Thailand: Bangkok Mass Rapid Transit Project (Pink and Yellow Lines)

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Bangkok Mass Rapid Transit Project (Pink and Yellow Lines)</th>
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<tr>
<td>Project Number</td>
<td>51274-001</td>
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| Borrower/Company | Eastern Bangkok Monorail Company Limited  
Northern Bangkok Monorail Company Limited |
| Country | Thailand |
| Location | Bangkok |
| Approval Number | 3669/3669, 3672/3672 |
| Type of ADB Assistance / Amount | 3669 Ordinary capital resources  
THB 2,273.00 million  
Approved  
3669 Ordinary capital resources  
THB 2,677.00 million  
Approved  
3672 Ordinary capital resources  
THB 2,260.00 million  
Approved  
3672 Ordinary capital resources  
THB 2,690.00 million  
Approved |
| Strategic Agendas | Environmentally sustainable growth  
Inclusive economic growth |
| Drivers of Change | Gender Equity and Mainstreaming Partnerships  
Private sector development |
| Sector / Subsector | Transport - Urban public transport |
| Gender Equity and Mainstreaming | Some gender elements |
| Responsible ADB Department | Private Sector Operations Department |
| Responsible ADB Division | Infrastructure Finance Division 2 |
| Responsible ADB Officer | Hashizume, Shuji |
| Project Sponsor(s) | BTS Group Holdings Public Company Limited (BTS Group)  
Ratchaburi Electricity Generating Holding Public Company Limited (Ratchaburi Electricity)  
Sino-Thai Engineering and Construction Public Company Limited (Sino-Thai) |
| Description | The project entails the construction and operation of the mass rapid transit (MRT) Pink Line and Yellow Line in Bangkok. |

Objectives and Scope

The project entails the construction and operation of the mass rapid transit (MRT) Pink Line and Yellow Line in Bangkok.

Status of Development Objectives

The borrowers will report on key performance indicators, including the outcome and outputs indicators identified in the design and monitoring framework.

Status of Operation/Construction

Commercial operations of the Pink and Yellow Lines are expected to commence in 2021.

Linkage to Country/Regional Strategy

The project is in line with ADB's country partnership strategy for Thailand, 2013-2016, and its country operations business plan, 2018-2020, both of which promote the support for private sector development and uphold two key core strategic areas for ADB's focus: infrastructure development, and environmentally sustainable development. The project is also in line with ADB's Sustainable Transport Initiative, which promotes a transport system that is efficient, safe, environmentally friendly, and has urban transport as one of the key pillars for ADB operations in the sector.

Summary of Environmental and Social Aspects

Environmental Aspects

Environmental and social impact assessments (ESIAs) for the Pink Line and Yellow Line were prepared in accordance with domestic procedures and were approved by the government in March 2015 for the Pink Line and February 2016 for the Yellow Line. Additional analyses on noise; biodiversity; climate change risks; cumulative and induced impacts; and the public information, participation, and complaints management system were conducted to ensure compliance with ADB's Safeguard Policy Statement (2009). The potential impacts from the project have been identified and effective measures to avoid and mitigate the adverse impacts are in the ESIAs addendums, environmental and social management plans (ESMPs), social safeguards compliance audit report, and supplemental social assessment.

Involuntary Resettlement

Land acquisition and resettlement activities commenced when the royal decree was issued in 2014 and 2015, and the compensation started in May/June 2017 prior to ADB's involvement in August 2017. Based on this time line, it is established that land acquisition and resettlement activities are not in anticipation of ADB financing and, therefore, do not fall within the ambit of ADB's Safeguard Policy Statement requirements. An audit of the land acquisition process was undertaken to determine if there are risks associated with MRTA-led land acquisition and resettlement. The audit found the MRTA practices based on the Ministry of Transport compensation manual and other applicable national legal frameworks are in line with ADB's Safeguard Policy Statement requirements.

Indigenous Peoples

The project will not affect indigenous peoples communities.

Stakeholder Communication, Participation, and Consultation

Information disclosure and numerous consultation activities were conducted as part of the environmental impact assessment preparation. Information was disclosed in TV, radio, print media, leaflets, brochures, videos, exhibition boards, and a dedicated website. Consultation meetings were held with communities along the route, local government officials, business operators, and private service providers. The MRTA (i) conducted a census and full asset inventory, disclosed information, and consulted meaningfully with affected people; and (ii) offered compensation payments for land, structure, and lost income due to business disruption at replacement cost. The MRTA is implementing a robust grievance mechanism where requests for changes in design are being implemented to minimize impacts.
<table>
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<th>Timetable for assistance design, processing and implementation</th>
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<td><strong>Concept Clearance</strong></td>
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<td><strong>Due Diligence</strong></td>
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<td><strong>Credit Committee Meeting</strong></td>
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<td><strong>Approval</strong></td>
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24 July 2019

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