

Bulacan

Before WW II, PNR separated the North Main Line and the Cabanatuan Branch Line. After the war, PNR resumed its operation on the same line but abandoned the Cabanatuan Branch Line and slowly reduced the operation of the North Main Line until it was completely closed in 1997.

The Study Team observed the following:

i. Section between Caloocan and Meycauayan

- The railway tracks are still intact but some portions are buried in the ground.
- The Meycauayan Station has been preserved and has one station worker on duty.

ii. Main Line north of Meycauayan

- The railway tracks are still intact. However, they are partially covered by garbage and *lahar*
- Only a part of the building remains. Squatters have taken over the rest of the area.

iii. Cabanatuan branch line

- The railway tracks are being used as road.
- One railway bridge was reconstructed and is being used as a road bridge.
- Houses stand along and on the railway tracks.
- At San Miguel, squatters have taken over the station and the yard.

Laguna

Although the Sta. Cruz branch line (97 kms.) was abandoned, the South Main Line continued to operate. This is mainly due to several improvements done during the previous years. These are as follows:

- June 1976: The partial rehabilitation of the Main Line South started with funding provided by ADB.
- March 1990: The revitalization of the Main Line South Project started through a loan from the OECF. The project improved the section left out by the ADB-assisted Main Line South Rehabilitation Project in 1976.
- July 23 1995: The revitalization of the Main Line South – Phase II covered the sections of San Pedro, Laguna. Lucena and Norzagaray-Legaspi was completed.

At present PNR operates four (4) trains daily from Manila to Calamba and Carmona. However, departure from Manila are all scheduled in the evening.

