

NORTH PHILIPPINE DRY PORT CONTAINER RAIL TRANSPORT SERVICE

PHILIPPINES

- TRAFFIC DEMAND ANALYSIS
- PROJECT ALIGNMENT
- DESIGN CRITERIA
- CONCEPTUAL DESIGN AND TECHNOLOGY
- OPERATIONS AND MAINTENANCE
- PRELIMINARY ENVIRONMENTAL IMPACT AND SOCIAL ASSESSMENT
- PRELIMINARY GENDER IMPACT ASSESSMENT
- PROJECT INVESTMENT
- LEGAL, RISK, FINANCIAL AND ECONOMIC ASSESSMENTS



The Project

The North Philippine Dry Port Container Rail Transport Service project is a proposed 27-km freight rail service connecting the Port of Manila to Balagtas, Bulacan. The corridor is divided into two (2) major sections: the Port of Manila Branch Line, connecting the Port of Manila to the PNR Mainline; and the PNR Mainline North Segment 1 from Manila to Balagtas, Bulacan, which will become part of the PNR North Luzon railway network. Freight terminals on each side of the corridor will be constructed, including the proposed Balagtas Dry Port which will provide services for containerized cargo and agribulk going to and from Northern Luzon.

The Balagtas Dry Port is expected to handle 436,485 TEUs by 2055 (design year); around 65,473 TEUs of which will be transported through rail. The trains will run on a single track along the PNR right-of-way with a maximum speed of 80 km/hr.

The initial facilities to be constructed at the Balagtas Dry Port include the shunting yard, railhead, rail maintenance workshop, and customs inspection yard, among others. In the future, the area may be further developed to include private empty depots, expanded customs area and distribution centers.

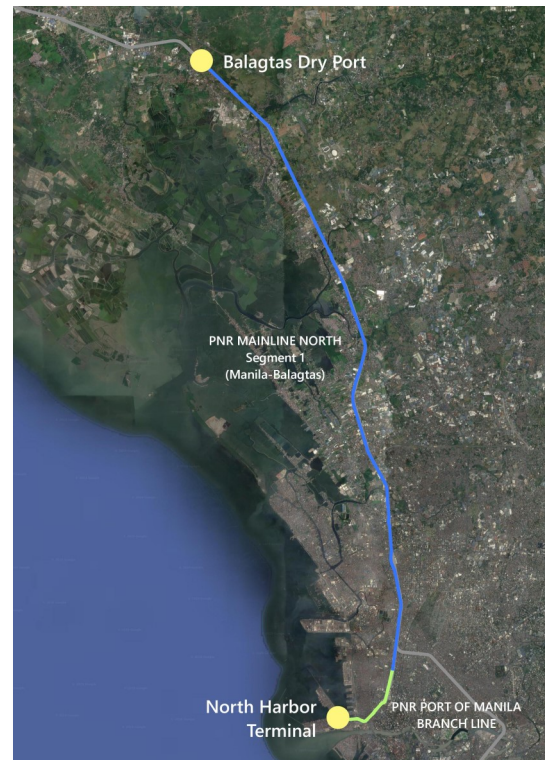
The Challenge

The Philippines is one of the fastest urbanizing countries among its ASEAN peers, with more than 60% of the total population living in urban areas. About 12.8 M of its 105 M total population live in Metro Manila, which accounts for 33% of the country's GDP. Notwithstanding this contribution to the economy, Metro Manila is beset by poor infrastructure and inadequate housing, worsening traffic congestion, pollution, and high numbers of informal settlers that have collectively undermined the city's progress, competitiveness and quality of life.

The movement of people, goods and services has also become constrained/limited in many big cities due to the poor condition of the country's road network and the lack of intermodal transport integration. For instance, roads leading to the Port of Manila which handles the majority of the containers in the country has been heavily congested for years. The absence of freight rail service to and from the agricultural, industrial and economic zones also hampers the efficiency of the movement of goods in the country.

SYSTRA's Role

SYSTRA Philippines Incorporated, in partnership with MRail Incorporated, prepared a feasibility study to assess the viability of a container rail freight service from Port of Manila to a dry port in Northern Luzon and vice versa.



FACTS AND FIGURES

- Length: 27 km
- Terminal Locations: Manila Port
Balagtas, Bulacan
- Demand (design year, 2025): 65,473 TEUs
(equivalent to 210 TEUs/day)
- Frequency of Service: 7 Roundtrips per day
- Transit Time (Roundtrip): 3 hours