II. SUMMARY TABLES (426 STUDIES)

VOLUME I. ASIA (273 STUDIES)

PROJECT SUMMARY (D/D)

ASO BGD 401 /77

Compiled March 1990
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: Bangladesh

2. NAME OF STUDY: Television Studio Construction Project

3. SECTOR: Communications & Broadcasting/ Broadcasting

4. REFERENCE NO.:

5. TYPE OF STUDY: D/D

6. COUNTERPART AGENCY: Ministry of Information and Broadcasting

7. OBJECTIVES OF STUDY: Detailed design of an auditorium for the television studio

8. DATE OF S/W: April 1977

9. CONSULTANT(S):

10. STUDY TEAM

No. of Members 7
Period Jul.1977 - Mar.1978 (8 months)

Total M/M
Japan
Field

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY

12. EXPENDITURE

Total Contracted 77,992 (¥'000)

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA: Dhaka City

2. PROJECT COSTS (US$1=240yen)

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	4,708		
2)			
3)			

3. CONTENTS OF MAJOR PROJECT(S)

The study made a detailed design based on the basic design of the preliminary survey.
- Auditorium (floor area 3,926 sq.m)
- Related audio-visual facilities

Implementation Period:

4. FEASIBILITY AND ITS ASSUMPTIONS EIRR FIRR

Feasibility:

Conditions and Development Impacts:

5. TECHINCAL TRANSFER

III. PRESENT STATUS OF STUDIED PROJECT

1. PRSENT STATUS

- ■ Completed or in Progress
- ● Completed
- ○ Implementing
- ○ Processing
- □ Promoting
- □ Delayed or Suspended
- □ Discontinued or Cancelled

(Description)

2. MAJOR REASONS FOR PRESENT STATUS

3. PRINCIPAL SOURCES OF INFORMATION

和名 テレビジョンスタジオ建設計画

{F/S, (M/P)+F/S, D/D}

PROJECT SUMMARY (F/S)

ASO BGD 301 /84

Compiled March 1988
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: Bangladesh

2. NAME OF STUDY: Meghna - Gumti Bridges Construction Project

3. SECTOR: Transportation/ Road

4. REFERENCE NO.:

5. TYPE OF STUDY: F/S

6. COUNTERPART AGENCY: Roads and Highway Dept., MOC

7. OBJECTIVES OF STUDY: Construction of bridges

8. DATE OF S/W: Dec. 1983

9. CONSULTANT(S): Pacific Consultants International and Nippon Koei Co.,Ltd.

10. STUDY TEAM

No. of Members	11
Period	Feb.1984 - Mar.1985 (14 months)
Total M/M	47.01
Japan	13.78
Field	33.23

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY

12. EXPENDITURE

Total	194,993 (¥'000)
Contracted	156,339

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA: Road between Dhaka and Chittagon

2. PROJECT COSTS (US$1=230Yen)

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	66,000	37,000	
2)			
3)			

3. CONTENTS OF MAJOR PROJECT(S)
- Meghna Bridge: Length 930m
- Meghna-Gumti Bridge: Length 1,480m

Implementation Period: Mar.1987 - Feb.1991

4. FEASIBILITY AND ITS ASSUMPTIONS

EIRR: 12.4%
FIRR:

Feasibility: Yes

Conditions and Development Impacts:
On the assumption that the two bridges are constructed. By construction of these tow bridges, it will be able to make a day's trip between Dhaka and Chittagong which is the second largest city of the Bangladesh with an international seaport.

5. TECHINCAL TRANSFER
- Overseas training for counter part staff
- Employment of local consultants (for the D/D)
- Supply of equipment and guidance (Boring machine for geological investigation)

III. PRESENT STATUS OF STUDIED PROJECT

1. PRSENT STATUS

- ■ Completed or in Progress
- ○ Completed
- ● Implementing
- ○ Processing
- □ Promoting
- □ Delayed or Suspended
- □ Discontinued or Cancelled

(Description)

Apr.1985 E/N of grant aid signed (191 million yen)
Aug.1987 E/N of grant aid signed (1,986 million yen)
Sep.1988 E/N of grant aid signed (1,999 million yen)
Jul.1989 E/N of grant aid signed (1,936 million yen)
Jun.1990 E/N of grant aid signed (841 million yen)
Construction scheduled to be completed in 1991.

2. MAJOR REASONS FOR PRESENT STATUS

This project is ranked as the top priority in the 5th National Five Year Plan.

3. PRINCIPAL SOURCES OF INFORMATION

(1)

和名 メグナ・メグナグムティ橋建設計画

(F/S, (M/P)+F/S, D/D)

ASO BGD 302/85

PROJECT SUMMARY (F/S)

Compiled March 1988
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: Bangladesh

2. NAME OF STUDY:
Establishment of Railway Carriage and Wagon Manufacturing Plant

3. SECTOR:
Transportation/ Railway

4. REFERENCE NO.:

5. TYPE OF STUDY: F/S

6. COUNTERPART AGENCY:
Bangladesh Railway

7. OBJECTIVES OF STUDY:
F/S for a passanger and freight car manufacturing workshop for Bangladesh Railway

8. DATE OF S/W: Feb. 1984

9. CONSULTANT(S):
Japan Railway Techinical Service

10. STUDY TEAM

No. of Members	11
Period	Nov.1984 - Nov.1985 (13 months)
Total M/M	45.49
Japan	31.72
Field	13.77

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY:
None

12. EXPENDITURE

Total	132,375 (¥'000)
Contracted	125,519

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA:
Parbatipur in Town, Dinajpur District

2. PROJECT COSTS (US$1=26.0Taka)

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	122,000	59,000	63,000
2)			
3)			

3. CONTENTS OF MAJOR PROJECT(S)
1.Manufacturing workshop for passenger and freight cars (annual Production):
Total area---239,000sqm
Passenger cars---120
Freight cars---900
2.Administrative offices and other necessary facilities
Houses for personnel---1,300

Implementation Period: Jan.1989 - Dec.1996

4. FEASIBILITY AND ITS ASSUMPTIONS

EIRR	FIRR
9.42%	10.63%

Feasibility: Yes

Conditions and Development Impacts:
1.Preconditions
1) Car Production(yearly): 120 passenger cars and 900 freight cars
2) Construction site: South side of Parbatipur
3) Project life: 1986~2020(33 years)
2. Development impacts
1) Reduction in outflow of foreign currency due to imports
2) Development of regional industries and creation of employment opportunities
3) Stabilization of basic transport
4) Elevation of technical standards including those of related private industries

5. TECHINCAL TRANSFER
One counterpart received training from JICA.

III. PRESENT STATUS OF STUDIED PROJECT

1. PRSENT STATUS
- ☐ Completed or in Progress
  - ○ Completed
  - ○ Implementing
  - ○ Processing
- ☐ Promoting
- ■ Delayed or Suspended
- ☐ Discontinued or Cancelled

(Description)

After completion of the F/S, the project was suspended. Strengthening of railway capacity by increasing the number of passenger and freight cars is very important to Bangladesh. However, this has not yet been realized due to the emphasis on the restoration of the entire railway damaged by natural disasters.continued political destabilization delayed the implementation of the project.

2. MAJOR REASONS FOR PRESENT STATUS
(1) Priority on other railway projects
(2) Political instability

3. PRINCIPAL SOURCES OF INFORMATION
(1)

和名 鉄道車両工場建設計画

{F/S, (M/P)+F/S, D/D}

PROJECT SUMMARY (M/P + F/S)

ASO BGD 201A/87

Compiled March 1990
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: Bangladesh

2. NAME OF STUDY: Development Project of Dhaka and Narayanganj Ports

3. SECTOR: Transportation/ Port

4. REFERENCE NO.:

5. TYPE OF STUDY: M/P+(F/S)

6. COUNTERPART AGENCY: Bangladesh Inland Water Transport Authority

7. OBJECTIVES OF STUDY: Formulation of a development plan including expansion and re-allocation of the present facilities

8. DATE OF S/W: July 1985

9. CONSULTANT(S): Overseas Coastal Area Development Institute of Japan

10. STUDY TEAM

No. of Members	9
Period	Jan.1986 - Oct.1987 (22 months)
Total M/M	52.51
Japan	27.33
Field	25.18

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY:

12. EXPENDITURE

Total	156,692 (¥'000)
Contracted	158,599

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA: Ports at Dhaka and Narayanganj

2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	56,800		
2)			

3. MAJOR PROJECT(S) PROPOSED

The study identified the long-term development plan ending 2005 with the following proposals.
- 12 wharves for general cargo
- 4 wharves for containerized cargo
- Passenger terminal for medium- to long-distance travels to alleviate the congestion of the existing terminal

4. CONDITIONS AND DEVELOPMENT IMPACTS

. To smooth the function of port and to strengthen the function of cargo transpotation
. Support for the future urban development

5. TECHINCAL TRANSFER

Prepared a report in cooperation with counterpart.

III. PRESENT STATUS OF USE OF STUDY RESULTS

1. PRSENT STATUS
- ■ In Progress or In Use
- ☐ Delayed
- ☐ Discontinued

(Description)

Followed by F/S.

2. MAJOR REASONS FOR PRESENT STATUS

3. PRINCIPAL SOURCES OF INFORMATION

(1)

和名 ダッカ・ナラヤンガンジ港整備計画

{M/P, M/P+(F/S), Basic Study, Other}

ASO BGD 201B/87

PROJECT SUMMARY (M/P + F/S)

Compiled March 1990
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: Bangladesh

2. NAME OF STUDY:
Development Project of Dhaka and Narayanganj Ports

3. SECTOR:
Transportation/ Port

4. REFERENCE NO.:

5. TYPE OF STUDY: (M/P)+F/S

6. COUNTERPART AGENCY:
Bangladesh Inland Water Transport Authority

7. OBJECTIVES OF STUDY:
Formulation of a development plan including expansion and re-allocation of the present facilities

8. DATE OF S/W: July 1985

9. CONSULTANT(S):
Overseas Coastal Area Development Institute of Japan

10. STUDY TEAM

No. of Members	9
Period	Jan.1986 - Oct.1987 (22 months)
Total M/M	52.51
Japan	27.33
Field	25.18

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY:

12. EXPENDITURE

Total	156,692 (¥'000)
Contracted	158,599

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA:
Ports at Dhaka and Narayanganj

2. PROJECT COSTS (US$1=31.5Tk)

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	9,619		
2)			
3)			

3. CONTENTS OF MAJOR PROJECT(S)
The short-term development plan:
- 4 floating wharfs for general cargo
- 2 warehouses
- open yard, and access roads
- new handling equipment

Implementation Period: May 1985 - 1991

4. FEASIBILITY AND ITS ASSUMPTIONS — EIRR: 17.8% — FIRR:

Feasibility: Yes

Conditions and Development Impacts:
- No investment for expansion of the existing facilities
- Cargo above the available capacity is transferred to the other transportation means.

Development impacts:
- Reduction of costs of waiting
- Reduction of total transportation costs
- Reduction of cargo handling costs by the introduction of fork lifts
- Reduction of damages and pilfering of cargo

5. TECHINCAL TRANSFER:

III. PRESENT STATUS OF STUDIED PROJECT

1. PRSENT STATUS:
☐ Completed or in Progress
○ Completed
○ Implementing
○ Processing
■ Promoting
☐ Delayed or Suspended
☐ Discontinued or Cancelled

(Description)

The government is preparing a request for a yen loan.

2. MAJOR REASONS FOR PRESENT STATUS:

3. PRINCIPAL SOURCES OF INFORMATION

(1)

和名 ダッカ・ナラヤンガンジ港整備計画

{F/S, (M/P)+F/S, D/D}

ASO BGD 303/87

PROJECT SUMMARY (F/S)

Compiled March 1990
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: Bangladesh

2. NAME OF STUDY:
Water Drainage System Improvement Project in Dhaka City

3. SECTOR:
Social Infrastructures/ River & Erosion Control

4. REFERENCE NO.:

5. TYPE OF STUDY: F/S

6. COUNTERPART AGENCY:
Dept. of Public Health Engineering

7. OBJECTIVES OF STUDY:
Drainage

8. DATE OF S/W: June 1986

9. CONSULTANT(S):
Pacific Consultants International

10. STUDY TEAM

No. of Members	11
Period	Nov.1986 - Dec.1987 (14 months)
Total M/M	50.48
Japan	20.26
Field	30.22

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY:

12. EXPENDITURE

Total	170,915 (¥'000)
Contracted	153,257

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA:
Dhaka City

2. PROJECT COSTS (US$1=150Yen)

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	67,000	34,000	33,000
2)			
3)			

3. CONTENTS OF MAJOR PROJECT(S)
- Dike- H=6m, total length=4,800m
- Pump Station- Rehabilitation: 9.2m3/sec(1site)
  New Construction:9.6m3/sec(1site)
- Gate- W=6m, H=6m (2sites)
- Khals- Improvement: total length 13.1km
- Drainage Pipes- Construction=12.5km

Implementation Period: Apr.1989 - Mar.1993

4. FEASIBILITY AND ITS ASSUMPTIONS: EIRR 17.1% FIRR

Feasibility: Yes

Conditions and Development Impacts:

Conditions:- Future runoff was estimated based on land use forecast in 2005
- Flood area and flood damage was estimated based on existing data as well as direct interview survey with residents.
- The rain fall intensity with a 30 year frequency is employed for the design of dike and gates, and a 5-year frequency is employed for the design of pump station, Khal improvements and drainage pipes.

Development Impact: The project area, protected from external floods by construction of dike, will be protected from internal flood by construction of pump station and drainage pipes and khal rehabilitaions.

5. TECHINCAL TRANSFER
- Hold a Seminar on flood protection planning(2days)
- Use of local consultants for field survey (3months)
- Guidance of O/M of rain gauge and water level gauge

III. PRESENT STATUS OF STUDIED PROJECT

1. PRSENT STATUS
- ■ Completed or in Progress
  - ○ Completed
  - ○ Implementing
  - ● Processing
- □ Promoting
- □ Delayed or Suspended
- □ Discontinued or Cancelled

(Description)

The Government of Japan decided to implement this project as a Grant Aid Project.

Sep.1990 E/N of grant aid signed (2,181 million yen)
Nov.1990 Contract with a consulting firm
Jan.1991 Contract with a construction firm

2. MAJOR REASONS FOR PRESENT STATUS

The decision on the engineering service was behind the schedule, but after the signing of the contract, the implementation is being sped up.

3. PRINCIPAL SOURCES OF INFORMATION

(1)

和名 ダッカ市雨水排水施設整備計画

{F/S, (M/P)+F/S, D/D}

ASO BGD 305/89

PROJECT SUMMARY (F/S)

Compiled March 1991
Revised

I. OUTLINE OF STUDY

1. COUNTRY: Bangladesh

2. NAME OF STUDY:
Optimization of Capacity Utilization and Improvement of Performance of Chittagong Dry Dock

3. SECTOR:
Transportation/ Marine Transportation & Ships

4. REFERENCE NO.:

5. TYPE OF STUDY: F/S

6. COUNTERPART AGENCY:
Bangladesh Steel & Engineering Corporation (BSEC)

7. OBJECTIVES OF STUDY:
Study for the optimization of capacity utilization and improvement of performance of Chittagong Dry Dock Ltd.

8. DATE OF S/W: Aug.1988

9. CONSULTANT(S):
Overseas Ship Building Cooperation Center
Mitsui Engineering & Ship Building Co.,Ltd.

10. STUDY TEAM

No. of Members	8
Period	Mar.1989 - Feb.1990 (11 months)
Total M/M	45.04
Japan	29.17
Field	15.87

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY:
Study of the Repair Shipyard in Singapore(Result of Repair and Technical Assistant)

12. EXPENDITURE

Total	142,287 (¥'000)
Contracted	133,898

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA:
Chittagong

2. PROJECT COSTS (US$1=32.3 Taka)

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	8,972	3,306	5,665
2)			
3)			

3. CONTENTS OF MAJOR PROJECT(S)
Slipway for small ship 18.30m X 145.00m
Galvanizing Shop and Machinery and Equipment

Implementation Period: Jul.1992 - Jul.1994

4. FEASIBILITY AND ITS ASSUMPTIONS

EIRR	FIRR
27.0%	12.4%

Feasibility:

Conditions and Development Impacts:
Following results are expected.

1.Increase of employment
2.Development of the related industries

5. TECHINCAL TRANSFER
Technical training for the counterpartner was carried out by JICA's expense during this study

III. PRESENT STATUS OF STUDIED PROJECT

1. PRSENT STATUS

- ☐ Completed or in Progress
  - ○ Completed
  - ○ Implementing
  - ○ Processing
- ■ Promoting
- ☐ Delayed or Suspended
- ☐ Discontinued or Cancelled

(Description)

The government is requesting the participation of CDD's engineers in the JICA training program and the dispatch of Japanese shipbuilding experts.

