

Manila LRT Line 1 Depot Construction Team

Shimizu Corporation

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Members: 8 (Shimizu Corporation, 8 members)

The Philippine government has been promoting infrastructure development under the "Build, Build, Build" policy since the previous Duterte administration. To alleviate severe traffic congestion in the Metro Manila area, the Department of Transportation's Railway Bureau has initiated a 12km extension of the LRT (Light Rail Transit) Line 1 from its current terminus at Baclaran Station to Niog in Cavite, a region experiencing significant population growth. This project is a mixed endeavor involving the manufacture of vehicles funded by a special yen loan (JICA yen loan), the construction of a vehicle depot, and the railway system and elevated extension construction by a private consortium. Mitsubishi Corporation is responsible for vehicle procurement, while Shimizu Corporation is in charge of depot construction. The construction sites include the expansion of the existing depot in the Baclaran area (expansion depot) and a new depot in the Zapote area.



Baclaran Expansion Depot



Zapote New Depot

This project is a mixed endeavor involving vehicle manufacturing, depot construction, and the railway system and elevated extension construction by a private consortium. At the time of the depot contract, the vehicle procurement project for the expansion depot had already commenced, making the development of the depot an urgent matter. The LRT Line 1 is operated and managed by the private consortium Light Rail Manila Corporation (LRMC), which had already been conducting railway system works within the expansion depot as a PPP (Public-Private Partnership) project. Therefore, it was necessary to coordinate designs among multiple contractors and discuss detailed implementation schedules. Additionally, the continuation of the project itself became challenging due to the COVID-19 pandemic.

However, even under such conditions, various challenges were overcome through continuous contractual and technical dialogue across different contractors, complex and extensive coordination and collaboration, remote management during the COVID-19 pandemic, and the passion and actions of the participants. The outcomes were not limited to infrastructure development alone. Notably, young officials from the Philippine Department of Transportation experienced for the first time the negotiation of contract terms in international projects, coordination among contractors related to import and export, sharing and examination of technical concerns, and dispute resolution. The knowledge and experience gained here have been shared within the Department of Transportation, fostering a strong driving force for the ongoing Metro Manila Subway construction project.

Due to the outstanding achievements mentioned above and future developments, this project is deserving of recognition in the field of international contributions.