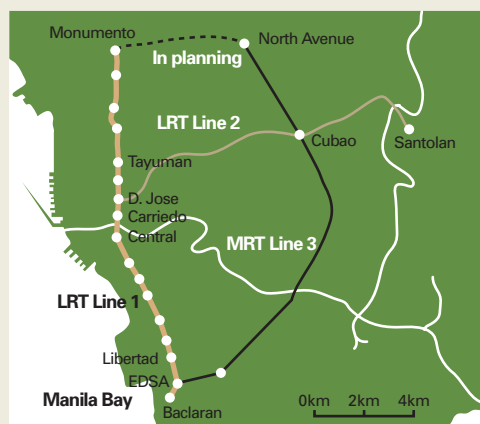
Third-Party Evaluator's Opinion

In order to further expand and improve the effects and efficiency of this project, complementary measures such as restrictions on the number of operations of public transportation (bus) along the rail line are necessary as well as involvement of wide-ranging stakeholders.

Third-Party Evaluator: Ms. Angelita Y. Gregorio-Medel (academia)

Obtained a doctoral degree in sociology and development sociology from Bielefeld University. Presently a member of the National Anti-Poverty Commission and Professor at Ateneo de Manila University. Specializes in assessment, etc.

Project Area



Effect of the project: improvement of passenger comfort

Various measures, including the introduction of women-only cars and the installation of special seats for the elderly and disabled, have been taken in order to improve passenger comfort on LRT Line 1.



The interior of a train car on LRT Line 1