2. MAJOR REASONS FOR PRESENT STATUS

3. PRINCIPAL SOURCES OF INFORMATION
(1)

和名 チッタゴン造船所整備計画

(F/S, (M/P)+F/S, D/D)

PROJECT SUMMARY (F/S)

ASO BGD 304 /89

Compiled March 1991
Revised

I. OUTLINE OF STUDY

1. COUNTRY: Bangladesh

2. NAME OF STUDY
Development of Chittagong Airport

3. SECTOR
Transportation/ Air Transportation & Airport

4. REFERENCE NO.

5. TYPE OF STUDY: F/S

6. COUNTERPART AGENCY
Ministry of Civil Aviation and Tourism
Civil Aviation Authority

7. OBJECTIVES OF STUDY
Preparation of a feasibility study on the improvement of existing Chittagong Airport

8. DATE OF S/W: Aug.1988

9. CONSULTANT(S)
Pacific Consultants International

10. STUDY TEAM

No. of Members	7
Period	Nov.1988 - Sep.1989 (11 months)
Total M/M	33.56
Japan	18.34
Field	15.22

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY
Topographic Survey/Soil investigation

12. EXPENDITURE

Total	113,684 (¥'000)
Contracted	103,590

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA
Chittagong Airport

2. PROJECT COSTS

		Total Cost	Local Cost	Foreign Cost
(US$1,000)	1)	52,598	11,748	40,850
	2)			
	3)			

3. CONTENTS OF MAJOR PROJECT(S)
Overlay of runway and rearrangement of runway strip in compliance of ICAO standards
Construction of new terminal area (parking apron, taxiway, passenger terminal buildings cargo building, control tower, car park, access road and public utilities)
Installation of air navigation facilities (lighting, radio, communications and meteorological facilities)

Implementation Period: 1990 - 1994

4. FEASIBILITY AND ITS ASSUMPTIONS

EIRR	FIRR
15.0%	

Feasibility: Yes

Conditions and Development Impacts:
-Contribution to calamity preparedness as a major relief base
-Improvement of user convenience and activation of regional economy by solving the capacity problem of air transportation
-Enhancement of foreign investment by improved access to export processing zone
-Increase in employment opportunities
-Stimulation of international tourism development
-Assurance of air transport safety

5. TECHINCAL TRANSFER
-Planning and design of airport facilities
-Evaluation method of aircraft noise on surrounding area
-Economic and financial assessment of airport project

III. PRESENT STATUS OF STUDIED PROJECT

1. PRSENT STATUS

- ☐ Completed or in Progress
  - ○ Completed
  - ○ Implementing
  - ○ Processing
- ■ Promoting
- ☐ Delayed or Suspended
- ☐ Discontinued or Cancelled

(Description)
-This project was originally planned to be implemented by Japanese grant aid. However, due to other priority projects (Meghna-Gumiti Bridge and Flood Abatement Project), its implementation has been delayed.
-Japanese Embassy is considering OECF as a possible alternative source of finance.
-However, in light of the characteristics of the project, the government wishes that this project be implemented by grant aid as soon as possible.

2. MAJOR REASONS FOR PRESENT STATUS

3. PRINCIPAL SOURCES OF INFORMATION
(1)

和名 チッタゴン国際空港開発計画

(F/S, (M/P)+F/S, D/D)

ASO BGD 306/89

PROJECT SUMMARY (F/S)

Compiled March 1991
Revised

I. OUTLINE OF STUDY

1. COUNTRY: Bangladesh

2. NAME OF STUDY
Storm Water Drainage System Improvement Project in Dhaka City (Updating study)

3. SECTOR
Social Infrastructures/ River & Erosion Control

4. REFERENCE NO.:

5. TYPE OF STUDY: F/S

6. COUNTERPART AGENCY
Dhaka Water Supply and Sewerage Authority(DWASA)

7. OBJECTIVES OF STUDY
-To update th JICA's previous study(1987)
-To propose the urgent program

8. DATE OF S/W: Jul.1989

9. CONSULTANT(S)
Pacific Consultants International

10. STUDY TEAM

No. of Members	7
Period	Jul.1989 - Jan.1990 (7 months)
Total M/M	22.0
Japan	10.4
Field	11.6

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY
Topographic Survey
Geological Investigation

12. EXPENDITURE

Total	77,691 (¥'000)
Contracted	75,600

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA
Total project area is 134.9 sq.km including 45.9 sq.km of urgent area of Dhaka City

2. PROJECT COSTS
US$1=32.2TK=141Yen

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	41,500	20,100	21,400
2)			
3)			

3. CONTENTS OF MAJOR PROJECT(S)
The purpose of this project is to improve the drainage condition of Dhaka city which is located in the estuary delta area surrounded by the Gangas, Brahmaputra and Meghna rivers. Urgent drainage improvement project is proposed, which is composed of construction of a pump station(capacity 10 cu.m/s) and improvement and new construction of drainage channel (total length 9,400m).

Implementation Period: Nov.1990 - Mar.1993

4. FEASIBILITY AND ITS ASSUMPTIONS

EIRR	FIRR
9.3%	

Feasibility: Yes

Conditions and Development Impacts:
Conditions
-Foreign financial aid is necessary
-Urgent implementation is necessary in coordination with other related flood control and drainage improvement projects
-Appropriate land use regulations are necessary
Development Impacts
-To protect the area from internal flooding
-To enhance beneficial land use
-To improve sanitary conditions

Note: B/C ratio 1.90

5. TECHINCAL TRANSFER
Technical transfer was conducted during the site study.

III. PRESENT STATUS OF STUDIED PROJECT

1. PRSENT STATUS
- ■ Completed or in Progress
  - ○ Completed
  - ○ Implementing
  - ● Processing
- □ Promoting
- □ Delayed or Suspended
- □ Discontinued or Cancelled

(Description)

1.It is agreed to implement a portion of the urgent project by the JICA grant aid from fiscal year 1990.
2.Complete implementation of the Master Plan including the remaining portion of the urgent project is necessary in coordination with other related ongoing projects mentioned below;
1) Government of Bangladesh;
Greater Dhaka Flood Control and Drainage Project
2) World Bank;
Dholai Khal Rehabilitation and Area Development Project
3) Dhaka Water Supply and Sewerage Authority;
Khal Improvement Project

2. MAJOR REASONS FOR PRESENT STATUS
Implementation of this project became very urgent after the major flood in 1988

3. PRINCIPAL SOURCES OF INFORMATION
(1)

和名　ダッカ市雨水排水施設整備計画（アフターケア）

{F/S, (M/P)+F/S, D/D}

ASO BRN 601/83

PROJECT SUMMARY (Other)

Compiled March 1986
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: Brunei

2. NAME OF STUDY:
Improvement of Brunei Government Printing Department

3. SECTOR:
Social Infrastructures/ Architecture & Housing

4. REFERENCE NO.:

5. TYPE OF STUDY: Other

6. COUNTERPART AGENCY:
Government Printing Dept.

7. OBJECTIVES OF STUDY:
Proposal on improving of Government Printing Dept.

8. DATE OF S/W:

9. CONSULTANT(S):
Kokuyo Inc.

10. STUDY TEAM

No. of Members	7
Period	Sep.1983 - Jan.1984 (4 months)
Total M/M	4.32
Japan	2.67
Field	1.65

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY:
None

12. EXPENDITURE

Total	14,688 (¥'000)
Contracted	11,287

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA:

2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS (US$1=232.2 yen)

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	2,373		
2)			

3. MAJOR PROJECT(S) PROPOSED:
The Government Printing Dept. is unable to print the publications of the various Ministries which have been increasing rapidly due to the imminent Independence. The study suggested measures to improve the operation of the Dept.

4. CONDITIONS AND DEVELOPMENT IMPACTS:
The project will expand the capacity and raise the efficiency of the Government Printing Dept., and contribute to the skill upgrading of manpower.

5. TECHINCAL TRANSFER:

III. PRESENT STATUS OF USE OF STUDY RESULTS

1. PRSENT STATUS:
- ☐ In Progress or In Use
- ■ Delayed
- ☐ Discontinued

(Description)

2. MAJOR REASONS FOR PRESENT STATUS:

3. PRINCIPAL SOURCES OF INFORMATION:
(1)

和名 印刷局改善計画

{M/P, M/P+(F/S), Basic Study, Other}

PROJECT SUMMARY (M/P)

ASO BRN 101/85

Compiled March 1988
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: Brunei

2. NAME OF STUDY: Public Transport System in Negara Brunei Darussalam

3. SECTOR: Transportation/ General

4. REFERENCE NO.:

5. TYPE OF STUDY: M/P

6. COUNTERPART AGENCY: Land Transport Dept.

7. OBJECTIVES OF STUDY: Preparation of a Master Plan for the improvement and an intermediate programme of the Public Transport System

8. DATE OF S/W: Mar. 1984

9. CONSULTANT(S): Japan Engineering Consultants Co., Ltd.

10. STUDY TEAM

No. of Members	9	
Period	Jul.1984 - Mar.1985	(7.5 months)
	Jun.1985 - Jul.1985	(1 months)
Total M/M	40.1	
Japan	22.1	
Field	18.0	

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY: None

12. EXPENDITURE

Total	93,943 (¥'000)
Contracted	121,761

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA: Urban area and its outskirts

2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS (B$1=US$0.48)

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	72,900		
2)			

3. MAJOR PROJECT(S) PROPOSED

1. Improvement Plan of Public Bus System
   - Purchase 235 new buses
   - Strengthen bus network and its operation
   - Improve bus terminals, bus stops, operation offices and workshops
2. Improvement Plan of Taxi System
   - Construction of taxi stations
   - Introduction of radio equiped taxis
3. Relevant Improvement Plan
   - Improvement of arterial road network
   - Introduction of grade separated intersections
   - Improvement of traffic control system

4. CONDITIONS AND DEVELOPMENT IMPACTS

1. Future population and GDP in 1995 were estimated as the basic conditions of future traffic forecast.
2. The types of benefits such as the savings of vehicle operating costs and passenger's time costs are applied.
3. The Economic IRR of the period is assumed 30.7% during the period of 20 years after completion of the project.
4. The Financial IRR of corporation for the public bus operation is assumed only 20%, therefore, Government financial supports are necessary.

5. TECHINCAL TRANSFER

1. On the job training
2. Cooperative work for the report preparation

III. PRESENT STATUS OF USE OF STUDY RESULTS

1. PRSENT STATUS
- ☐ In Progress or In Use
- ■ Delayed
- ☐ Discontinued

(Description)

- Because of the rapid expansion of the traffic congestion, the need to improve the existing public transport system will increase.

  A review of the proposed master plan will be necessary in order to adjust to future socio-economic conditions.

2. MAJOR REASONS FOR PRESENT STATUS

Government investment is progressing to an improvement of road network. However, the difficulty of the public bus operaion is forecasted, and the government financial support is strongly necessary.

3. PRINCIPAL SOURCES OF INFORMATION

(1)

和名 公共交通網整備計画

{M/P, M/P+(F/S), Basic Study, Other}

PROJECT SUMMARY (Other)

ASO CHN 601 /79

Compiled March 1990
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: China
2. NAME OF STUDY: (Port Construction)
3. SECTOR: Transportation/ Port
4. REFERENCE NO.:
5. TYPE OF STUDY: Other
6. COUNTERPART AGENCY: National Basic Construction Committee
7. OBJECTIVES OF STUDY:
8. DATE OF S/W:
9. CONSULTANT(S): Overseas Coastal Area Development Institute of Japan
10. STUDY TEAM
    - No. of Members: 11
    - Period: 1980.1 - 1980.2 (1 months)
    - Total M/M:
    - Japan:
    - Field:
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY:
12. EXPENDITURE
    - Total: 8,186 (¥'000)
    - Contracted:

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA: Shijiusuo and Qinhuangdao
2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS

	Total Cost	Local Cost	Foreign Cost
(US$1,000) 1)			
2)			

3. MAJOR PROJECT(S) PROPOSED: Feasibility study on Shijiusuo as a port of coal export and iron ore import and on Qinhuangdao as a port of coal export.
4. CONDITIONS AND DEVELOPMENT IMPACTS: By the development of exclusive coal berth and exclusive iron ore berth for large vessel and efficient cargo handling, it is possible to reduce transportation cost for imported iron ore, decrease cost for steel goods, and make coal major export goods.
5. TECHINCAL TRANSFER:

III. PRESENT STATUS OF USE OF STUDY RESULTS

1. PRSENT STATUS
   - ■ In Progress or In Use
   - ☐ Delayed
   - ☐ Discontinued

(Description)

OECF loans have been agreed as follows.

	Shijusuo Port	-Shijusuo Railway Construction	Beijing-Qinhuangdas Railway Improvement
Apr.1980	7,085	10,100	2,500
Dec.1981	9,860	3,110	11,200
Apr.1982	18,500	3,200	9,200
Oct.1982	2,300	11,800	30,900
Aug.1983	5,200	11,500	33,200
			(million yen)

2. MAJOR REASONS FOR PRESENT STATUS:
3. PRINCIPAL SOURCES OF INFORMATION
   (1)

和名 港湾建設計画

{M/P, M/P+(F/S), Basic Study, Other}

PROJECT SUMMARY (Other)

ASO CHN 602/81

Compiled March 1986
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: China

2. NAME OF STUDY
*Railway Modernization Project

3. SECTOR
Transportation/ Railway

4. REFERENCE NO.

5. TYPE OF STUDY: Other

6. COUNTERPART AGENCY
Dept. of Railway

7. OBJECTIVES OF STUDY
Technical cooperation

8. DATE OF S/W: Mar. 1979

9. CONSULTANT(S)

10. STUDY TEAM

No. of Members 44
Period 1979.7 - 1981.9 (26 months)

Total M/M
Japan
Field

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY

12. EXPENDITURE

Total Contracted 47,756 (¥'000)

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA
Beijing - Tianjin and Beijing - Hengyang

2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS

	Total Cost	Local Cost	Foreign Cost
(US$1,000)	1)		
	2)		

3. MAJOR PROJECT(S) PROPOSED

A group of long-term and short-term experts was assigned to assist for the modernization of Chinese railways.

Cooperation was centered on (1) technical guidance for renovating the sections between Beijing-Tianjing and between Beijing-Hengyang, (2) the survey on the transport capacity expansion and electrification of Beijing-Tianjing, (3) the survey on the automation of the marshalling yards, and (4) the survey on the automation of train operations.

4. CONDITIONS AND DEVELOPMENT IMPACTS

The study will contribute to the modernization of Chinese railways.

5. TECHINCAL TRANSFER

III. PRESENT STATUS OF USE OF STUDY RESULTS

1. PRSENT STATUS
- [■] In Progress or In Use
- [ ] Delayed
- [ ] Discontinued

(Description)

2. MAJOR REASONS FOR PRESENT STATUS

3. PRINCIPAL SOURCES OF INFORMATION

和名 鉄道近代化計画

{M/P, M/P+(F/S), Basic Study, Other}

PROJECT SUMMARY (F/S)

ASO CHN 302/84

Compiled March 1988
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: China

2. NAME OF STUDY: *Double Tracking and Electrification Project of Railways between Hengyang and Kwangchow, and Electrification Project of Railways between Chengchow and Paoki

3. SECTOR: Transportation/ Railway

4. REFERENCE NO.:

5. TYPE OF STUDY: F/S

6. COUNTERPART AGENCY: Planning and Statistics Bureau, Ministry of Railways

7. OBJECTIVES OF STUDY: F/S for transport capacity reinforcement(double tracking electrification, structure reinforcement, etc.)

8. DATE OF S/W: June 1983

9. CONSULTANT(S): Japan Railway Technical Service

10. STUDY TEAM

No. of Members	20
Period	1983.7 - 1984.8 (13 months)
Total M/M	81.11
Japan	57.05
Field	24.06

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY: none

12. EXPENDITURE

Total	207,700 (¥'000)
Contracted	203,558

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA: Between Hengyang and Gwangchou--Section 1
Between Zhengzhou and Baoji--Section 2

2. PROJECT COSTS (US$1=251 yen)

		Total Cost	Local Cost	Foreign Cost
(US$1,000)	1)	923,904	545,816	
	2)	530,279	216,733	
	3)			

3. CONTENTS OF MAJOR PROJECT(S)

Railway improvement (partial electrification and track construction)

1) Section 1 (Hengyang - Kwangchow)
Extension of existing track: 270km
Construction of double track: 244km
Abolition of single track: 271km
Electrification of track : 155km

2) Section 2 (Chengchow - Paoki)
Electrification of double track: 684km(entire section)

Implementation Period: Jan.1984 - Dec.1988

4. FEASIBILITY AND ITS ASSUMPTIONS

	EIRR	FIRR
1)	30.13%	8.7%
2)	41.66%	19.4%

Feasibility: Yes

Conditions and Development Impacts:

1. Preconditions
- 1yuan=125yen
- Service life: Based on counterpart's materials and results in JNR.
- Project life: 30 years
- Inflation: excluded from analysis.
- Traffic volume=ordinary traffic + transfer traffic
- No increase in transport demand after 2000.

2.Development impacts
- Time saving(railway passenger benefit)
- Reduction in freight transport cost (benefit for railway freight consignors)
- Creation of employment opportunities

5. TECHINCAL TRANSFER

The study term prepared and submitted to the counterparts techinical reports (site reports, minutes of discussion,etc.).

III. PRESENT STATUS OF STUDIED PROJECT

1. PRSENT STATUS

- ■ Completed or in Progress
  - ● Completed
  - ○ Implementing
  - ○ Processing
- □ Promoting
- □ Delayed or Suspended
- □ Discontinued or Cancelled

(Description)

- Detailed designs were completed by the Ministry of Railways
- OECF loans approved are as follows.