Figure 3.4
Map of PNR North Line



The Cabanatuan Branch Line



Old Station Building in the Cabanatuan Branch Line

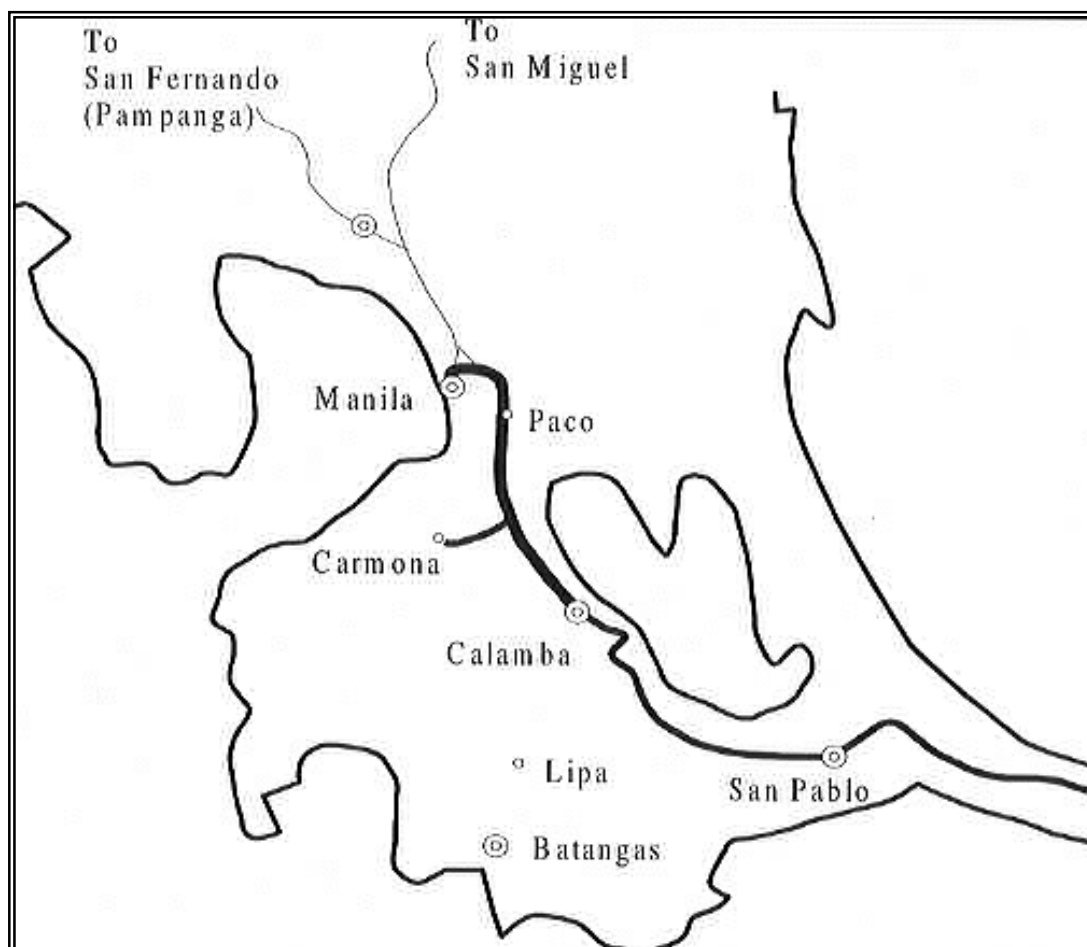


A railway bridge now being used as a road bridge



Houses along the railway track

FIGURE 3.5
MAP OF THE LAGUNA RAILWAY LINE

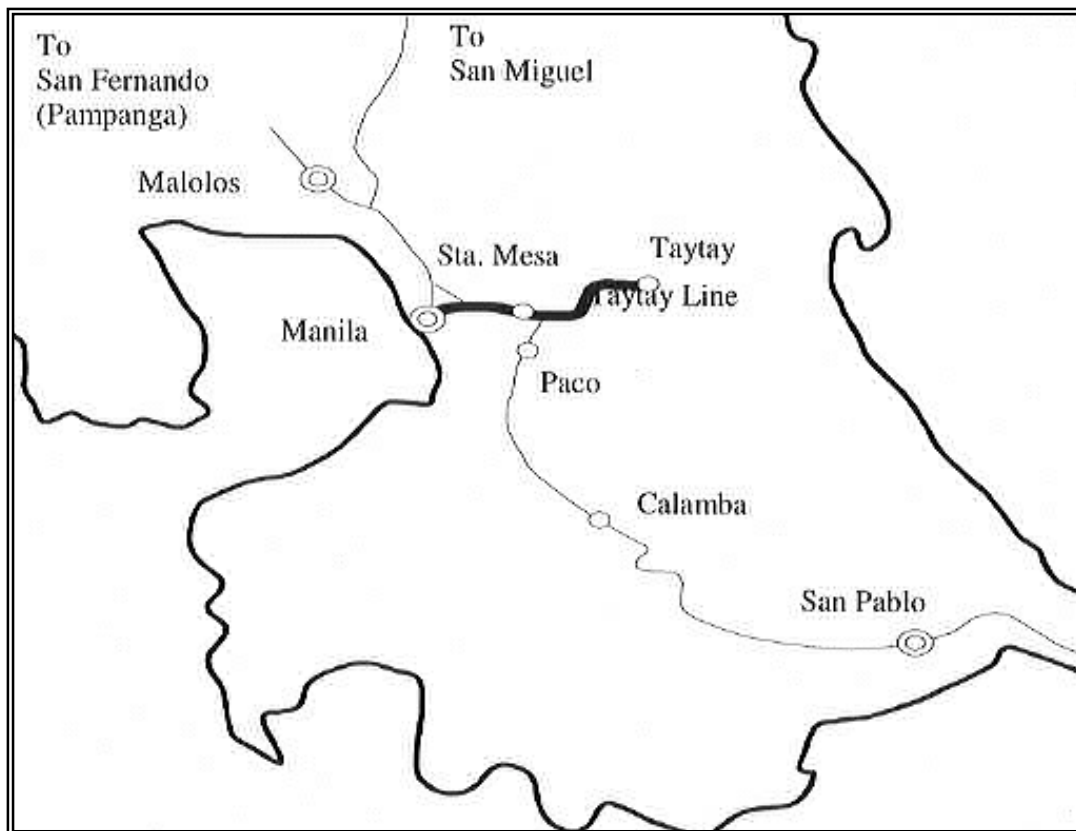


Rizal

Before 1986, PNR operated a 17.9 kms. long railway from Sta. Mesa to Taytay passing through Mandaluyong. The related assets have been totally removed and replaced by the following:

The railway tracks are being used as roads as in the case of A. Bonifacio Avenue. The station buildings and facilities have either disappeared or are being used for other purposes, i.e. Taytay Station has since been used as a market.

