

## Project Summary Information – Manila Metro Rail Transit Line 4 Project

**Project Summary Information**

Date of Document Preparation: July 14, 2023

<b>Project Name</b>	Manila Metro Rail Transit Line 4 (MRT4) Project
<b>Project Number</b>	P000574
<b>AIIB member</b>	Philippines
<b>Sector/Subsector</b>	Transport
<b>Alignment with AIIB's thematic priorities</b>	Green infrastructure; Technology-enabled Infrastructure
<b>Status of Financing</b>	Under Preparation
<b>Objective</b>	To improve urban mobility and reduce greenhouse gas (GHG) emissions along MRT4 corridor.
<b>Project Description</b>	The Program will support the construction of a high-capacity railway mass transit system intended to serve the eastern side of Metro Manila from the Epifanio de los Santos Avenue (EDSA)-Ortigas Ave. Junction to Taytay in Rizal Province (i.e., the MRT4 Line). The system will include an elevated viaduct of 12.7 km and 10 stations; and has a barrier-free design to allow inclusive access. The Phase 1 of the Program (the Project) will be jointly co-financed by the Asian Development Bank (ADB) and the Asian Infrastructure Investment Bank (AIIB) to provide a portion of the Program's total cost.
<b>Expected Results</b>	The Project results will be monitored using the following indicative indicators: <ul style="list-style-type: none"> <li>• Kilometers of urban rail mass rapid transit system constructed on MRT4 corridor.</li> <li>• Number of stations constructed with barrier-free and gender-responsive features on MRT4 corridor.</li> <li>• Kilometers of active transport infrastructure (dedicated new bicycle lanes and/or pedestrian walkways) constructed by re-arranged public road space along MRT4 corridor.</li> <li>• Number of Department of Transportation (DOTr) staff with improved knowledge or skills in predictive maintenance.</li> <li>• Number of DOTr staff with increased knowledge on gender mainstreaming in rail transport project planning, implementation, operation, and evaluation.</li> </ul>
<b>Environmental and Social Category</b>	A

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<p><b>Environmental and Social (E&amp;S) Information</b></p>	<p>Given that ADB will be the lead co-financer for MRT4, the Program’s E&amp;S risks and impacts are being assessed in accordance with ADB’s Safeguard Policy Statement (SPS). To ensure a harmonized approach to addressing the E&amp;S risks and impacts of the Program, and as permitted under AIIB’s Environmental and Social Policy (ESP), ADB’s SPS will apply to the Program in lieu of AIIB’s ESP. ADB has categorized the E&amp;S risks of the Program as category A for environment, A for involuntary resettlement (IR) and C for indigenous peoples (which are equivalent to category A under AIIB’s ESP). This is mainly due to the anticipated significant adverse impacts. The environmental risks and adverse impacts are mainly related to urban construction activities, which include emissions from machinery and vehicle, use of hazardous materials, disposal of spoiled material and solid wastes, discharge of wastewater and potential pollution of groundwater and surface water, damage to surrounding buildings due to vibration and excavation, nuisance to local communities due to dust, noise, traffic disruption, and workers’ improper behavior. Involuntary resettlement (IR) impacts are expected to be mostly associated with the clearance of informal settlers and land acquisition along the MRT4 proposed alignment.</p> <p>To address these impacts, an Environmental Impact Assessment (EIA), including Noise and Vibration and Climate Risk assessments, and a Resettlement Framework (RF) are being finalized for the entire Program in accordance with ADB’s SPS. In addition, two Resettlement Plans (RPs) are being prepared (one for the stations, and another one for the depot and its access tracks). A gender equality and social inclusion assessment is also being finalized to propose infrastructure physical design features and non-infrastructure measures (such as capacity building)</p> <p>A multi-tier Grievance Redress Mechanism (GRM) is being designed at project-level and will be established in accordance with the requirements of ADB’s SPS. Locally appropriate public consultation at the barangay level and disclosure process will be used to disseminate information about GRM. In addition, a separate GRM will also be established to address workplace complaints and concerns. The information of the project-level GRM and ADB’s independent accountability mechanism (IAM) will be included in the relevant E&amp;S documents and disseminated to the project affected persons (PAPs) in an appropriate manner. During the appraisal, a detailed monitoring and reporting arrangement will be determined based on ADB’s SPS.</p>														
<p><b>Cost and Financing Plan</b></p>	<table> <tr> <td><b>Program cost:</b></td> <td><b>USD1,792.7 million</b></td> </tr> <tr> <td>AIIB loans</td> <td>USD537.4 million</td> </tr> <tr> <td>ADB loans</td> <td>USD806.1 million</td> </tr> <tr> <td>Government of the Philippines (GOP) contribution</td> <td>USD449.3 million</td> </tr> <tr> <td><b>Project cost:</b></td> <td><b>USD1,120.2 million</b></td> </tr> <tr> <td>AIIB loan</td> <td>USD322.4 million</td> </tr> <tr> <td>ADB loan</td> <td>USD483.6 million</td> </tr> </table>	<b>Program cost:</b>	<b>USD1,792.7 million</b>	AIIB loans	USD537.4 million	ADB loans	USD806.1 million	Government of the Philippines (GOP) contribution	USD449.3 million	<b>Project cost:</b>	<b>USD1,120.2 million</b>	AIIB loan	USD322.4 million	ADB loan	USD483.6 million
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	GOP contribution		USD314.1 million	
<b>Borrower</b>	Republic of the Philippines			
<b>Implementing Entity</b>	Department of Transportation (DOTr)			
<b>Estimated date of loan closing</b>	Q1/2028			
<b>Contact Points:</b>	<b>AIIB</b>	<b>ADB</b>	<b>Borrower</b>	<b>Implementation Organization</b>
<b>Name</b>	Tomás Herrero	Ruediger Zander	Maria Edita Z. Tan	Cesar B. Chavez
<b>Title</b>	Investment Operations Specialist - Transport	Senior Transport Specialist	Undersecretary, Department of Finance	Undersecretary of Railways, Department of Transportation
<b>Email Address</b>	tomas.herrero@aiib.org	rzander@adb.org	meztan@dof.gov.ph	cb.chavez@dotr.gov.ph
<b>Date of Concept Decision</b>	07/05/23			
<b>Estimated Date of Appraisal Decision</b>	Q4/2023			
<b>Estimated Date of Financing Approval</b>	Q2/2024			

<b>Independent Accountability Mechanism</b>	<p>The proposed Project will be co-financed with ADB. The Bank has agreed that the ADB's E&amp;S policies and procedures will apply to this Project and that it will rely on the ADB's determination as to whether compliance with those policies and procedures has been achieved under the Project. The Bank has further agreed with the ADB that it will rely on ADB's independent accountability mechanism (IAM) to handle submissions relating to E&amp;S issues under the Project. Consequently, in accordance with the AIIB's Policy on Project-affected People's Mechanism (PPM), submissions to the PPM under this Project will not be eligible for consideration by the PPM. Information of ADB's IAM is available at: <a href="https://www.adb.org/site/accountability-mechanism/main">https://www.adb.org/site/accountability-mechanism/main</a>.</p>
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