	Hengyang - Gwangcheu	Zhengzhen - Baoj.
Oct.1984	10,192	7,575
Aug.1985	26,822	13,258
Jun.1986	24,491	9,462
Jul.1987	8,789	31,396
Aug.1988	-	7,500

(million yen)

2. MAJOR REASONS FOR PRESENT STATUS

1. Large economic effects, such as an increase in transport capacity
2. High priority given to this project by China in promoting modernization
3. Vigorous promotion of the project by the Chinese Ministry of Railways

3. PRINCIPAL SOURCES OF INFORMATION

(1)

和名 鄭州・宝鶏間複線鉄道電化計画、衡陽・広州間鉄道複線化及び電化計画

{F/S, (M/P)+F/S, D/D}

PROJECT SUMMARY (F/S)

ASO CHN 301/84

Compiled March 1988
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY China

2. NAME OF STUDY

*Improvement Project of Chimwangtao, Lieyunkang and Tsingtao Ports

3. SECTOR

Transportation/ Port

4. REFERENCE NO.

5. TYPE OF STUDY F/S

6. COUNTERPART AGENCY

National Planning Committee, National Science and Technology Committee, Transport

7. OBJECTIVES OF STUDY

Preparation for port developemnt plan of 1990 as target year.

8. DATE OF S/W June 1983

9. CONSULTANT(S)

Overseas Coastal Area Develoment Institute of Japan

10. STUDY TEAM

No. of Members	19
Period	1983.7 - 1984.9 (15 months)
Total M/M	109.4
Japan	85.4
Field	24.0

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY

none

12. EXPENDITURE

Total	297,053 (¥'000)
Contracted	268,748

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA

1.Qinhuangdao 2.Lianyungang 3.Qingdao

2. PROJECT COSTS (US$1=251 yen)

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	258,964	164,143	
2)	452,589	312,350	
3)	709,163	510,756	

3. CONTENTS OF MAJOR PROJECT(S)

	1) Qinhuangdao	2) Lianyungang	3) Quingdao
Break water	1,326m	3,170m	930m
Berth	(-12.5) 967m	(Container) 560m	(Coal) 295m
	(-10.0) 410m	(Grain) 280m	(Timber) 200m
		(Timber) 450m	(General) 200m
			(sand) 215m
Dredging	4,300,000cu.m	10,341,000cu.m	8,969,000cu.m
Land Reclamation	4,260,000cu.m	4,900,000cu.m	7,670,000cu.m

Implementation Period:
1) Jan.1983 - Dec.1988
2) Jan.1985 - Dec.1989
3) Jan.1985 - Jan.1989

4. FEASIBILITY AND ITS ASSUMPTIONS

Feasibility: Yes

	EIRR	FIRR
1)	27.9%	6.08%
2)	17.2%	4.11%
3)	12.2%	6.39%

Conditions and Development Impacts:

・Projection of cargo volume in 1990
Qinhuangdao 6,730 thousand tonnes
Lianyungang 19,400 thousand tonnes
Qingdao 36,000 thousand tonnes

・Effective use of port facilities for import cargo such as grain, timber and general cargo, and for export cargo of energy resources such as coal.

5. TECHINCAL TRANSFER

Preparation of a report in cooperation with counterpart

III. PRESENT STATUS OF STUDIED PROJECT

1. PRSENT STATUS

- ■ Completed or in Progress
- ○ Completed
- ● Implementing
- ○ Processing
- □ Promoting
- □ Delayed or Suspended
- □ Discontinued or Cancelled

(Description)

OCEF loans approved are as follows.

	Qinhuangdao	Lianyungang	Quingdao
1984 Oct.	4,631	2,445	2,203
1985 Aug.	3,723	5,772	3,937
1986 Jun.	7,011	11,085	2,620
1987 Jul.	3,451	11,911	8,683
1988 Aug.	3,184	8,297	13,043
1989 May	-	7,490	26,514

(million yen)

2. MAJOR REASONS FOR PRESENT STATUS

High priority as a national project

3. PRINCIPAL SOURCES OF INFORMATION

(1)

和名 秦皇島港丙丁バース建設、連雲港庙岭二期工事、青島港前湾港区建設計画

{F/S, (M/P)+F/S, D/D}

PROJECT SUMMARY (F/S)

ASO CHN 303/84

Compiled March 1988
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: China

2. NAME OF STUDY

*Tianjin, Shanghai and Guangzhou Telecommunications Project

3. SECTOR

Communications & Broadcasting/ Telecommunication

4. REFERENCE NO.

5. TYPE OF STUDY: F/S

6. COUNTERPART AGENCY

Ministry of Posts and Telecommunications of the People's Republic of China

7. OBJECTIVES OF STUDY

Elaborating the Telecommunications Network Expansion Project in Tianjin, Shanghai and Guanzhou, three major coast cities of the People's Republic of China, and carrying out its feasibility study at the request of the

8. DATE OF S/W: June 1983

9. CONSULTANT(S)

Japan Telecommunications Engineering and Consulting service

10. STUDY TEAM

No. of Members 27
Period 1983.7 - 1984.6 (12 months)

Total M/M 77.04
Japan 42.31
Field 34.73

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY

none

12. EXPENDITURE

Total 182,687 (¥'000)
Contracted 168,036

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA

	area (sq.m)	population (ten thousands, 1982)
Tianjin	66.3	778
Shanghai	33.3	1,191
Guangzhou	318.3	5,987

2. PROJECT COSTS (US$1=251 yen)

		Total Cost	Local Cost	Foreign Cost
(US$1,000)	1)	207,570	33,466	174,104
	2)			
	3)			

3. CONTENTS OF MAJOR PROJECT(S)

Exchange	150,000 terminals
Junction cable	255km
Subscriber cable	5,928km
Mobile communication	three cities

Implementation Period: 1985 - 1988

4. FEASIBILITY AND ITS ASSUMPTIONS

EIRR	FIRR
14.6%	10.4%

Feasibility: Yes

Conditions and Development Impacts:

Prerequisites for IRR calculation: Demand in 1985, 1990 and 2000 was forecast based on the growth of population, the rate of economic growth and city planning taking into account telephone demand up to 1982. Project life was estimated at 20 years.

Development effects:
Making economic activities, business and administration efficient,
Substitution effect by means of transportation,
Economy of energy,
Making the distribution rational and efficient, and
Enrichment of national life and education.

5. TECHINCAL TRANSFER

1. OJT: China Telecommunications Seminar (November 1984, in Tokyo; October 1986, in Beijing)
2. Acceptance of trainee: two counterparts (42 days as of October 1984, JICA)
3. Other: acceptance of technical business mission (three times-February and September 1985, July 1987; 7-8 persons each)

III. PRESENT STATUS OF STUDIED PROJECT

1. PRSENT STATUS

- ■ Completed or in Progress
  - ○ Completed
  - ● Implementing
  - ○ Processing
- ☐ Promoting
- ☐ Delayed or Suspended
- ☐ Discontinued or Cancelled

(Description)

Oct.1984 OECF loan agreement (1,154 million yen)
Aug.1985 OECF loan agreement (9,235 million yen)
Jun.1986 OECF loan agreement (7,916 million yen)
Jul.1987 OECF loan agreement (9,398 million yen)
Aug.1988 OECF loan agreement (7,297 million yen)

2. MAJOR REASONS FOR PRESENT STATUS

1. Bigness of effect: Being recognized as a national project in order to establish efficient economy.
2. Degreee of priority: National project
3. Other: Strong support by the Japanese agencies concerned

3. PRINCIPAL SOURCES OF INFORMATION

(1)

和名 天津・上海・広州電気通信網改造計画

{F/S, (M/P)+F/S, D/D}

PROJECT SUMMARY (F/S)

ASO CHN 305/86

Compiled March 1990
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: China

2. NAME OF STUDY: *Subway Project of Shanghai

3. SECTOR: Transportation/ Railway

4. REFERENCE NO.:

5. TYPE OF STUDY: F/S

6. COUNTERPART AGENCY: Science and Technology Commission of Shanghai Municipality, Bureau of Shanghai

7. OBJECTIVES OF STUDY: F/S for constructing a subway to improve urban transport in shanghai

8. DATE OF S/W: Jan. 1985

9. CONSULTANT(S): Japan Railway Technical Service

10. STUDY TEAM

No. of Members	16
Period	1985.5 - 1986.8 (15 months)
Total M/M	81.58
Japan	52.17
Field	29.41

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY

12. EXPENDITURE

Total	196,815 (¥'000)
Contracted	191,021

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA: Shanghai and its suburbs (Shanghai new station-Xin Longhua)

2. PROJECT COSTS (US$1=159 yen)

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	1,170,754		
2)			
3)			

3. CONTENTS OF MAJOR PROJECT(S)

Subway Construction: Xin Longhua - Shanghai new station (13km)
Northward Extension: Shanghai new station - Ji Yun Lu (9km)
Total: 22km in total

Implementation Period: 1986 - 1991

4. FEASIBILITY AND ITS ASSUMPTIONS

EIRR	FIRR
8.7%	1.14% (ROI)

Feasibility: Yes

Conditions and Development Impacts:

1. Preconditions for calculating IRR
   Transport demand was estimated for the years from 1983 to 2020. As for rolling stock gauge, axle load, car dimensions, etc., standard values in Japan were used as samples.

2. Development Impact
   Improvement of road traffic congestion

5. TECHINCAL TRANSFER

1. OJT: A seminar was held.
2. Training of counterpart personnel: One person for one month.

III. PRESENT STATUS OF STUDIED PROJECT

1. PRSENT STATUS

- [■] Completed or in Progress
- [○] Completed
- [●] Implementing
- [○] Processing
- [□] Promoting
- [□] Delayed or Suspended
- [□] Discontinued or Cancelled

(Description)

- OECF loan was not requested.
- West Germany agreed to finance in January 1989.
- Additional finance was obtained from USA and France.
- The review of the F/S and basic designs were implemented by the Chinese authorities.

2. MAJOR REASONS FOR PRESENT STATUS

Although loans from Japan had been originally planned for, this was not accepted by the Chinese government, and subway construction in Beijing was chosen instead. As a result, Shanghai resorted to other sources for funds.

3. PRINCIPAL SOURCES OF INFORMATION

(1)

和名　上海都市快速鉄道整備計画

{F/S, (M/P)+F/S, D/D}

PROJECT SUMMARY (F/S)

ASO CHN 304/86

Compiled March 1990
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: China

2. NAME OF STUDY: *Port Development Project in Dapeng Bay

3. SECTOR: Transportation/ Port

4. REFERENCE NO.:

5. TYPE OF STUDY: F/S

6. COUNTERPART AGENCY: Ministry of Transportation

7. OBJECTIVES OF STUDY:
Zoning plan of the coastal area Long term M/P
F/S on the develoment plan aiming the year 1990

8. DATE OF S/W: Oct. 1985

9. CONSULTANT(S):
Institute of Japan Overseas Coastal Area Development

10. STUDY TEAM

No. of Members	13
Period	1986.1 - 1987.3 (15 months)
Total M/M	72.6
Japan	39.8
Field	32.8

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY:
none

12. EXPENDITURE

Total	181,859 (¥'000)
Contracted	177,438

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA:
Dapeng Wang, Kwang Tung prefecture

2. PROJECT COSTS (US$1=162Yen)

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	102,280	58,110	44,170
2)			
3)			

3. CONTENTS OF MAJOR PROJECT(S)

Item	Size
Wharf	L: 1,300m
Temporary Embankment	L: 500m
Dredging volume	2,860 thousand cu.m
Reclamation volume	4,210 thousand cu.m
Marshalling yard	193,400 sq.m
Cargo handling equipments	Truck cranes, etc.

7/1988 - 12/1992

Implementation Period: Jul.1988 - Dec.1992

4. FEASIBILITY AND ITS ASSUMPTIONS

EIRR	FIRR
12.8%	2.2%

Feasibility: Yes

Conditions and Development Impacts:
The following impacts are considered as development impacts.
Savings in land transportation cost
Savings in sea transportation cost by enlargement of the calling ship size.
Savings in ship's staying cost

5. TECHINCAL TRANSFER
OJT(on the job Training) by the Seminar.

III. PRESENT STATUS OF STUDIED PROJECT

1. PRSENT STATUS

- ■ Completed or in Progress
- ○ Completed
- ○ Implementing
- ● Processing
- □ Promoting
- □ Delayed or Suspended
- □ Discontinued or Cancelled

(Description)

1991 Jan. OECF loan agreement signed.

2. MAJOR REASONS FOR PRESENT STATUS

3. PRINCIPAL SOURCES OF INFORMATION
(1)

和名 大鵬湾港湾整備計画

{F/S, (M/P)+F/S, D/D}

PROJECT SUMMARY (M/P)

ASO CHN 101/87

Compiled March 1990
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY China

2. NAME OF STUDY

*Hainan Island Integrated Development Plan

3. SECTOR

Development Plan/ Integrated Regional Development Plan

4. REFERENCE NO.

5. TYPE OF STUDY M/P

6. COUNTERPART AGENCY

National Planning Commission Dept. of Land, Province of Guangdong Office of Integrated Development, Hainan District

7. OBJECTIVES OF STUDY

Formulation of a master plan through 2005

8. DATE OF S/W Dec. 1985

9. CONSULTANT(S)

International Development Center of Japan, and Pacific Consultants International

10. STUDY TEAM

No. of Members	22
Period	1986.3 - 1988.3 (19 months)
Total M/M	153.41
Japan	42.50
Field	110.91

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY

12. EXPENDITURE

Total	443,011 (₩'000)
Contracted	414,792

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA

Hainan Island (pop. 5.98 million, 33,900 sq. km)

2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS

(US$1=3.2 yuan)

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	20,937,500		
2)			

3. MAJOR PROJECT(S) PROPOSED

- Agricultural development (upland crops, irrigation development, high-profit tropical crops
- Mining and industry (agro-industries, processing of mineral products, wood and fishery products, export products industries)
- Tertiary industries (tourism, development of core cities)
- Energy (natural gas development, power)
- Selection of five economic development areas

Note: The cost above is the total investments during 1986 - 2005 (1985 price).

4. CONDITIONS AND DEVELOPMENT IMPACTS

Basic strategies:
1) Sophistication of the industrial structure (from agriculture to industry, tourism and various services)
2) Formation of growth centers and wider economic areas based on the open market system
3) Infrastructural development in accordance with 1) and 2)

Development targets (in billion yuan):

	1995	2005
Gross Regional Product	16.0 (growth 10.3%/year)	34.4 (growth 8.0%/year)
Gross Agri. Product	5.1	8.7
Gross Indus. Product	5.2	12.6
Gross Product of Tertiary Sector	5.9	13.1

5. TECHINCAL TRANSFER

III. PRESENT STATUS OF USE OF STUDY RESULTS

1. PRSENT STATUS

- ■ In Progress or In Use
- ☐ Delayed
- ☐ Discontinued

(Description)

1) Based on the study, OECF loans are approved as follows:
   - East trunk road improvement (7,200 million yen, under construction
   - Deep-sea berth of Haikou Port (2,400 million yen, under construction)
   - 3 berths (20,000 DWT) of Yangpu Port (5,200 million yen)
   - Telecommunication development (5,000 million yen)

2) The report was translated into English, and the following assistance have been offered.
   - World Bank (Dam construction, agricultural development, regional development)
   - ADB (studies on the energy sector and environmental conservation)
   - UNDP (studies on economic policy reforms)

2. MAJOR REASONS FOR PRESENT STATUS

3. PRINCIPAL SOURCES OF INFORMATION

(1)

和名 海南島総合開発

{M/P, M/P+(F/S), Basic Study, Other}

PROJECT SUMMARY (M/P)

ASO CHN 102/87

Compiled March 1990
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: China

2. NAME OF STUDY: *Shanghai Air Pollution Control

3. SECTOR: Administration/ Environmental Problems

4. REFERENCE NO.:

5. TYPE OF STUDY: M/P

6. COUNTERPART AGENCY: Department of Environment, Municipality of Shanghai

7. OBJECTIVES OF STUDY: Air Pollution Control

8. DATE OF S/W: Oct.1985

9. CONSULTANT(S): Pacific Consultants International, Reserch Analysis and Computer

10. STUDY TEAM

No. of Members	16
Period	Jan.1986 - Feb.1988 (26 months)
Total M/M	78.79
Japan	39.21
Field	39.58

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY: None

12. EXPENDITURE

Total	385,188 (¥'000)
Contracted	224,269

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA: Shanghai city

2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS (US$1=125Yen)

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	127,000		
2)			

3. MAJOR PROJECT(S) PROPOSED

- Installation of desulfurization equipment at the power plant
- Large-scale concentrated power supply (for factories in the western part of Shanghai City)
- Introduction of various pollution control devices and measures at 301 factories of Shanghai

4. CONDITIONS AND DEVELOPMENT IMPACTS

In the environmental aspect, there is expectation of environmental improvement, however, there is very little expectation of economical investment impact. In other words, it is a key point for project implementation whether the Shanghai City Municipality is able to afford the expense or not.

