

LRT2 East Extension Project

The LRT2 East Extension Project finally opened and started operating last Monday 05 July 2021.

After public announcements and postponements of the opening which was initially set on 23 April 2021, then moved to May to June, the President inaugurated the Project on 01 July 2021.



The official first three (3) passengers of LRT2 East Extension Project. Ms. Melanie S. Mendoza of Marikina City, Mr. Armando G. Mulao and Mr. Ricardo O. Rubio both of Caloocan City. They arrived at Marikina Station at the same time, 4:06 in the morning, 05 July 2021. I provided each of them Commemorative Ticket courtesy of AF Payments, Inc., the concessionaire for the ticketing system, but the P300.00 load for each of the ticket put a hole in my pocket.

The Project was first envisioned in the Metro Manila Urban Transportation Integration Study (MMUTIS) conducted from 1996 to 1999 through the assistance of the Japan International Cooperation Agency (JICA).

By the late part of 2010 I was designated Chairman of the Technical Working Group for all rail projects of then Department of Transportation and Communications (DOTC).

Sometime towards the end of 2011, the Japan International Cooperation Agency (JICA) submitted its Final Report on the Preparatory Study for LRT Line 2 Extension Project https://openjicareport.jica.go.jp/pdf/1000023377_01.pdf.

By the early part of 2012, the NEDA-ICC approved and recommended for further approval by the NEDA Board the LRT2 East Extension Project https://ppp.gov.ph/in_the_news/lrt-2-extension-project-approved-by-neda-icc/.



The official first passenger of Antipolo Station, Mr. Cefarino M. Labrica of Cupang, Antipolo City. He arrived at the Station 4:30 in the morning, 05 July 2021. He was also given a Commemorative Ticket with P300.00 load. Another hole in my pocket.

However, the President, who sits as Chairman of the NEDA Board, balked at the approval of the Project, and required the conduct further study on the ridership in the areas surrounding the alignment of the Project <https://www.pressreader.com/philippines/the-philippine-star/20120706/281977489721940>; https://ppp.gov.ph/in_the_news/lrt-2-extension-still-on-track/.

Eventually, the NEDA Board approved the Project, and in 2013, I was designated Chairman of the Technical Working Group (TWG-BAC) for the LRT2 East (Masinag) Extension Project.

Owing to lack of enough funds to fully complete the whole Project, and the need to immediately start the same, we devised and put into action a procurement and implementation strategy.

The Project was broken into three (3) packages, with a preliminary step of engaging a consultant to prepare the technical documents, render assistance during the tendering process, construction supervision, and assistance during the warranty period.

- Preliminary – Procurement of Consulting Services.
- Package 1 – Construction of the Viaduct.
- Package 2 – Construction of the Two (2) Stations.
- Package 3 – Provision of the Electro-Mechanical Works (Tracks, Power, Signaling, Telecoms).

I prepared the Terms of Reference and the Bidding Documents for the tender of the required consultancy services.

In 2013, the procurement process for the required consultant was completed, but the award of contract was done the following year.

The project consultant worked on the Technical Documents and Plans. I worked on the necessary Bidding Documents for Packages 1 and 2.

The funding then available was sufficient only for Package 1. Accordingly, the procurement was limited to said package, and was conducted in 2014 and awarded in 2015 using the guidelines for a Detailed Engineering Infrastructure Project prescribed by R.A. No. 9184 and its IRR.

The construction of Package 1 started in the middle of 2015.

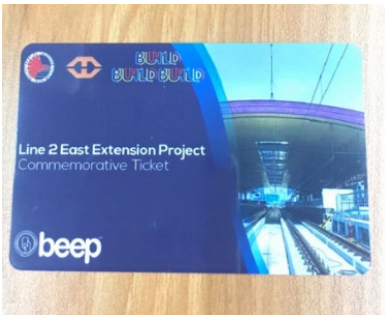
In August 2016, with Package 1 contract already awarded, and construction underway, and having obtained necessary funding, the procurement of Package 2 was initiated using the guidelines for Design and Build Infrastructure Project prescribed by R.A. No. 9184 and its IRR.



The official second passenger of Antipolo Station, Mr. Ace Jan B. Dupaya of Cogeo Village, Antipolo City. He arrived at the station at 4:31 in the morning 05 July 2021. Also given Commemorative Ticket. Finally shredding my pocket.

Package 2 was made and procured as a Design and Build Project because it was anticipated that by the time it will be procured, Package 1 would already be in the construction stage, and most importantly, the exact locations of the two (2) stations have yet to be finally determined.

With a Design and Build scheme, the contractor would be able to do the detailed engineering of the stations based on the ongoing construction of the viaduct, and on the exact locations of the two (2) stations yet to be identified during contract implementation.



The award of contract for Package 2 was made towards the end of 2016, and construction started in the middle of 2017, after the detailed engineering was completed by the contractor.

Still with no enough funding, Package 3 was eventually made the subject of a Japanese Loan (together with some components of the LRT Line 1 Cavite Extension Project) and was procured towards the end of 2017 using the Japanese International Cooperation Agency (JICA) procurement guidelines.

Politics aside, and owing to impermanence of government leadership vis-à-vis the enduring need to serve the people, there is need for someone to initiate the project, another to sustain it, and yet another to finally finish and complete it.