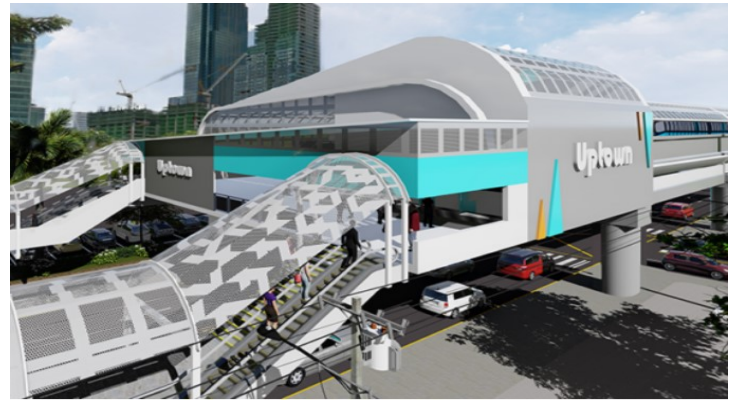


FORT BONIFACIO—MAKATI SKY TRAIN

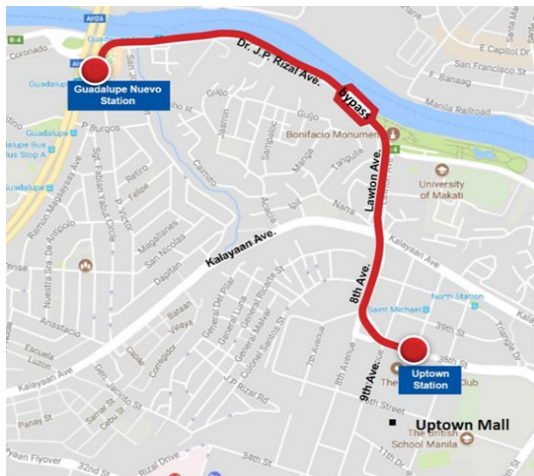
METRO MANILA

- Investment Business Case
- Minimum Performance Standards and Specifications (MPSS) for Systems
- Minimum Performance Standards and Specifications (MPSS) for Civil Works
- Project Approval



The Project

The Fort Bonifacio–Makati Sky Train will connect the MRT 3 Guadalupe Station to Uptown Bonifacio. Within the alignment, provisions will be made to interconnect with other modes of public transport operating at-grade (e.g. jeepneys, UV Express, buses, etc.) and for possible extension into/within Bonifacio Global City.



The technology to be used is a cable-propelled technology. It is suitable for shorter routes and moderate levels of ridership.

Advantages of cable-propelled APM include the following:

- Environmentally sound—low noise and low pollution;
- Low initial investment costs;
- Custom tailored system design depending on the environment; and,
- Minimal disruption during construction due to its small footprint

The Challenge

Central Business Districts (CBDs) are primary generators of vehicular traffic and have become major drivers of improvement in mobility and transportation services in Metro Manila. Bonifacio Global City, where 461,400 sq. m of offices were added within 2017 only, is a CBD with seven major areas, including the 15.4-ha Uptown Bonifacio. At the time the study was undertaken, it had around 500,000 sq. m of residential space; 400,000 sq. m of office space; and, 90,000 sq. m of restaurants and commercial space.

The Fort Bonifacio–Makati Sky Train Project will provide the necessary linkage to and from the Metro Rail Transit Line 3’s

Guadalupe Station and Uptown Bonifacio. It will serve as one of the main accesses to the Bonifacio Global City area in general.

SYSTRA’s Role

An Investment Business Case was undertaken by SYSTRA Philippines, Inc. (“the Consultant”) for Megaworld Corporation (“the Client”) to determine the viability of a people mover system in the general area. The investment business case aimed to provide a comprehensive view of the project’s overall technical, financial, economic, and legal features to, ultimately, pave the way for the implementation of the proposed transport system. It forms part of the documentary requirements for an unsolicited proposal under Build-Operate-Transfer (BOT) Law for submission to the Department of Transportation (DOTr).

Other services provided to the Client are the following:

- Assistance up to project approval;
- Minimum Performance Standards and Specifications (MPSS) for Systems
- Minimum Performance Standards and Specifications (MPSS) for Civil Works
- Owner’s Engineer during project implementation (*to be verified*)

FACTS AND FIGURES

Length:	1.87 km
No. of stations:	2 Stations
Technology:	Cable-propelled APM
Ridership:	2,300 PPHPD (opening year) 5,954 (end of concession period)
Boarding per day:	49,534 (opening year) 128,233 (end of concession period)
Ave. trip length:	1.87 km
No. of trains:	2 trains
Car configuration:	3-car (opening year) 5-car (end of concession period)
Train capacity:	~250 pax (3-car train) ~525 pax (5-car train)