5. TECHINCAL TRANSFER

- Hold seminar on air pollution control.
- On the job training and short term traing in Japan for counterparts on air pollution analysis
- Guidance of operation of equipment such as vehicle mounted air pollution measurement equipment and factory exhaust gas measurement equipment.

III. PRESENT STATUS OF USE OF STUDY RESULTS

1. PRSENT STATUS
- ■ In Progress or In Use
- ☐ Delayed
- ☐ Discontinued

(Description)

Osaka City Municipality, which is a sister city to Shanghai City, is following this project and making technical support by exchanging experts.

The report has been utilized as guidelines for studying air pollution and planning control measures. It will take some time to implement the proposed project, because it will not realize direct economic effects.

2. MAJOR REASONS FOR PRESENT STATUS

3. PRINCIPAL SOURCES OF INFORMATION

(1)

和名 上海市大気汚染対策

{M/P, M/P+(F/S), Basic Study, Other}

PROJECT SUMMARY (F/S)

ASO CHN 306/87

Compiled March 1990
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: China

2. NAME OF STUDY: *Shanghai-Nanjing Expressway Construction Project

3. SECTOR: Transportation/ Road

4. REFERENCE NO.:

5. TYPE OF STUDY: F/S

6. COUNTERPART AGENCY: Highway Planning & Design Institute, Ministry of Communication

7. OBJECTIVES OF STUDY: Expressway Construction

8. DATE OF S/W: Nov. 1985

9. CONSULTANT(S): Dai-Nippon Consultants Katahira & Engineers
Nippon Koei Co.,Ltd.

10. STUDY TEAM
No. of Members 15
Period 1986.2 - 1987.12 (23 months)
Total M/M
Japan
Field

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY

12. EXPENDITURE
Total 289,192 (¥'000)
Contracted 146,700

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA: Between Shanghai and Nanjing

2. PROJECT COSTS (US$1=372yuan)

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	949,000	530,000	
2)			
3)			

3. CONTENTS OF MAJOR PROJECT(S)

New Expressway Construction

Total length: 285 km
Number of Interchanges: 18
Design speed: 120 km/h

Implementation Period: 1991 - 1998

4. FEASIBILITY AND ITS ASSUMPTIONS

EIRR	FIRR
19.5%	7.4%

Feasibility: Yes

Conditions and Development Impacts:

For estimation of IRR, 1) estimated future traffic demand in 3 periods, and 2) used 2 kinds of OD lists for analysis of induced traffic

Development effects: Effective transportation, economic development and expansion of export, in the Shanghai Economic Zone including 6 provinces.

5. TECHINCAL TRANSFER

1. OJT
2. Seminar
3. Training in Japan for 3 months in the field of Highway Planning and Design
4. Joint Reporting

III. PRESENT STATUS OF STUDIED PROJECT

1. PRSENT STATUS

- ☐ Completed or in Progress
  - ○ Completed
  - ○ Implementing
  - ○ Processing
- ■ Promoting
- ☐ Delayed or Suspended
- ☐ Discontinued or Cancelled

(Description)

The modernization of transportation infrastructure is considered one of the top priority development crucial to the growth of the Shanghai Economic Zone.
Macro-economic adjustments are currently going on, and the implementation of this project is dependent on the finalization of the macro economic development plan and its central strategy.

2. MAJOR REASONS FOR PRESENT STATUS

3. PRINCIPAL SOURCES OF INFORMATION

(1)

和名　上海・南京間高速道路建設計画

{F/S, (M/P)+F/S, D/D}

PROJECT SUMMARY (F/S)

ASO CHN 307/87

Compiled March 1990
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: China

2. NAME OF STUDY: *Kouhokou-River Bridge Construction Project

3. SECTOR: Transportation/ Road

4. REFERENCE NO.:

5. TYPE OF STUDY: F/S

6. COUNTERPART AGENCY: Public Relations Office for Kouhokou Bridge Construction

7. OBJECTIVES OF STUDY: Economic and financial analysis of the new bridge construction

8. DATE OF S/W: Nov. 1986

9. CONSULTANT(S): Chodai Co., Ltd. and Pacific Consultants International

10. STUDY TEAM

No. of Members	12
Period	1987.2 - 1988.3 (14 months)
Total M/M	32.32
Japan	12.50
Field	19.82

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY: O/D survey over Kouhokou River geological survey

12. EXPENDITURE: Total Contracted 92,541 (¥'000)

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA: Southern zone of Shanghai City

2. PROJECT COSTS (US$1=125Yen)

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	305,000	188,000	117,000
2)			
3)			

3. CONTENTS OF MAJOR PROJECT(S)

- Construction of a New Bridge
  Diagonal tension bridge 657m
  Concrete bridge 7km
- Housing development
- Compensation for land acquisition

Implementation Period: Jan.1986 - Oct.1991

4. FEASIBILITY AND ITS ASSUMPTIONS: EIRR 12.8% FIRR 8.7%

Feasibility: Yes

Conditions and Development Impacts:

Assumptions for IRR calculation:
- Traffic projections in four points of time
- Eight traffic lanes
- Tolls for vehicles are the same as the current charges of ferry services or tunnel passage

Development Impacts:
- Reduction of travel time and distance crossing Kouhokou River
- Development in the eastern bank of the river
- Alleviation of traffic and housing congestions in the western bank of the River

5. TECHINCAL TRANSFER: On-the-job training on the O/D survey and analysis.

III. PRESENT STATUS OF STUDIED PROJECT

1. PRSENT STATUS

- ■ Completed or in Progress
- ○ Completed
- ● Implementing
- ○ Processing
- □ Promoting
- □ Delayed or Suspended
- □ Discontinued or Cancelled

(Description)

Mar.1988 F/S reviewed by the Urban Planning and Design Bureau of the Shanghai Municipal Government
Oct.1989 D/D completed by the Urban Planning and Design Bureau and the Dosai University

The project is now under construction with an ADB loan (US$105 million) and domestic fund (US$225 million).

2. MAJOR REASONS FOR PRESENT STATUS

3. PRINCIPAL SOURCES OF INFORMATION

(1)

和名 上海市黄浦江架橋計画

{F/S, (M/P)+F/S, D/D}

PROJECT SUMMARY (F/S)

ASO CHN 308/87

Compiled March 1990
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: China

2. NAME OF STUDY: *Hokkou Hirakyo Multipurpose Dam Construction Project

3. SECTOR: Social Infrastructures/ Water Resource Development

4. REFERENCE NO.:

5. TYPE OF STUDY: F/S

6. COUNTERPART AGENCY: Pearl River Water Resources Commission

7. OBJECTIVES OF STUDY:

8. DATE OF S/W: Dec. 1985

9. CONSULTANT(S): Nippon Koei

10. STUDY TEAM

No. of Members 13
Period 1986.6 - 1987.10 (17 months)

Total M/M
Japan
Field

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY:

12. EXPENDITURE

Total Contracted 225,097 (¥'000)

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA: Hokkou River basin, Guangzhou Province

2. PROJECT COSTS (US$1=160Yen)

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	298,500	174,000	125,500
2)			
3)			

3. CONTENTS OF MAJOR PROJECT(S)

- Rockfill dam 1,887.5m long, 50m high
- 16 radial gates (14m wide and 19.5m high)
- Power plants (4 units, 43.5MW each)

Implementation Period: Jan.1989 - Oct.1995

4. FEASIBILITY AND ITS ASSUMPTIONS

EIRR	FIRR
13.9%	6.7%

Feasibility: Yes

Conditions and Development Impacts:

Benefits were calculated for flood control, power generation and river transportation.

Development Impacts:
- Reduction of flood damages
- Increased supply of power
- Savings of labor and fuel costs by shortening the distance of river travel

5. TECHINCAL TRANSFER:

III. PRESENT STATUS OF STUDIED PROJECT

1. PRSENT STATUS

- ☐ Completed or in Progress
- ○ Completed
- ○ Implementing
- ○ Processing
- ■ Promoting
- ☐ Delayed or Suspended
- ☐ Discontinued or Cancelled

(Description)

The project was included in the list for the Third Yen Loan (1990-1994), but was not approved.

2. MAJOR REASONS FOR PRESENT STATUS:

3. PRINCIPAL SOURCES OF INFORMATION

(1)

和名 北江飛来峡多目的ダム建設計画

{F/S, (M/P)+F/S, D/D}

PROJECT SUMMARY (Basic Study)

ASO CHN 501/87

Compiled March 1990
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: China

2. NAME OF STUDY: *Groundwater Development Project in Tianjin City

3. SECTOR: Social Infrastructures/ Water Resource Development

4. REFERENCE NO.:

5. TYPE OF STUDY: Basic Study

6. COUNTERPART AGENCY: Science and Technology Council and Dept. of Geology and Mining of Tianjin City

7. OBJECTIVES OF STUDY: Survey of water resources to develop a water supply system

8. DATE OF S/W: June 1985

9. CONSULTANT(S): Nippon Koei Co. and Japan Transportation Consultants, Inc.

10. STUDY TEAM

No. of Members	7
Period	1985.11 - 1987.12 (26 months)
Total M/M	41.7
Japan	11.5
Field	30.2

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY:

12. EXPENDITURE

Total	293,643 (¥'000)
Contracted	

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA: Tianjin City

2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS (US$1=130Yen)

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	32,300		
2)	47,800		

3. MAJOR PROJECT(S) PROPOSED

The study examined the possibility of water supply to four industrial development areas in Tianjin City, and identified one site (黄庄窪地区) which will supply 50 million cu.m of water per annum.

4. CONDITIONS AND DEVELOPMENT IMPACTS

5. TECHINCAL TRANSFER

OJT and JICA training on water resource simulation in Japan

III. PRESENT STATUS OF USE OF STUDY RESULTS

1. PRSENT STATUS

- [■] In Progress or In Use
- [ ] Delayed
- [ ] Discontinued

(Description)

The Government included the D/D on ground water development in the request for the Third Yen Credit (1990 - 1994), but has been unsuccessful.

2. MAJOR REASONS FOR PRESENT STATUS

3. PRINCIPAL SOURCES OF INFORMATION

(1)

和名 天津市地下水資源開発計画

{M/P, M/P+(F/S), Basic Study, Other}

PROJECT SUMMARY (M/P + F/S)

ASO CHN 201A /88

Compiled March 1990
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: China

2. NAME OF STUDY: *Dalian Port Development Project

3. SECTOR: Transportation/ Port

4. REFERENCE NO.:

5. TYPE OF STUDY: M/P+(F/S)

6. COUNTERPART AGENCY: Traffic Dept., Dalian Port Authority

7. OBJECTIVES OF STUDY: Specific improvements for Old Port and a development plan for a New Port at Daiyou Bay

8. DATE OF S/W: Nov. 1984

9. CONSULTANT(S): Overseas Coastal Area Development Institute of Japan and Nippon Koei Co.

10. STUDY TEAM

No. of Members	17
Period	Apr.1987 - Oct.1988 (18 months)
Total M/M	99.7
Japan	82.8
Field	46.9

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY: None

12. EXPENDITURE

Total	303,894 (¥'000)
Contracted	240,779

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA: Dalian Port (1986 throughput of 44.3 million tons) and Daiyou Bay

2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS

	Total Cost	Local Cost	Foreign Cost
(US$1,000)		1)	
		2)	

3. MAJOR PROJECT(S) PROPOSED

1) Construction of a new port in Daiyou Bay by the year 2000 (15 berths, breakwater, access railway and road)

2) Construction of the new port by the year 1995 (10 berths and access railway and road)

3) Improvement of the old Dalian Port (berth for passenger boats, wharves, information system for container management)

4. CONDITIONS AND DEVELOPMENT IMPACTS: See next page.

5. TECHINCAL TRANSFER:

III. PRESENT STATUS OF USE OF STUDY RESULTS

1. PRSENT STATUS
- ■ In Progress or In Use
- ☐ Delayed
- ☐ Discontinued

(Description)

Followed by F/S.

2. MAJOR REASONS FOR PRESENT STATUS:

3. PRINCIPAL SOURCES OF INFORMATION

(1)

和名 大連港港湾整備計画

{M/P, M/P+(F/S), Basic Study, Other}

PROJECT SUMMARY (M/P + F/S)

ASO CHN 201B /88

Compiled March 1990
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: China

2. NAME OF STUDY: *Dalian Port Development Project

3. SECTOR: Transportation/ Port

4. REFERENCE NO.:

5. TYPE OF STUDY: (M/P)+F/S

6. COUNTERPART AGENCY: Traffic Dept., Dailian Port Authority

7. OBJECTIVES OF STUDY: Specific improvements for Old Port and a development plan for a New Port at Daiyu Bay

8. DATE OF S/W: Nov. 1984

9. CONSULTANT(S): Overseas Coastal Area Development Institute of Japan and Nippon Koei Co

10. STUDY TEAM

No. of Members	17
Period	Apr.1987 - Oct.1988 (18 months)
Total M/M	99.7
Japan	82.8
Field	46.9

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY: None

12. EXPENDITURE

Total	303,894 (¥'000)
Contracted	240,779

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA: Dailian Port (1986 throughput of 44.3 million tons) and Daiyou Bay

2. PROJECT COSTS

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	185,020	105,820	79,200
2)			
3)			

3. CONTENTS OF MAJOR PROJECT(S)

1) Wharfs (1,440 m)
2) Temporary and reclamation revetment (1,150 m)
3) Dredging (5,145 m)
4) Reclamation by land excavation (3,070 m)
5) Reclamation by sea-bed sediment (772 m)
6) Pavement of roads and yards (250,800 sq.m)

Implementation Period: 1990 - 1994

4. FEASIBILITY AND ITS ASSUMPTIONS

EIRR	FIRR
23.76%	3.7%

Feasibility:

Conditions and Development Impacts:

1) Reduction of waiting costs
2) Reduction of marine transport costs by using larger vessels
3) Reduction of handling costs by mechanization and rationalization

Note: EIRR and FIRR are calculated for the construction of six berths (4 berths to be developed in Phase 1 are excluded)

5. TECHINCAL TRANSFER

III. PRESENT STATUS OF STUDIED PROJECT

1. PRSENT STATUS

- ■ Completed or in Progress
- ○ Completed
- ○ Implementing
- ● Processing
- □ Promoting
- □ Delayed or Suspended
- □ Discontinued or Cancelled

(Description)

The Phase 1 construction is under way by World Bank finance, and the construction of 6 berths proposed by the study is one of the projects listed up for the third yen credit application (1990 - 1994).

2. MAJOR REASONS FOR PRESENT STATUS

3. PRINCIPAL SOURCES OF INFORMATION

(1)

和名 大連港港湾整備計画

{F/S, (M/P)+F/S, D/D}

PROJECT SUMMARY (F/S)

ASO CHN 310/88

Compiled March 1990
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: China

2. NAME OF STUDY: *Beijing Airport International Terminal Area Development

3. SECTOR: Transportation/ Air Transportation & Airport

4. REFERENCE NO.:

5. TYPE OF STUDY: F/S

6. COUNTERPART AGENCY: Civil Aviation of China (Air China International after April 1991)

7. OBJECTIVES OF STUDY: Development Plan for a passenger terminal of Beijing Airport

8. DATE OF S/W: Sep. 1987

9. CONSULTANT(S): Japan Airport Consultants, Inc.

10. STUDY TEAM

No. of Members	7
Period	1988.3 - 1989.1 (11 months)
Total M/M	39.5
Japan	24
Field	15.5

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY: Topographic survey and boring

12. EXPENDITURE: Total Contracted 99,947 (¥'000)

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA: Beijing Airport

2. PROJECT COSTS

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	262,438	118,900	143,538
2)			
3)			

3. CONTENTS OF MAJOR PROJECT(S)

1) Passenger terminal bldg. (international and domestic trunk flight)

2) Cargo terminal bldg.

3) Apron, service road, parking lots, and other related facilities

Implementation Period: Apr.1991 - Dec.1994

4. FEASIBILITY AND ITS ASSUMPTIONS: EIRR 24.4% FIRR 9.3%

Feasibility: Yes

Conditions and Development Impacts:

The present Beijing Airport is unable to accommodate the growing number passengers. The project will facilitate the increase of passenger arrivals for tourism and business. Increased airplane operations will contribute to the improvement of balance of payments and the creation of employment.

5. TECHINCAL TRANSFER

OJT on the methods of study and planning, especially passenger movement survey and analysis.

III. PRESENT STATUS OF STUDIED PROJECT

1. PRSENT STATUS

- ■ Completed or in Progress
- ○ Completed
- ○ Implementing
- ● Processing
- □ Promoting
- □ Delayed or Suspended
- □ Discontinued or Cancelled

(Description)

Based on the results of the study, the Government has allocated a budget for the local cost portion and is preparing to include the project in the application list for the 3rd yen credit (1990 - 1994).