FIGURE 3.6
MAP OF RIZAL RAILWAY LINE





Site of Old Taytay, Rizal Station Yard (now A. Bonifacio ave.)



Shop along Old Taytay, Rizal Station yard

3.3 Trend in Upgrading, Rehabilitation and Restoration

At present, the PNR commuter service and LRT Line 1 serve as the only urban rail transit system in Metro Manila. The PNR commuter line or Metro Tren, operates between Caloocan in the north and Carmona in the south on a 57 km. long railway, including a 30 km. double track section.

Commuter ridership is low, around 4 to 5 million passengers a year during the last several years, inspite of the socialized fare (e.g. P .25/km. for PNR as against P .50/km for bus). The PNR is on the classic downward spiral curve: poor level of train service leading to low ridership, and low ridership means low income which means a further deterioration in train service. Trains run slowly at an average speed of 25 km./hour due to poor track condition and presence of squatters close to the tracks. Since daily operating expenses exceed revenues, PNR has to struggle to raise funds to pay basic operational expenses such as salaries, leaving much less for maintenance.

Nevertheless, the PNR network is still indispensable, thus it is gaining greater attention than before mainly due to the following reasons:

- It has become a necessity to develop railway transit systems as means of commuting to Metro Manila
- PNR still maintains valuable linear series assets even in densely urbanized areas.

It is true that the company is faced with severe financial difficulties. Hence, NR and other related agencies identified several projects suitable for BOT scheme implementation. These are as follows:

Rehabilitation of North Main Line (266 kms.)
 Upgrading of South Main Line (56 kms.)
 Restoration of Batangas branch line (56 kms.)
 Restoration of Sta. Cruz branch line (41 kms.)
 Restoration of Cabanatuan branch line (92 kms.)
 Extension of Silangan Railroad (95 kms.)

The status of some of these projects are outlined below:

Northrail Phase I

BCDA, PNR and the Spanish group form the implementing body. Phase I involves a 100 km., double track line from Fort Bonifacio to Clark International Airport, taking the LRT Line 5 alignment, C-3 route and the PNR right-of-way between Meycauayan and Clark. Along the railway route, two (2) multi-modal terminals will be developed at Fort Bonifacio and Valenzuela (refer to Fig. 3.7). The Northrail Project will take over the PNR North Main Line and transform it into a modern railway system.

Detailed design has been completed for the section from Clark to Monument. Construction for this section will be mobilized soon. However, the schedule for

Phase I-B (Monumento – Fort Bonifacio) and Phase II (Clark - San Fernando) is pending and will likely materialize only after the year 2000.

Manila-CALABARZON Express (MCX) Rail Project: The project aims to improve the existing PNR commuter service in Metro Manila and extend it to the CALABARZON region in the south. An unsolicited proposal was submitted by a proponent (led by Ayala Land, Inc.) and is under evaluation by DOTC/PNR.

The project consists of for (4) phases (Figure 3.8):

- | | | |
|---------|---|---|
| Phase 1 | - | Tutuban-Calamba, Caloocan-Tutuban, San Pedro-Carmona, Binan-Canlubang (Total – 77.6 kms.) |
| Phase 2 | - | Calamba-Batabgas (56 kms.) |
| Phase 3 | - | Calamba-Sta. Cruz (41 kms.) |
| Phase 4 | - | Calamba-Lucena (77 kms.) |

Phase 1 will upgrade the existing railway tracks to triple tracks from Paco to Calamba. The abandoned Binan-Canlubang branch line (14.5 kms.) will be restored since Ayala Land plans to develop a new town and proposes a site for a new Region IV government center along this route. The succeeding phases are still pending in terms of schedule and detailed alignment.

Cabanatuan Branch Line: PNR proposed this project based on the feasibility study conducted by NTPP in 1984 (Table 3.2). The Bulacan North Food Terminal Complex Project also expects to mobilize this railway project. So far, there is no news about this project since the project component itself needs to be updated.