2. MAJOR REASONS FOR PRESENT STATUS

3. PRINCIPAL SOURCES OF INFORMATION

(1)

和名 北京首都空港施設地区拡張計画

{F/S, (M/P)+F/S, D/D}

PROJECT SUMMARY (F/S)

ASO CHN 309/88

Compiled March 1990
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY China

2. NAME OF STUDY

*Guanyinye Dam Construction Project

3. SECTOR

Social Infrastructures/ Water Resource Development

4. REFERENCE NO.

5. TYPE OF STUDY F/S

6. COUNTERPART AGENCY

Dept. of Water utilization and Energy, Liaoning Province

7. OBJECTIVES OF STUDY

Economic evaluation of Guanyinye Dam and technology transfer of the RCD method

8. DATE OF S/W Sept.1986

9. CONSULTANT(S)

Nippon Koei Co. and
Dam Technology Center

10. STUDY TEAM

No. of Members	16
Period	Apr.1987 - Oct.1988 (18 months)
Total M/M	84.97
Japan	46.79
Field	38.18

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY

12. EXPENDITURE

Total	276,557 (¥'000)
Contracted	251,622

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA

Taizi River 40 km upstream from Benxi City, Liaoning Province

2. PROJECT COSTS

early 1988 price

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	376,000	214,000	162,000
2)			
3)			

3. CONTENTS OF MAJOR PROJECT(S)

1) Concrete gravity dam constructed by the RCD method

82 m high, revetment volume of 97 million cu.m, reservoir capacity to supply 1,385 million cu.m and to control 581 million cu.m

2) Hydro-power plant without its own reservoir (3 units of 65,000 KW each)

Implementation Period: Jun.1989 - Jun.1994

4. FEASIBILITY AND ITS ASSUMPTIONS

EIRR	FIRR
13.1%	8.8%

Feasibility: No

Conditions and Development Impacts:

1) Industrial water supply (687 million cu.m per year)
2) Irrigation (17,600 ha, annual water intake of 280 million cu.m)
3) Flood control (two cities and rural areas)
4) Power generation (75.52 GWh per year)
5) Fish culture (710 tons per year)

5. TECHINCAL TRANSFER

III. PRESENT STATUS OF STUDIED PROJECT

1. PRSENT STATUS

- ■ Completed or in Progress
- ○ Completed
- ● Implementing
- ○ Processing
- ☐ Promoting
- ☐ Delayed or Suspended
- ☐ Discontinued or Cancelled

(Description)

1988 Aug. OECF loan agreement (2,846 million yen)

1989 May OECF loan agreement (8,934 million yen)

The dam is under construction as of Dec. 1990.

2. MAJOR REASONS FOR PRESENT STATUS

3. PRINCIPAL SOURCES OF INFORMATION

(1)

和名 観音閣ダム建設計画

(F/S, (M/P)+F/S, D/D)

PROJECT SUMMARY (F/S)

ASO CHN 311/89

Compiled March 1991
Revised

I. OUTLINE OF STUDY

1. COUNTRY: China

2. NAME OF STUDY: *Construction Project of the Three Ports

3. SECTOR: Transportation/ Port

4. REFERENCE NO.:

5. TYPE OF STUDY: F/S

6. COUNTERPART AGENCY: Ministry of Communications

7. OBJECTIVES OF STUDY: Execution of the feasibility stury on three ports development project

8. DATE OF S/W: Aug.1988

9. CONSULTANT(S): Yachiyo Engineering Co.,Ltd.
Overseas Coastal Area Development Institute of Japan (OCDI)

10. STUDY TEAM

No. of Members	21
Period	Dec.1988 - Feb.1990 (15 months)
Total M/M	114.28
Japan	60.90
Field	53.38

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY:

12. EXPENDITURE

Total	290,000 (¥'000)
Contracted	280,829

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA: 1.Port of Quihuandao 2.Port of Lianyungang 3.Port of Shijiu

2. PROJECT COSTS (US$1=3,722yuan=141Yen)

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	126,485	72,821	53,906
2)	162,251	116,684	45,566
3)	107,420	61,305	46,112

3. CONTENTS OF MAJOR PROJECT(S)

	1)Quihuandao	2)Lianyungang	3)Shijiu
Breakwater	300m	-	876m
Berth	(-12.5)524m,2B (-11.5)618m,3B (-11.0)390.5m,2B	(-10.5)1,100m,6B	(-11)900m,5B

Implementation Period: 1), 3)1991 - 1995
2)1991 - 1994

4. FEASIBILITY AND ITS ASSUMPTIONS

	EIRR	FIRR
Feasibility: Yes	19.6%	5.1%
	13.1%	3.6%
	12.9%	3.9%

Conditions and Development Impacts:

Conditions:
Cargo Volume handled at the planned berths in the Target Year 1995:
1) 3 million tons
2) 2.2 million tons
3) 2.25 million tons

Development Impacts:
-Economic effects such as reduction in transportation cost
-Acceleration of regional development etc.

5. TECHINCAL TRANSFER: Execution of a small seminar on coastal area development

III. PRESENT STATUS OF STUDIED PROJECT

1. PRSENT STATUS:
- ☐ Completed or in Progress
  - ○ Completed
  - ○ Implementing
  - ○ Processing
- ■ Promoting
- ☐ Delayed or Suspended
- ☐ Discontinued or Cancelled

(Description)

(F/S just finished)

2. MAJOR REASONS FOR PRESENT STATUS:

3. PRINCIPAL SOURCES OF INFORMATION

(1)

和名　三港湾整備計画

{F/S, (M/P)+F/S, D/D}

PROJECT SUMMARY (F/S)

ASO CHN 312/89

Compiled March 1991
Revised

I. OUTLINE OF STUDY

1. COUNTRY: China

2. NAME OF STUDY: *Construction Project of Wuhan Tanhe Civil Airport

3. SECTOR: Transportation/ Air Transportation & Airport

4. REFERENCE NO.:

5. TYPE OF STUDY: F/S

6. COUNTERPART AGENCY: Civil Aviation Administration of China(People's Government of Wukan city)

7. OBJECTIVES OF STUDY: Construction of New Airport

8. DATE OF S/W: Aug.1988

9. CONSULTANT(S): Japan Airpot Consultants, Inc.

10. STUDY TEAM

No. of Members	9
Period	Nov.1988 - Mar.1990 (13 months)
Total M/M	58.25
Japan	31.25
Field	27.00

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY:

12. EXPENDITURE

Total Contracted	174,383 (¥'000)

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA: Wuhan City(Population 6.244 million, Area 8392 sq.km)

2. PROJECT COSTS

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	142,120	94,200	47,920
2)			
3)			

3. CONTENTS OF MAJOR PROJECT(S)

Construction of the following airport facilities and other related facilities.
Runway(3,000m), Taxiway, Apron(19 Spots), Pax Terminal Build(Total Floor Area 27,300 sq.m). Cargo Terminal Build, Maintenance Facility, G.S.E. Facility, Roads and Car park, Drainage Facility, Radio-Nav.Aids, Airfield Lighting System, Air Traffic Control Facility,Communication Facility, Meteorological Facility, Electric Power Supply Facility, Water Supply Facility, Electric Facility, Exclusive Railway, Sewerage Disposal Facility, Fuel Supply Facility, Airconditioning Facility, Rescue and Fire-Fighting Facility, Access Road etc.

Implementation Period: Aug.1990 - Dec.1993

4. FEASIBILITY AND ITS ASSUMPTIONS

EIRR	FIRR
12.1%	7.8%

Feasibility:

Conditions and Development Impacts:
-No Significant technical difficulty is anticipated.
-The project is financially feasible since the financial internal rate of return is 7.8%. The soft loans of which the average interest rate is below 7% are available.
-The Project is economically feasible since the economic internal rate of return is over the social discount rate of China.
-The physical capacity limitation of the existing Nanha Airport will be saturated in 1992. New Airport can accommodate the overflowing air transport demand.

5. TECHINCAL TRANSFER

Methodology for airport planning.
Method of Passenger Survey by questionnaire.

III. PRESENT STATUS OF STUDIED PROJECT

1. PRSENT STATUS

- ☐ Completed or in Progress
  - ○ Completed
  - ○ Implementing
  - ○ Processing
- ■ Promoting
- ☐ Delayed or Suspended
- ☐ Discontinued or Cancelled

(Description)

2. MAJOR REASONS FOR PRESENT STATUS

3. PRINCIPAL SOURCES OF INFORMATION

(1)

和名　武漢天河空港建設計画

{F/S, (M/P)+F/S, D/D}

PROJECT SUMMARY (F/S)

ASO IND 301/87

Compiled March 1990
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY India

2. NAME OF STUDY

Railway Improvement Plan of Transport Capacity and Train Speed on the Delhi-Kampur Section

3. SECTOR

Transportation/ Railway

4. REFERENCE NO.

5. TYPE OF STUDY F/S

6. COUNTERPART AGENCY

Ministry of Railway

7. OBJECTIVES OF STUDY

F/S for facility planning for transport capacity strengthening and train speed increses on a conventional trunk line, and a basic study on constructing a new high-speed line

8. DATE OF S/W Oct.1986

9. CONSULTANT(S)

Japan Railway Technical Service, Tonichi Engineering Consultant Inc.,Yachiyo Engineering Co.,Ltd.,The Electrical Consulting Co.,Ltd.

10. STUDY TEAM

No. of Members	17
Period	Feb.1987 - Jan.1988 (12 months)
Total M/M	93.41
Japan	55.66
Field	37.75

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY

A local consultant was hired to assist in traffic data collection.

12. EXPENDITURE

Total	267,615 (¥'000)
Contracted	257,220

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA

Between Delhi and Kampur, northwestern India

2. PROJECT COSTS (US$1=12.87Rp)

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	1,677,000	1,440,000	237,000
2)			
3)			

3. CONTENTS OF MAJOR PROJECT(S)

Conventional line improvement
(track, signal, telecommunications, rolling stock, etc.)
Total length 420km
Maximum speed 160km/h
Number of trains 200trains/day

High-speed line construction
(Delhi-Agra-Kampur)
Total length 450km
Maximum speed 250km/h

Implementation Period: 1) 1989 - 1990
2) 1995 - 1999

4. FEASIBILITY AND ITS ASSUMPTIONS

	EIRR	FIRR
1)	42.62%	25.79%
2)	36.08%	18.00%

Feasibility: Yes

Conditions and Development Impacts:

1. Preconditions for calculating IRR
Transport demand was estimated for the years 1995, 2000, 2005, 2010, and 2015 for the two cases of conventional line improvement and new high-speed line construction.
Economic and financial evaluation was carried out for the cases of conventional line improvement, new high-speed line construction, and a combination of both.

2. Development impacts
1. Increase in traffic
2. Reduction in travel time
3. Alleviation of public nuisances due to road transport and a reduction in accidents
4. Development of cities along the railway route
5. Development of related industries

5. TECHINCAL TRANSFER

1. OJT: Movies on Shinkansen and conventional line improvement
2. Utilization of a local consultant as an assistantin traffic data collection

III. PRESENT STATUS OF STUDIED PROJECT

1. PRSENT STATUS

- ☐ Completed or in Progress
  - ○ Completed
  - ○ Implementing
  - ○ Processing
- ■ Promoting
- ☐ Delayed or Suspended
- ☐ Discontinued or Cancelled

(Description)

The study recommended that the conventional line improvement be carried out including the section between Kampur and Calcutta, and that the construction of a high-speed line, which is in the pre-F/S stage, be studied in phases. Based on the recommendations, the Ministry of Railway requested a JICA feasibility study on the improvement around the New Delhi Station ("Development Plan for the New Delhi Station," completed in 1990). The Indian Railway Board is studying the improvement of Kampur - Calcutta Section, utilizing the method employed by this study.

2. MAJOR REASONS FOR PRESENT STATUS

3. PRINCIPAL SOURCES OF INFORMATION

(1)

和名 デリー～カンプール間幹線鉄道改良計画

{F/S, (M/P)+F/S, D/D}

PROJECT SUMMARY (F/S)

ASO IND 302/87

Compiled March 1990
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: India

2. NAME OF STUDY: Modernization of Rolling Stock Workshop

3. SECTOR: Transportation/ Railway

4. REFERENCE NO.:

5. TYPE OF STUDY: F/S

6. COUNTERPART AGENCY: Indian Railway Board

7. OBJECTIVES OF STUDY:
F/S for modernization of two conventional workshops for rolling stock as part of the modernization of the Indian Railways

8. DATE OF S/W: Oct.1986

9. CONSULTANT(S):
Japan Railway Technical Service, Pacific Consultant International

10. STUDY TEAM

No. of Members	14
Period	Feb.1987 - Jan.1988 (12 months)
Total M/M	67.26
Japan	43.56
Field	23.70

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY:

12. EXPENDITURE

Total	192,044 (¥'000)
Contracted	185,418

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA:
Jamalpur Workshop (Eastern Railway), Perambur Workshop

2. PROJECT COSTS (US$1=12.87Rp)

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	87,000	64,100	22,900
2)			
3)			

3. CONTENTS OF MAJOR PROJECT(S)

Jamalpur W/S
Construction of new building 652sq.m
Expansion of existing building 672sq.m
Reconstruction 4,378sq.m
Current area of existing building 11,603sq.m
Additional construction of facilities such as pits, introduction of machines, etc.
Perambur W/S
Expansion of existing building from 19,520sq.m to 21,070sq.m
Introduction and reinforcement of machines, etc., for inspection and repair

Implementation Period:
1) 1989 - 1994
2) 1989 - 1996

4. FEASIBILITY AND ITS ASSUMPTIONS

	EIRR	FIRR
1)	0.21	0.17
2)	0.18	0.16

Feasibility: Yes

Conditions and Development Impacts:
1. Preconditions for calculating IRR,
Benefits: 1) strengthening of periodical inspection/repair capacities; 2) reduction of days required for inspection and repair;and 3) reduction of costs for inspection and repair

2. Development impacts
The modernization of the Indian Railways would result in repair and inspection able to cope with the new types of rolling stock to be introduced. There would also be a reduction in inspection/repair time that would improve operation efficiency and eventually permit a reduction in the number of cars or an increase in transport demand.

5. TECHINCAL TRANSFER:
OJT: Lecture were given on methods to guide workshop personnel in promoting the modernization project.

III. PRESENT STATUS OF STUDIED PROJECT

1. PRSENT STATUS
- ■ Completed or in Progress
  - ○ Completed
  - ○ Implementing
  - ● Processing
- □ Promoting
- □ Delayed or Suspended
- □ Discontinued or Cancelled

(Description)

The project was incorporated in the 8th Long-term Plan.

1990 Mar. OECF loan agreement signed (1,256 million yen)

Indian Railway Board is now evaluating the proposals submitted by a consulting firm.

2. MAJOR REASONS FOR PRESENT STATUS:

3. PRINCIPAL SOURCES OF INFORMATION:
(1)

和名 鉄道車両工場近代化計画

{F/S, (M/P)+F/S, D/D}

PROJECT SUMMARY (M/P + F/S)

ASO IND 201A /89

Compiled March 1991
Revised

I. OUTLINE OF STUDY

1. COUNTRY: India

2. NAME OF STUDY
Development of Calcutta and Haldia Dock Systems of Calcutta Port Trust

3. SECTOR
Transportation/ Port

4. REFERENCE NO.

5. TYPE OF STUDY: M/P+(F/S)

6. COUNTERPART AGENCY
The coordination committee Government of India

7. OBJECTIVES OF STUDY
To prepare a Master Plan up to the year 2005.
To prepare a Short-Term Development up to the year 1995.

8. DATE OF S/W: Dec.19787

9. CONSULTANT(S)
Overseas Coastal Area Development Institute of Japan
Japan Overseas Consultants Co.,Ltd.

10. STUDY TEAM

No. of Members	13
Period	May.1988 - Oct.1989 (17 months)
Total M/M	142.26
Japan	72.09
Field	70.17

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY
Soil investigation Sounding

12. EXPENDITURE

Total	276,611 (¥'000)
Contracted	280,277

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA
Calcutta and Haldia

2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS

(US$1,000)		Total Cost	Local Cost	Foreign Cost
	1)	243,874	137,430	106,444
	2)			

3. MAJOR PROJECT(S) PROPOSED
1.Functional Allocation
The container traffic allocation between Calcutta and Haldia
2.Effective land use plan of Calcutta Port Trust
3.Improvement of Transportation Facilities
1) Construction of Bridge
2) Improvement of the handling productivity of bulky railway cargo(A Block Rake Landing Terminal)
4.Improvement of Navigation Aid System

4. CONDITIONS AND DEVELOPMENT IMPACTS
The study was conducted for the technical evaluation on the items of Haldia port facilities whether the items can be the objectives of loan by OECF(Overseas Economic Cooperation Fund).

5. TECHINCAL TRANSFER
Through discussion with counterpart, we conducted technical transfer by transmitting our idea of the study and the study method and so on.

III. PRESENT STATUS OF USE OF STUDY RESULTS

1. PRSENT STATUS
- [■] In Progress or In Use
- [ ] Delayed
- [ ] Discontinued

(Description)
Followed by F/S.

2. MAJOR REASONS FOR PRESENT STATUS

3. PRINCIPAL SOURCES OF INFORMATION
(1)

和名 カルカッタ・ハルディア港開発計画

{M/P, M/P+(F/S), Basic Study, Other}

PROJECT SUMMARY (M/P + F/S)

ASO IND 201B /89

Compiled March 1991
Revised

I. OUTLINE OF STUDY

1. COUNTRY: India

2. NAME OF STUDY:
Development of Calcutta and Haldia Dock Systems of Calcutta Port Trust

3. SECTOR:
Transportation/ Port

4. REFERENCE NO.:

5. TYPE OF STUDY: (M/P)+F/S

6. COUNTERPART AGENCY:
The coordination committee Government of India (Ministry of Surface Transport)

7. OBJECTIVES OF STUDY:
To prepare a Master Plan up to the year 2005.
To prepare a Short-Term Development plan up to the year 1995.

8. DATE OF S/W: Dec.19787

9. CONSULTANT(S):
Overseas Coastal Area Development Institute of Japan
Japan Overseas Consultants Co.,Ltd.

10. STUDY TEAM

No. of Members	13
Period	May.1988 - Oct.1989 (17 months)
Total M/M	142.26
Japan	72.09
Field	70.17

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY:
Soil investigation Sounding

12. EXPENDITURE

Total	276,611 (¥'000)
Contracted	280,277

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA:
Calcutta and Haldia

2. PROJECT COSTS

		Total Cost	Local Cost	Foreign Cost
(US$1,000)	1)	243,874	137,430	106,444
	2)			
	3)			

3. CONTENTS OF MAJOR PROJECT(S)
1. Functional Allocation
   The container traffic allocation between Calcutta and Haldia
2. Effective land use plan of Calcutta Port Trust
3. Improvement of Transportation Facilities
   1) Construction of Bridge
   2) Improvement of the handling productivity of bulky railway cargo(A Block Rake Loading Terminal)
4. Improvement of Navigation Aid System

Implementation Period:

4. FEASIBILITY AND ITS ASSUMPTIONS

EIRR	FIRR
17.13%	12.14%

Feasibility:

Conditions and Development Impacts:
The study was conducted for the technical evaluation on the items of Haldia port facilities whether the items can be the objectives of loan by OECF(Overseas Economic Cooperation Fund).

5. TECHINCAL TRANSFER
Through discussion with counterpart, we conducted technical transfer by transmitting our idea of the study and the study method and so on.

III. PRESENT STATUS OF STUDIED PROJECT

1. PRSENT STATUS
- ☐ Completed or in Progress
  - ○ Completed
  - ○ Implementing
  - ○ Processing
- ■ Promoting
- ☐ Delayed or Suspended
- ☐ Discontinued or Cancelled

(Description)
Under promotion.

2. MAJOR REASONS FOR PRESENT STATUS

3. PRINCIPAL SOURCES OF INFORMATION
(1)

和名　カルカッタ・ハルディア港開発計画

{F/S, (M/P)+F/S, D/D}

PROJECT SUMMARY (F/S)

ASO IND 303/89

Compiled March 1991
Revised

I. OUTLINE OF STUDY

1. COUNTRY: India

2. NAME OF STUDY: Development Plan for the New Delhi Railway Station

3. SECTOR: Transportation/ Railway

4. REFERENCE NO.:

5. TYPE OF STUDY: F/S

6. COUNTERPART AGENCY: Northern Railway

7. OBJECTIVES OF STUDY:
To formulate a Master Plan for the modernization of railway teminal in Delhi area
To conduct a feasibility study for the modernization plan on New Delhi Railway Station

8. DATE OF S/W: Apr.1988

9. CONSULTANT(S):
Japan Railway Technical Service
Tonichi Engineerig Consultants,Inc.

10. STUDY TEAM

No. of Members	13
Period	Nov.1988 - Jan.1990 (11.5 months)
Total M/M	
Japan	30.18
Field	33.55

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY

12. EXPENDITURE

Total	216,045 (¥'000)
Contracted	186,641

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA
200 kilometers around New Delhi

2. PROJECT COSTS — US$1=17.75Rs

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	94,727	83,544	11,183
2)			
3)			

3. CONTENTS OF MAJOR PROJECT(S)
The first plan intends to make the routes clear to lead to New Delhi station, by improving the line capacity of the sections involved.
The second plan intends to make full use of the New Delhi Station by improving its train handling capacity to the utmost and by drastically modernizing its quality of passenger service.

Implementation Period: 1991 - 1995

4. FEASIBILITY AND ITS ASSUMPTIONS

EIRR	FIRR
19.5%	12.12%

Feasibility: Yes

Conditions and Development Impacts:
The Financial Internal Rate of Return(FIRR) was calculated at 12.12% and the Economic Internal Rate of Return(EIRR) at 19.5%, over the period 1990-2020, in which the investment is assumed to be suspended and the traffic increase dependent on this investment is ignored in the latter half of the project. Generally speaking, these FIRR and EIRR are considered to be within a sound range. This Project is ecnomically/financially feasible.

5. TECHINCAL TRANSFER

III. PRESENT STATUS OF STUDIED PROJECT

1. PRSENT STATUS

- ☐ Completed or in Progress
  - ○ Completed
  - ○ Implementing
  - ○ Processing
- ■ Promoting
- ☐ Delayed or Suspended
- ☐ Discontinued or Cancelled

(Description)

Under promotion.

2. MAJOR REASONS FOR PRESENT STATUS

3. PRINCIPAL SOURCES OF INFORMATION

(1)

和名 ニューデリー駅近代化計画

{F/S, (M/P)+F/S, D/D}

PROJECT SUMMARY (Other)

ASE IDN 601 /74

Compiled March 1990
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: Indonesia

2. NAME OF STUDY
Solo River Basin Development (follow-up)

3. SECTOR
Social Infrastructures/ Water Resource Development

4. REFERENCE NO.

5. TYPE OF STUDY: Other

6. COUNTERPART AGENCY
Directorate General of Water Resources Development

7. OBJECTIVES OF STUDY
Guidance on topographic mapping and boring

8. DATE OF S/W

9. CONSULTANT(S)

10. STUDY TEAM
No. of Members
Period Nov.1974 - Mar.1975 (4 months)
Total M/M
Japan
Field

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY

12. EXPENDITURE
Total 3,905 (¥'000)
Contracted

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA
Central part of Java, Solo River basin (16,000sq.km, population 10 million)

2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS

	Total Cost	Local Cost	Foreign Cost
(US$1,000)	1)		
	2)		

3. MAJOR PROJECT(S) PROPOSED
After the completion of the Master Plan Study in July 1974, this follow-up study gave technical guidance on topographic mapping and underground water boring.

4. CONDITIONS AND DEVELOPMENT IMPACTS

5. TECHINCAL TRANSFER

III. PRESENT STATUS OF USE OF STUDY RESULTS

1. PRSENT STATUS
- ■ In Progress or In Use
- ☐ Delayed
- ☐ Discontinued

(Description)

2. MAJOR REASONS FOR PRESENT STATUS

3. PRINCIPAL SOURCES OF INFORMATION

和名 ソロ河流域開発計画アフターケア

{M/P, M/P+(F/S), Basic Study, Other}

PROJECT SUMMARY (M/P)

ASE IDN 101 /75

Compiled March 1986
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: Indonesia

2. NAME OF STUDY
Java Regional Study, East Java

3. SECTOR
Development Plan/ Integrated Regional Development Plan

4. REFERENCE NO.

5. TYPE OF STUDY: M/P

6. COUNTERPART AGENCY
Ministry of Public Works and Power

7. OBJECTIVES OF STUDY
Regional development planning for increased equity of income distribution

8. DATE OF S/W: Apr.1975

9. CONSULTANT(S)
International Development Center of Japan

10. STUDY TEAM

No. of Members	8
Period	Mar.1975 - Jan.1976 (10 months)
Total M/M	24.6
Japan	13.4
Field	11.2

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY

12. EXPENDITURE

Total	67,354 (¥000)
Contracted	39,653

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA
East Java Province (47,922 sq. km)

2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS (US$1=415Rp.)

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	337,110		
2)			

3. MAJOR PROJECT(S) PROPOSED

The study proposed six priority programs and two supportive programs as follows.
Priority Programs:
(1) Industrialization;
(2) Water resource development;
(3) Madura agricultural development;
(4) Southern coast development;
(5) Rural development; and
(6) Community facilities development

Supportive Programs:
(7) Training; and
(8) Strengthening of BAPPEDA

4. CONDITIONS AND DEVELOPMENT IMPACTS

The development strategy proposed by the study combines the top-down approach to industrialization and regional planning and the bottom-up approach to rural development and water resource development.

5. TECHINCAL TRANSFER

-Participation of counterparts in the JICA training program
-OJT on regional development planning

III. PRESENT STATUS OF USE OF STUDY RESULTS

1. PRSENT STATUS
- [■] In Progress or In Use
- [ ] Delayed
- [ ] Discontinued

(Description)

Of the six priority programs, the southern coast development program and the rural development program were selected and another M/P study, "Southern Coast Development Plan, East Java," was undertaken during FY1978 - 1979.

Some of the projects which were central to the priority programs have been financed by the OECF loans as follows.
1) Wonogiri Multi-purpose Dam
2) River channel improvement of upstream Solo River and Madiun River
3) Flood control of midstream Brantas River

2. MAJOR REASONS FOR PRESENT STATUS

3. PRINCIPAL SOURCES OF INFORMATION

(1)

和名 東部ジャワ州総合開発

{M/P, M/P+(F/S), Basic Study, Other}

PROJECT SUMMARY (F/S)

ASE IDN 301/75

Compiled March 1986
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: Indonesia

2. NAME OF STUDY: Wonogiri Multipurpose Dam Project

3. SECTOR: Social Infrastructures/ Water Resource Development

4. REFERENCE NO.:

5. TYPE OF STUDY: F/S

6. COUNTERPART AGENCY: Directorate General of Water Resouces Development

7. OBJECTIVES OF STUDY

8. DATE OF S/W

9. CONSULTANT(S): Nippon Koei Co. Ltd., and CTIE and JEC

10. STUDY TEAM

No. of Members 20
Period Nov.1974 - Oct.1975 (12 months)

Total M/M
Japan
Field

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY

12. EXPENDITURE

Total 136,361 (¥'000)
Contracted 131,851

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA: Upstream area of Solo River Basin (Kab. Wonogiri), in Central Java Province

2. PROJECT COSTS (US$1=415Rp)

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	211,000	12,000	
2)			
3)			

3. CONTENTS OF MAJOR PROJECT(S)

- Rockfill Dam height 37.5m, Cap.1.8million cu.m.
- Reservoir gross 750 million cu.m.
  eff. 440 million cu.m.
- 2 generators 5,100KW each
- Diversion weir for irrigation height 10m, length 108m
- canals 80 km

Implementation Period: Oct.1976 - Nov.1983

4. FEASIBILITY AND ITS ASSUMPTIONS

EIRR 13.9%
FIRR

Feasibility: Yes

Conditions and Development Impacts:

The combined effects of (1) flood control, (2) irrigation, (3) power generation and (4) dam and river channel improvement are evaluated.

Development impacts:

(1) Flood control effect by the dam (4,000 cu.m per second reduced to 400 cu.m per sec)
(2) Irrigation for 23,600 ha with cropping intensity of 2.5.
(3) Reduction of flooding
(4) Power generation of 28,200 MWH

5. TECHINCAL TRANSFER

(1) On-the-job training
(2) Counterpart training program (JICA)
(3) Provision of equipment

III. PRESENT STATUS OF STUDIED PROJECT

1. PRSENT STATUS

- ■ Completed or in Progress
  - ● Completed
  - ○ Implementing
  - ○ Processing
- □ Promoting
- □ Delayed or Suspended
- □ Discontinued or Cancelled

(Description)

Jan. 1976 OECF F/S loan agreement (750 million yen)
Jun. 1977 D/D completed (dam and power plant)
Aug. 1977 OECF loan agreement (9,807 million yen)
Dec. 1978 OECF loan agreement (3,400 million yen)
Feb. 1981 Construction completed

2. MAJOR REASONS FOR PRESENT STATUS

(1) large impact: the first project on Solo River was expected to solve the problem of flood in Surakarta.
(2) high priority: contribution to food self-sufficiency.
(3) strong administrative support: compatible to the strategy of the 5-year development plan.

3. PRINCIPAL SOURCES OF INFORMATION

(1)

和名 ウオノギリ多目的ダム建設計画

{F/S, (M/P)+F/S, D/D}

PROJECT SUMMARY (F/S)

ASE IDN 303 /16

Compiled March 1986
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: Indonesia

2. NAME OF STUDY: Central and East Java Road Betterment Project

3. SECTOR: Transportation/ Road

4. REFERENCE NO.:

5. TYPE OF STUDY: F/S

6. COUNTERPART AGENCY: Bina Marga (Directorate General of Highways, Ministry

7. OBJECTIVES OF STUDY: Widening, overlay and realignment of roads

8. DATE OF S/W: Nov.1975

9. CONSULTANT(S): Mitsui Consultants Co., Ltd.

10. STUDY TEAM

No. of Members	21
Period	Nov.1975 - Aug.1976 (10 months)
Total M/M	57
Japan	39
Field	18

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY

12. EXPENDITURE

Total	161,259 (¥'000)
Contracted	105,197

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA: Cilacap - Malang Corridor

2. PROJECT COSTS (US$1=415Rp)

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	53,000	33,000	
2)			
3)			

3. CONTENTS OF MAJOR PROJECT(S)

Improvement of road (322 KM)

Implementation Period: 1975 - 1976

4. FEASIBILITY AND ITS ASSUMPTIONS

EIRR: 37.98 FIRR:

Feasibility: Yes

Conditions and Development Impacts:

(1) Project life : 10 years
(2) Width of road : 6 - 4.5 meter
(3) The development of the road side industry can be anticipated

5. TECHINCAL TRANSFER

Technical trasfer by reception of trainees

III. PRESENT STATUS OF STUDIED PROJECT

1. PRSENT STATUS

- ■ Completed or in Progress
  - ● Completed
  - ○ Implementing
  - ○ Processing
- □ Promoting
- □ Delayed or Suspended
- □ Discontinued or Cancelled

(Description)

Completion of detailed design : Sep.,1979
Loan Agreement :¥226 million (Apr.,1977) E/S
¥3,600 million (Jun.,1980)
Completion of works : Nov.19, 1987
Fixed construction expenses (US$1,000-)
Aggregate total amount : 22,097.8 (@250Yen/US$)
Local portion included : 7,588.5 (@Rp1,050/US$)
Source of fund
Yen credit : 14,400,0
Local portion : 7,588.5

(ORIGINAL)	(ALTERNATION)
Target area:The roads are located in Central and East Java with an extent of 322km in total.	The aggregate total length was shortened,but the locations remain unchanged.
Contents of Project : Aggregate total of 322KM consisting of 4 roads.	Cut to 170km Consisting of 2 roads or 3 sections.*
Total Project Cost : RP21.995 billion	RP20.3353 billion(including escalation)

* 1st section : Buntu-Wonosobo
2nd section : Wonosobo-Secang
3rd section : Ponorogo-Blitan

2. MAJOR REASONS FOR PRESENT STATUS

(1) Benefit: Economic development was greatly promoted along the routes of Cilacap-Malang and Cilacap-Semarang.
(2) The completion of this roads has had a great repercussions in the close relation to the other project roads of the same district; Semarang-Magelang, Magelang-Purworejo, etc.
(3) Top priority : These roads are playing a very important role in the development of Central and East Java in as much as they connect the Southern and Northern Coasts of Java.

3. PRINCIPAL SOURCES OF INFORMATION

(1)

和名　中東部ジャワ道路改良計画

{F/S, (M/P)+F/S, D/D}

PROJECT SUMMARY (F/S)

ASE IDN 302/76

Compiled March 1986
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY Indonesia

2. NAME OF STUDY
Wonogiri Irrigation and Upper Solo River Improvement Project

3. SECTOR
Social Infrastructures/ River & Erosion Control

4. REFERENCE NO.

5. TYPE OF STUDY F/S

6. COUNTERPART AGENCY
Directorate General of Water Resources Development,

7. OBJECTIVES OF STUDY
Irrigation Flood control Hydroelectric Power

8. DATE OF S/W

9. CONSULTANT(S)
Nippon Koei Co.,Ltd,
CTI Engineering Co.,Ltd.,
Japan Engineering Consultants Co., Ltd.

10. STUDY TEAM

No. of Members	22
Period	Jan.1976 - Sep.1976 (7 months)
Total M/M	91.22
Japan	42.20
Field	49.02

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY

12. EXPENDITURE

Total	164,779 (¥'000)
Contracted	158,217

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA
Serakarta Area
(downstream reach at Wonogiri Dam, Middle Java)

2. PROJECT COSTS (US$1=415Rp)

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	130,300		
2)			
3)			

3. CONTENTS OF MAJOR PROJECT(S)

Structure	Scale
Intake weir	Height 9 m, Width 108 m
Main canal	62.4 km(Right bank),@=24.3 cu.m /s
	31.4 km(Left bank), @= 5.2 cu.m /s
Secondary canal	69.6 km(Right bank)
	11.6 km(Left bank)
Tertiary canal	928 km in total

Implementation Period: Apr.1978 - Oct.1983

4. FEASIBILITY AND ITS ASSUMPTIONS

EIRR	FIRR
12.1%	

Feasibility: Yes

Conditions and Development Impacts:
Economic evaluation was made as a part of Wonogiri multipurpose dam project. The following project benefits were counted for the evaluation.
(1) Irrigation of 23,200ha throughout a year,
(2) Flood control benefit by the river improvement work of 33km in the Upper Solo River and 30.5 km of tributary,and two flood mitigation pond(4,500million cu.m in total)

5. TECHINCAL TRANSFER
(1) OJT, (2) Training in Japan
(3) Cooperative reporting
(4) Supply of equipment and instruction of operation

III. PRESENT STATUS OF STUDIED PROJECT

1. PRSENT STATUS

- ■ Completed or in Progress
- ○ Completed
- ● Implementing
- ○ Processing
- □ Promoting
- □ Delayed or Suspended
- □ Discontinued or Cancelled

(Description)

-Construction of Wonogiri irrigation scheme completed
-Solo River improvement work :
  -datailed design Jan.1985
  -L/A contract (OECF) Dec.1985
Loan
 Yen credit 4,746 million Yen
 Local fund 25,437 million Rp.
Contract:

Package	Contract	Completion	Const.Cost
1	Oct.1987	Mar.1991	6,276 million Rp.
2	Oct.1987	Oct.1990	4,240 million Rp.
			10,516 million Rp.