Silangan Railway Express 2000 Project: The DOTC and the MARILAQUE Commission proposed the 95 km. railway project (Table 3.3 and Figure 3.9.). The President has approved the concept paper and an American consulting firm is doing the feasibility study. Although detailed alignment is not available, there is no possibility to reuse the previous railway line.

FIGURE 3.7
 NORTH RAIL PHASE I ALIGNMENT



FIGURE 3.8
MANILA-CALABARZON EXPRESS (MCX) COMMUTER RAIL PROJECT



TABLE 3.2
PROPOSED PROJECT PROFILE OF THE CABANATUAN BRANCH LINE

1. Title	:	Rehabilitation of Cabanatuan Line															
2. Location	:	Region III															
3. Project Sector Sub-Sector	:	Transportation Rail Transport															
4. Concerned Agency/ies Proponent Agency	:	Department of Transportation and Communication (DOTC)															
Implementing Agency	:	Philippine National Railways (PNR)															
5. Objective	:	To augment the transport facilities along the corridor between Manila and Cabanatuan City, Nueva Ecija															
6. Project Description	:	<p>The project involves the rehabilitation of the Cabanatuan Branch Line, which starts from Balagtas, Bulacan to Cabanatuan City, passing through the towns of Baliwag, San Miguel, Gapan and Penaranda, with the following data:</p> <table> <tr> <td>Length</td><td>-</td><td>83 kms.</td></tr> <tr> <td># and total span of bridges</td><td>-</td><td>50, span of 1,547 m.</td></tr> <tr> <td># of Stations</td><td>-</td><td>11</td></tr> <tr> <td>Maximum gradient</td><td>-</td><td>1.5 %</td></tr> <tr> <td>Minimum radius</td><td>-</td><td>300 m.</td></tr> </table>	Length	-	83 kms.	# and total span of bridges	-	50, span of 1,547 m.	# of Stations	-	11	Maximum gradient	-	1.5 %	Minimum radius	-	300 m.
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# of Stations	-	11															
Maximum gradient	-	1.5 %															
Minimum radius	-	300 m.															
7. Estimated Project Cost	:	<p>P 1,104,044,000.00</p> <p>Note: This cost estimate excludes provisions for rolling stocks</p>															
8. Status of Project	:	<p>The National Transportation Planning Project (NTPP) completed a feasibility study for the Revival of the Cabanatuan Line in 1984. The Study showed that the financial return is expected to be 2.6% in the first year of operation, building up to 9.8% within the first 10 years. The economic internal rate of return (IRR) is 10.5%</p>															

TABLE 3.3
PROFILE OF SILANGAN RAILWAY EXPRESS 2000 PROJECT

1. Proponent	-	DOTC/MARILAQUE Commission
2. Location	-	Metro Manila, Rizal and Quezon
3. Objective	-	To provide an efficient mass transport system for the MARILAQUE populace, for the housing relocation sites on the eastern frontier of the growth corridor and for the proposed international Port of Real.
4. Project Description	-	<p>The Project involves the construction of a new 95km. railway with 45 major bridges along the following routes:</p> <p>PNR-Paco Station - Pandacan Container Yard – (Pasig River) – (Manggahan Floodway) – Taytay – Darangan – Tanay – Infanta – the proposed Port of Real.</p>
5. Estimated Cost	-	<p>P 4,000,000,000.00</p> <p>Note: This cost estimate excludes provisions for rolling stocks and ROW.</p>
6. Proposed Schedule	-	1997 – 2000
7. Status of the Project	-	<p>President Fidel V. Ramos has approved the concept paper. An inter-agency committee was created to look into the feasibility of implementing and packaging it as a BOT project offering. Towards this end, the MARILAQUE Commission and American Transport System Corporation/AFP-RSBS signed a Memorandum of Understanding in September 1996, wherein the latter will conduct the Feasibility Study for the MARILAQUE master Transport Plan 9Silangan Railway Express 2000 and the Real International Port) using a financial grant worth US\$692,918 from the US Trade and Development Agency without any financial obligation on the part of the Philippine Government.</p>

FIGURE 3.9
 MARILAQUE ROAD NETWORK