Present Condition
 Due to the devaluation of Rupiah, the remaining balance of the loan will be used for the Packages 3 through 5 of the second stage.

2. MAJOR REASONS FOR PRESENT STATUS

3. PRINCIPAL SOURCES OF INFORMATION
(1)

和名 ウオノギリ多目的ダム計画関連灌漑及び河川改修計画

(F/S, (M/P)+F/S, D/D)

PROJECT SUMMARY (M/P)

ASE IDN 102/77

Compiled March 1986
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: Indonesia

2. NAME OF STUDY
Java Regional Study:Central Java

3. SECTOR
Development Plan/ Integrated Regional Development Plan

4. REFERENCE NO.

5. TYPE OF STUDY: M/P

6. COUNTERPART AGENCY
Directorate of Urban Planning and Housing, Ministry of Public Works

7. OBJECTIVES OF STUDY
Evaluation of regional development potentials and formulation of development strategies

8. DATE OF S/W: Oct.1976

9. CONSULTANT(S)
International Development Center of Japan

10. STUDY TEAM

No. of Members	9
Period	Dec.1976 - Nov.1977 (11 months)
Total M/M	34.8
Japan	24.2
Field	10.6

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY

12. EXPENDITURE

Total	72,667 (¥'000)
Contracted	68,987

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA
Central Java Province (34,206 sq.km)

2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS

	Total Cost	Local Cost	Foreign Cost
(US$1,000)	1)		
	2)		

3. MAJOR PROJECT(S) PROPOSED

The study examined the comparative advantages of the four alternatives of distributing development finance within the province and the two alternatives of development financing. The study chose the development financing alternative which aims to maintain the per capita income of the province at 55% of the national average and an appropriate mix of the four distribution alternatives, and proposed a comprehensive development program for water resource development, agriculture, industry, tourism, transportation, public utilities, housing, education, family planning, transmigration, development administration and finance, etc. Major projects identified are tertiary irrigation canal development, control of volcanic debris, highland horticulture, agricultural marketing improvement, improvement of industrial statistics, public housing through

4. CONDITIONS AND DEVELOPMENT IMPACTS

In order to narrow down regional income disparities and to raise the level of income in the province, the study suggested to increase the allocation of the central government development budget to the province and to concentrate the public investment in the strategic priority areas.

5. TECHINCAL TRANSFER

1) OJT on regional development planning
2) Participation of the counterparts in the JICA training program

III. PRESENT STATUS OF USE OF STUDY RESULTS

1. PRSENT STATUS
- [■] In Progress or In Use
- [ ] Delayed
- [ ] Discontinued

(Description)

Among the programs/projects suggested by the study, the following have been implemented.
1) F/S on Borobudur Prambanan Parks
2) Development of the port of Semarang

The suggestions of the study has been utilized for implementing the industrialization program, improvement of agricultural extension services, agricultural marketing improvement, potable water supply and so forth.

2. MAJOR REASONS FOR PRESENT STATUS

3. PRINCIPAL SOURCES OF INFORMATION

(1)

和名 中部ジャワ州総合開発計画

{M/P, M/P+(F/S), Basic Study, Other}

PROJECT SUMMARY (F/S)

ASE IDN 304/77

Compiled March 1986
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: Indonesia

2. NAME OF STUDY: Jakarta Ring Road Project

3. SECTOR: Transportation/ Road

4. REFERENCE NO.:

5. TYPE OF STUDY: F/S

6. COUNTERPART AGENCY: Directorate of Planning, Directorate General of Highway, Ministry of Public Works

7. OBJECTIVES OF STUDY: Highway Plan

8. DATE OF S/W: Dec.1976

9. CONSULTANT(S): Pacific Consultants International

10. STUDY TEAM

No. of Members 15
Period Mar.1977 - Mar.1978 (13 months)

Total M/M
Japan 54
Field

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY

12. EXPENDITURE

Total 151,992 (¥'000)
Contracted 90,809

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA: Boundary of Jakarta

2. PROJECT COSTS (US$1=270Yen)

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	369,000	150,000	
2)			
3)			

3. CONTENTS OF MAJOR PROJECT(S)

4 - lane highway (expandable to 6 lanes)	48 km
Interchange	8
Tollway system	1 set

Implementation Period: 1981 - 1985

4. FEASIBILITY AND ITS ASSUMPTIONS

EIRR 17.5%
FIRR

Feasibility: Yes

Conditions and Development Impacts:

Traffic volume was forecasted for 1985,1990,2000.
Only 3/4 of the full length of the ring road was the object of the F/S.
Financial analysis of tollway was conducted.
Land use plan was prepared for adjacent areas on both sides of the road.
Beneficial effects include dispersion of traffic concentrating from 3 directions.

5. TECHINCAL TRANSFER

(1) Training of counterparts in Japan
(2) Use of local consultants for soil type analysis

III. PRESENT STATUS OF STUDIED PROJECT

1. PRSENT STATUS

- ■ Completed or in Progress
- ○ Completed
- ○ Implementing
- ● Processing
- □ Promoting
- □ Delayed or Suspended
- □ Discontinued or Cancelled

(Description)

Funding request has been repeatedly submitted to OECF since 1980,but the E/S loan has not been approved, mainly because the Intra Urban Tollway System Project was given a higher priority.
E/S loan for ¥939 million was finally pledged in 1985.
In March 1987,PCI/NK with 3 local consultants submitted a proposal for consulting services required for D/D of the project. The D/D was implemented in 24 months(Mar.1988-Feb.1990).
The following Segments were added other F/S.
- Cengkareng Access ~ Jakarta-Tangerang Tollway 8.2 km
- Jakarta Coastal Road~ JI.Jakarta-Bekasi 6.5 km

2. MAJOR REASONS FOR PRESENT STATUS

(1) Important element in Metropolitan Jakarta Tollway network ,expected to induce development and downtown dispersion
(2) Included in the general M/P as a portion of Metropolitan Jakarta Tollway network
(3) Increased urgency to construct side roads before the tollways thereby E/S became necessary
(4) Counterpart agency is highly experienced
(5) Private sector back up in Japan

3. PRINCIPAL SOURCES OF INFORMATION

(1)

和名 ジャカルタリングロード計画

{F/S, (M/P)+F/S, D/D}

PROJECT SUMMARY (F/S)

ASE IDN 305/77

Compiled March 1986
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: Indonesia

2. NAME OF STUDY: Development Plan of the Banjarmasin Port

3. SECTOR: Transportation/ Port

4. REFERENCE NO.:

5. TYPE OF STUDY: F/S

6. COUNTERPART AGENCY: Directorate General of Sea Communication

7. OBJECTIVES OF STUDY:
M/P aiming the year 2000
F/S on the development plan aiming the year 1983

8. DATE OF S/W: Mar.1976

9. CONSULTANT(S):
The Overseas Coastal Area Development Institute of Japan (OCDI)

10. STUDY TEAM

No. of Members	8
Period	Oct.1976 - Aug.1977 (10 months)
Total M/M	63.4
Japan	22.8
Field	40.6

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY:

12. EXPENDITURE

Total	157,386 (¥'000)
Contracted	105,398

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA:
Kalimanatan, South Kalimantan Province

2. PROJECT COSTS (US$1=415Rp)

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	253,960	135,000	
2)			
3)			

3. CONTENTS OF MAJOR PROJECT(S)

Item	Size
Wharf	L : 740m D : -10m
Wharf	L : 1,170m D : -6m
Wharf	L : 1,770m D : -4m
Wharf	L : 1,000m D : -2m
Warehouse	72,000sq.m

Implementation Period: Jan.1978 - Dec.1983

4. FEASIBILITY AND ITS ASSUMPTIONS

EIRR	FIRR
24.1%	5.0%

Feasibility: Yes

Conditions and Development Impacts:
There are following conditions
- Future Cargo volume is based on the demand forecast for the year 1983 and 2000
- Cargo volume was forecasted 7,540 thousand tons in 2000

The following impacts are expected.
Since the area covered by Banjarmasin port includes not only South Kalimantan Province but also east central Kalimantan Province because of inland waterways like rivers and canals, it was expected that Banjarmasin port would be able to play important role as the geteway port for these two Provinces by this project.

5. TECHINCAL TRANSFER:
Counterpart training

III. PRESENT STATUS OF STUDIED PROJECT

1. PRSENT STATUS

- ■ Completed or in Progress
  - ○ Completed
  - ● Implementing
  - ○ Processing
- □ Promoting
- □ Delayed or Suspended
- □ Discontinued or Cancelled

(Description)

Completion of the review of F/S : 10/1984
Completion of D/D : 6/1985
Implementation began with ADB financing in March 1988.
Scheduled to be completed in Nov.1991.

	Contents of the Report	Realized Items
Location	Trisakti ; Eastside of the Barito river	ditto
Contents of Major Projects	Wharf L:370m D:-10m Wharf L:470m D:- 4m Transitional part 30m	Wharf L:320m D:-9m Wharf L:500m D:-5m
Total Cost	49,530 thousand dollars	55,000 thousand dollars

2. MAJOR REASONS FOR PRESENT STATUS:
High priority

3. PRINCIPAL SOURCES OF INFORMATION:
(1) (2)

和名 バンジャルマシン港開発計画

(F/S, (M/P)+F/S, D/D)

PROJECT SUMMARY (F/S)

ASE IDN 306 /77

Compiled March 1986
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: Indonesia

2. NAME OF STUDY
Expansion Project of the Bitung Port

3. SECTOR
Transportation/ Port

4. REFERENCE NO.

5. TYPE OF STUDY: F/S

6. COUNTERPART AGENCY
Directorate General of Sea Communication

7. OBJECTIVES OF STUDY
M/P aiming the year 2000
F/S on the development plan aiming the year 1985

8. DATE OF S/W: Feb.1977

9. CONSULTANT(S)
The Overseas Coastal Area Development Institute of Japan (ODCI)
Pacific Consultants International(Japan)

10. STUDY TEAM

No. of Members	7
Period	Jul.1977 - Mar.1978 (9 months)
Total M/M	47
Japan	46
Field	1

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY

12. EXPENDITURE

Total	98,988 (¥'000)
Contracted	70,549

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA
North Sulawesi Province,North part of Sulawesi island

2. PROJECT COSTS (US$1=415Rp)

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	21,422	10,433	
2)			
3)			

3. CONTENTS OF MAJOR PROJECT(S)
The development plan aiming the year 1985

Item	Size
Wharf	L : 690m D : -5.5m
Wharf	L : 130m D : -3.0m
Warehouse	15,650sq.m
Road	44,100sq.m

Implementation Period: 1978 - Dec.1984

4. FEASIBILITY AND ITS ASSUMPTIONS
EIRR: 19.7%
FIRR:
Feasibility: Yes

Conditions and Development Impacts:
There are following conditions
-Future Cargo Volume is based on the demand forecast for the year 1985 and 2000.
This forecast depends on the GRDP of the area covered by Bitung port.
-Main Cargos are Foodstuffs, Agricultural Products, Construction Materials, Production Materials, Vehicles and Petroleum.
Since the area covered by Bitung port does not have enough population or economic power for making independent economic area, it is very important for the economic development of the area to improve domestic and foreign trade by this Bitung port Expansion Project.

5. TECHINCAL TRANSFER
Counterpart training
Training for the methods of the port planning was carried out at the site.

III. PRESENT STATUS OF STUDIED PROJECT

1. PRSENT STATUS
- ☐ Completed or in Progress
- ○ Completed
- ○ Implementing
- ○ Processing
- ■ Promoting
- ☐ Delayed or Suspended
- ☐ Discontinued or Cancelled

(Description)
The project was once suspended but the review of the F/S was done by the World Bank in March 1988.

2. MAJOR REASONS FOR PRESENT STATUS

3. PRINCIPAL SOURCES OF INFORMATION
(1) (2)

和名 ビトン港拡張計画

{F/S, (M/P)+F/S, D/D}

PROJECT SUMMARY (Other)

ASE IDN 602/77

Compiled March 1990
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: Indonesia

2. NAME OF STUDY:
Brantas River Basin Development Plan(follow-up)

3. SECTOR:
Social Infrastructures/ River & Erosion Control

4. REFERENCE NO.:

5. TYPE OF STUDY: Other

6. COUNTERPART AGENCY:
Directorate General of Water Resource Development

7. OBJECTIVES OF STUDY:

8. DATE OF S/W:

9. CONSULTANT(S):
None

10. STUDY TEAM
No. of Members 3
Period Mar.1978 - Mar.1978 (.3 months)
Total M/M
Japan
Field

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY:

12. EXPENDITURE
Total Contracted 2,273 (¥'000)

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA:
Wuringi dam of Brantas River

2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)			
2)			

3. MAJOR PROJECT(S) PROPOSED:
The study examined the problem of seepage of the base ground of the Wuringi dam, and advised on the suitable construction methods.

4. CONDITIONS AND DEVELOPMENT IMPACTS:

5. TECHINCAL TRANSFER:

III. PRESENT STATUS OF USE OF STUDY RESULTS

1. PRSENT STATUS:
- ■ In Progress or In Use
- ☐ Delayed
- ☐ Discontinued

(Description)

2. MAJOR REASONS FOR PRESENT STATUS:

3. PRINCIPAL SOURCES OF INFORMATION:

和名 ブランタス河（ウリンギダム）アフターケア

{M/P, M/P+(F/S), Basic Study, Other}

PROJECT SUMMARY (Other)

ASE IDN 603 /77

Compiled March 1990
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: Indonesia

2. NAME OF STUDY:
Brantas Middle Reaches River Improvement Project (follow-up)

3. SECTOR:
Social Infrastructures/ River & Erosion Control

4. REFERENCE NO.:

5. TYPE OF STUDY: Other

6. COUNTERPART AGENCY:
Directorate General of Water Resources Development

7. OBJECTIVES OF STUDY:

8. DATE OF S/W:

9. CONSULTANT(S):
None

10. STUDY TEAM
No. of Members 3
Period Aug.1977 - Sep.1977 (.4 months)
Total M/M
Japan
Field

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY:

12. EXPENDITURE
Total 2,495 (¥'000)
Contracted

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA
Midstream basin of Brantas River in East Java Province (about 110 km in length)

2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS

	Total Cost	Local Cost	Foreign Cost
(US$1,000)	1)		
	2)		

3. MAJOR PROJECT(S) PROPOSED
In order to facilitate the engineering service which was scheduled to be implemented with OECF financing, this follow-up study visited the middle reaches of Brantas River and clarified the basic approach in consultation with the Indonesian Government.

4. CONDITIONS AND DEVELOPMENT IMPACTS

5. TECHINCAL TRANSFER

III. PRESENT STATUS OF USE OF STUDY RESULTS

1. PRSENT STATUS
- [■] In Progress or In Use
- [ ] Delayed
- [ ] Discontinued

(Description)

2. MAJOR REASONS FOR PRESENT STATUS

3. PRINCIPAL SOURCES OF INFORMATION

和名 ブランタス河中流部河川改修計画アフターケア

{M/P, M/P+(F/S), Basic Study, Other}

PROJECT SUMMARY (M/P)

ASE IDN 104/78

Compiled March 1986
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: Indonesia

2. NAME OF STUDY: Shipbuilding Industry Development

3. SECTOR: Transportation/ Marine Transportation & Ships

4. REFERENCE NO.:

5. TYPE OF STUDY: M/P

6. COUNTERPART AGENCY: Directorate General of Sea Communications, Ministry of Communications, and Directorate General of Basic Metal and Machinery Industry, Ministry of Industry

7. OBJECTIVES OF STUDY

Examination of and advice on the needs of rehabilitation and new construction

8. DATE OF S/W:

9. CONSULTANT(S)

Ship Building Research Centre of Japan

10. STUDY TEAM

No. of Members	Ist phase 7, 2nd phase 7
Period	Sep.1977 - Nov.1977 (1 months)
	May.1978 - Dec.1978 (7 months)
Total M/M	21.33
Japan	16.0
Field	5.33

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY:

12. EXPENDITURE

Total	68,785 (¥'000)
Contracted	42,575

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA

18 major shipbuilding yards in Indonesia

2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS (US$1=415Rp)

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	474,000		
2)			

3. MAJOR PROJECT(S) PROPOSED

The study suggested to modernize four shipbuilding yards in order to meet the future demands for ship building and repair. The proposed targets are as follows.

1) Ship building:
   - 1983 90% of the annual demand (approx. 50,000GT)
   - 1990 100% of the annual demand (approx. 94,000GT)

2) Repair work:
   - 1983 70% of the annual demand (approx. 1.4 million GT)
   - 1990 100% of the annual demand (approx. 2.8 million GT)

In addition, the study proposed the establishment of a supplies center which would import materials for ship building and repair, and a training center for manpower development.

4. CONDITIONS AND DEVELOPMENT IMPACTS

The proposed project will induce increased production, savings of foreign exchange, creation of employment opportunities and regional development.

5. TECHINCAL TRANSFER

On-the-job training on the data analysis and the preparation of the report

III. PRESENT STATUS OF USE OF STUDY RESULTS

1. PRSENT STATUS

- [■] In Progress or In Use
- [ ] Delayed
- [ ] Discontinued

(Description)

Among the 18 major shipbuilding yards examined by the study, a feasibility study was conducted on the Makassar Shipyard (FY1980).

2. MAJOR REASONS FOR PRESENT STATUS

3. PRINCIPAL SOURCES OF INFORMATION

(1)

和名 造船振興計画

{M/P, M/P+(F/S), Basic Study, Other}

PROJECT SUMMARY (M/P)

ASE IDN 103/78

Compiled March 1986
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: Indonesia

2. NAME OF STUDY: North and West Sumatra Tourism

3. SECTOR: Tourism/ General

4. REFERENCE NO.:

5. TYPE OF STUDY: M/P

6. COUNTERPART AGENCY: Department of Tourism, Post and Telecommunication, Directorate General of Tourism

7. OBJECTIVES OF STUDY: Establishment of a basis for strategic tourism development in the North and West Sumatra provinces

8. DATE OF S/W: Dec.1976

9. CONSULTANT(S): Nippon Koei Co.,Ltd.
Pacific Consultants International.

10. STUDY TEAM

No. of Members	19
Period	May.1977 - Apr.1978 (12 months)
Total M/M	111.4
Japan	89.5
Field	21.9

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY

12. EXPENDITURE

Total	189,155 (¥'000)
Contracted	175,082

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA: The Whole of North and West Sumatra Provinces

2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	240,060		
2)			

3. MAJOR PROJECT(S) PROPOSED

The fifteen-year master plan for tourism development (1980-1995) covered Karo Plateau area, the Lake Toba area and the Minang Highlands area. The main projects consist of
(1) Conservation of nature,
(2) Conservation of scenery,
(3) Conservation of cultural heritage,
(4) development of infrastructure and network,
(5) development of tourism facilities,
(6) development of tourist towns (Brastagi, Parepat and Bukittingi), etc.

4. CONDITIONS AND DEVELOPMENT IMPACTS

The principles of tourism development in the study area were formulated in line with national tourism policy in order to have a maximum overall effect of linking the two provinces and to meet regional requirements, and so on.
The major specific measures for tourism development consisting of 33 items were proposed on the basis of the policy assumptions which include several measures for tourism promotion, improvement of transportation network for tourists, natural and cultural conservation, etc.

5. TECHINCAL TRANSFER

(1) On-the-job training for local counterparts during the field work period
(2) Training in Japan for 4 high official

III. PRESENT STATUS OF USE OF STUDY RESULTS

1. PRSENT STATUS

- ■ In Progress or In Use
- ☐ Delayed
- ☐ Discontinued

(Description)

As more than 10 years passed since the formulation of the master plan, the review of the study was conducted in "The Study on the Integrated Regional Development Plan for the Northern Part of Sumatra" (JICA).
Based on the results of the above study, the Directorate General of Tourism intends to promote tourism development in this region.

2. MAJOR REASONS FOR PRESENT STATUS

3. PRINCIPAL SOURCES OF INFORMATION

(1) (2)

和名 スマトラ西部及び北部トバ湖周辺基盤整備計画

{M/P, M/P+(F/S), Basic Study, Other}

PROJECT SUMMARY (M/P + F/S)

ASE IDN 201A /78

Compiled March 1990
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: Indonesia

2. NAME OF STUDY
Ular River Improvement Project

3. SECTOR
Social Infrastructures/ River & Erosion Control

4. REFERENCE NO.

5. TYPE OF STUDY: M/P+(F/S)

6. COUNTERPART AGENCY
Directorate General of Water Resources Development, Ministry of Public Works.Indonesia

7. OBJECTIVES OF STUDY
Formulating the plans for river channel improvement & flood control,
and irrigation & drainage improvement works in the downstream area.

8. DATE OF S/W: Mar.1976

9. CONSULTANT(S)
NIKKEN Consultants, Inc.
Asia Air Survey Co.,Ltd.
Nippon Koei Co., Ltd.

10. STUDY TEAM
No. of Members 35
Period Jul.1976 - Jul.1978 (24 months)

Total M/M
Japan
Field

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY
Preparation of Topographic Map

12. EXPENDITURE
Total 339,695 (¥'000)
Contracted 192,650

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA
Ular River basin in North Sumatra Province

2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS

	Total Cost	Local Cost	Foreign Cost
(US$1,000)	1)		
	2)		

3. MAJOR PROJECT(S) PROPOSED
1st year: survey and mapping (scale: 1/25,000)

2nd year: Master plan study proposing combined development of flood control and irrigation

4. CONDITIONS AND DEVELOPMENT IMPACTS

5. TECHINCAL TRANSFER

III. PRESENT STATUS OF USE OF STUDY RESULTS

1. PRSENT STATUS
- ■ In Progress or In Use
- ☐ Delayed
- ☐ Discontinued

(Description)
Followed by F/S.

2. MAJOR REASONS FOR PRESENT STATUS

3. PRINCIPAL SOURCES OF INFORMATION
(1)

和名 ウラル河総合河川改修計画（ウラル河治水及び灌漑・排水改良計画）

{M/P, M/P+(F/S), Basic Study, Other}

PROJECT SUMMARY (M/P + F/S)

ASE IDN 201B /78

Compiled March 1990
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: Indonesia

2. NAME OF STUDY: Ular River Improvement Project

3. SECTOR: Social Infrastructures/ River & Erosion Control

4. REFERENCE NO.:

5. TYPE OF STUDY: (M/P)+F/S

6. COUNTERPART AGENCY: Directorate General of Water Resources Development, Ministry of Public Works.Indonesia

7. OBJECTIVES OF STUDY: Formulating the plans for river channel improvement & flood control, and irrigation & drainage improvement works in the downstream area.

8. DATE OF S/W: Mar.1976

9. CONSULTANT(S):
NIKKEN Consultants, Inc.
Nippon Koei Co., Ltd.
Asia Air Survey Co., Ltd.

10. STUDY TEAM
No. of Members 35
Period Jul.1976 - Jul.1978 (24 months)
Total M/M
Japan
Field

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY

12. EXPENDITURE
Total 339,695 (¥'000)
Contracted 192,650

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA: Ular River basin in North Sumatra Province

2. PROJECT COSTS (US$1=625Rp.)

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	20,736	12,947	
2)			
3)			

3. CONTENTS OF MAJOR PROJECT(S)
1. River channel improvement (45km)
2. Downstream irrigation and drainage (18,500ha)

Implementation Period:

4. FEASIBILITY AND IT'S ASSUMPTIONS: EIRR 20% FIRR

Feasibility: Yes

Conditions and Development Impacts:

5. TECHINCAL TRANSFER

III. PRESENT STATUS OF STUDIED PROJECT

1. PRSENT STATUS
- ■ Completed or in Progress
- ○ Completed
- ● Implementing
- ○ Processing
- □ Promoting
- □ Delayed or Suspended
- □ Discontinued or Cancelled

(Description)

Mar. 1979 OECF E/S loan agreement (420 million yen)
May 1981 OECF loan agreement (8,140 million yen)
1981 D/D completed.
Dec. 1989 OECF loan agreement (21,518 million yen)

2. MAJOR REASONS FOR PRESENT STATUS

3. PRINCIPAL SOURCES OF INFORMATION

和名 ウラル河総合河川改修計画（ウラル河治水及び灌漑・排水改良計画）

(F/S, (M/P)+F/S, D/D)

PROJECT SUMMARY (F/S)

ASE IDN 307/78

Compiled March 1986
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: Indonesia

2. NAME OF STUDY
Development Plan of the Port of Semarang

3. SECTOR
Transportation/ Port

4. REFERENCE NO.

5. TYPE OF STUDY: F/S

6. COUNTERPART AGENCY
Directorate General of Sea Communication

7. OBJECTIVES OF STUDY
S counter measures in the access channel M/P aiming the year 2000
F/S on the development plan aiming the year 1984
Urgent improvement program aimed at 1980

8. DATE OF S/W

9. CONSULTANT(S)
The Overseas Coastal Area Development Institute of Japan(OCDI)
Pacific Consultants International(Japan)

10. STUDY TEAM

No. of Members	8
Period	Sep.1977 - Aug.1978 (10 months)
Total M/M	30.0
Japan	29.0
Field	1.0

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY

12. EXPENDITURE

Total	101,886 (¥'000)
Contracted	78,204

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA
Central Java

2. PROJECT COSTS (US$1=415Rp)

(US$1,000)		Total Cost	Local Cost	Foreign Cost
	1)	73,420	30,440	
	2)	120,160	37,940	
	3)			

3. CONTENTS OF MAJOR PROJECT(S)
The development plan aiming the year 1984

Item	Size
Break water	L : 3,300m or L : 4,550m
Wharf	L : 370m or L : 550m

Implementation Period: Feb.1981 - Oct.1985

4. FEASIBILITY AND ITS ASSUMPTIONS

	EIRR	FIRR
	10.5	2.9
	12.6	3.4

Feasibility: Yes

Conditions and Development Impacts:
There are following conditions
-Future Cargo volume is based on the Future GRDP of Central Java.The annual growth rate of the GDP estimated as follows.

	1976 - 1978	1979 -
case 1	7.5%	7%
case 2	55% of national growth rate	same as the national growth rate

There was a congestion problem in the land transportation which carried the most of the foreign trade cargo from Central Java, and the congestion obstructed the economic development of the area.It was expected that the wharves for ocean going ships planned by this project will solve the congestion problem and improve the economic development of the area.

5. TECHINCAL TRANSFER
Counterpart training
Training for the methods of the port planning and the industrial development planning was carried out at the site.

III. PRESENT STATUS OF STUDIED PROJECT

1. PRSENT STATUS
- ■ Completed or in Progress
  - ● Completed
  - ○ Implementing
  - ○ Processing
- □ Promoting
- □ Delayed or Suspended
- □ Discontinued or Cancelled

(Description)

OECF loan agreements :
3/1979(480 million Yen E/S) 3/1981(17,300 million Yen)
Determined project cost
Total 25,500 million Yen
Foreign 17,300 million Yen
Local 8,200 million Yen

Phase I construction was completed in Sep.1986.

2. MAJOR REASONS FOR PRESENT STATUS
Significance of the impact by the Project:
Improve the foreign trade,economic development and economic stability of the area.

3. PRINCIPAL SOURCES OF INFORMATION
(1) (2)

和名 スマラン港開発計画（フェーズI）

{F/S, (M/P)+F/S, D/D}

PROJECT SUMMARY (F/S)

ASE IDN 308 /78

Compiled March 1986
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: Indonesia

2. NAME OF STUDY: (Hospital Facilities Improvement Project)

3. SECTOR: Social Infrastructures/ Architecture & Housing

4. REFERENCE NO.:

5. TYPE OF STUDY: F/S

6. COUNTERPART AGENCY: Ministry of Health

7. OBJECTIVES OF STUDY: Development of 20 hospitals in three provinces

8. DATE OF S/W:

9. CONSULTANT(S):

10. STUDY TEAM

No. of Members 8
Period Apr.1978 - Oct.1978 (7 months)

Total M/M
Japan
Field

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY:

12. EXPENDITURE

Total Contracted 21,874 (¥'000)

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA: Three provinces of North Sulawesi, South Sulawesi, and North Sumatra

2. PROJECT COSTS

	Total Cost	Local Cost	Foreign Cost
(US$1,000)	1)		
	2)		
	3)		

3. CONTENTS OF MAJOR PROJECT(S)

The study undertook the following tasks.
1) Analysis of the present situation of medical services and proposals for improvement
2) Examination of the present medical equipment and supplies and proposals for improvement
3) Evaluation of hospital-related facilities and proposals for improvement
4) Analysis of the needs and possibilities of infrastructural development necessary to support the improvement of hospital services

Implementation Period:

4. FEASIBILITY AND ITS ASSUMPTIONS EIRR FIRR

Feasibility:

Conditions and Development Impacts:
The proposed project will contribute to the improvement of medical services and hospital facilities.

5. TECHINCAL TRANSFER

III. PRESENT STATUS OF STUDIED PROJECT

1. PRSENT STATUS

- ■ Completed or in Progress
  - ● Completed
  - ○ Implementing
  - ○ Processing
- □ Promoting
- □ Delayed or Suspended
- □ Discontinued or Cancelled

(Description)

August 1979 OECF loan agreement on equipment procurement (3,783 million yen)

2. MAJOR REASONS FOR PRESENT STATUS

3. PRINCIPAL SOURCES OF INFORMATION

(1)

和名 病院整備計画

{F/S, (M/P)+F/S, D/D}

PROJECT SUMMARY (Other)

ASE IDN 604/78

Compiled March 1990
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: Indonesia

2. NAME OF STUDY:
Wonogiri Irrigation and River Improvement Project(follow-up)

3. SECTOR:
Social Infrastructures/ River & Erosion Control

4. REFERENCE NO.:

5. TYPE OF STUDY: Other

6. COUNTERPART AGENCY:
Directorate General of Water Resources Development

7. OBJECTIVES OF STUDY:
Identification of an optimum construction plan

8. DATE OF S/W:

9. CONSULTANT(S):

10. STUDY TEAM
No. of Members
Period Nov.1978 - Dec.1978 (1 months)
Total M/M
Japan
Field

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY

12. EXPENDITURE
Total 6,794 (¥'000)
Contracted

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA

2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS

	Total Cost	Local Cost	Foreign Cost
(US$1,000)	1)		
	2)		

3. MAJOR PROJECT(S) PROPOSED

In order to handle the relocation and other related problems vis-a-vis the river channel improvement component of the Wonogiri multi-purpose dam project, this study reviewed the feasibility study and evaluated the phasing of the construction plan and recommended the optimum schedule of implementation.

4. CONDITIONS AND DEVELOPMENT IMPACTS

5. TECHINCAL TRANSFER

III. PRESENT STATUS OF USE OF STUDY RESULTS

1. PRSENT STATUS
- ■ In Progress or In Use
- ☐ Delayed
- ☐ Discontinued

(Description)

2. MAJOR REASONS FOR PRESENT STATUS

3. PRINCIPAL SOURCES OF INFORMATION
(1)

和名 ソロ河ウオノギリ多目的ダム関連河川改修計画アフターケア

{M/P, M/P+(F/S), Basic Study, Other}

PROJECT SUMMARY (M/P)

ASE IDN 106/79

Compiled March 1986
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: Indonesia

2. NAME OF STUDY
Southern Coast Development Plan, East Java

3. SECTOR
Development Plan/ Integrated Regional Development Plan

4. REFERENCE NO.

5. TYPE OF STUDY: M/P

6. COUNTERPART AGENCY
Directorate of Urban Planning and Housing, Ministry of Public Works

7. OBJECTIVES OF STUDY
Identification of development strategy and projects, and evaluation of economic and social impacts

8. DATE OF S/W

9. CONSULTANT(S)
International Development Center of Japan

10. STUDY TEAM

No. of Members	15
Period	Nov.1978 - Mar.1980 (16 months)
Total M/M	50.03
Japan	26.43
Field	23.6

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY

12. EXPENDITURE

Total	113,538 (¥'000)
Contracted	102,302

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA
Southern coastal area of East Java (8,310 sq.km, 17% of the land area of East Java)

2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS

US$1=Rp630

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	90,703	63,492	27,211
2)			

3. MAJOR PROJECT(S) PROPOSED

The study proposed 12 project packages (mostly by area) for the development of the southern coastal area of East Java. 6 project packages are suggested for early implementation by utilizing either domestic fund or foreign technical assistance. The packages include the construction of dams for irrigation and sabo check dams, rural water supply, rural roads, breeding and raising of draft animals, modernization of fishing boats and gear, etc.

The study recommended feasibility studies for the following projects.

- Construction of the Prigi commercial port; rehabilitation of the Prigi fishing port, Pacitan - Slahung provincial road improvement; Prigi communal telephone project; Prigi electrification project;
- Construction of two dams at Grindulu and Tinator; and West Pacitan critical area rehabilitation (upstream Grindulu

4. CONDITIONS AND DEVELOPMENT IMPACTS

5. TECHINCAL TRANSFER
1) OJT through joint undertaking of the study
2) Participation of the counterparts in the JICA training program

III. PRESENT STATUS OF USE OF STUDY RESULTS

1. PRSENT STATUS
- [■] In Progress or In Use
- [ ] Delayed
- [ ] Discontinued

(Description)

The project packages proposed by the study is a integrated collection of small projects, and have not received foreign financing. However, they have been utilized to formulate development programs for the provincial and kabupaten levels.

2. MAJOR REASONS FOR PRESENT STATUS

3. PRINCIPAL SOURCES OF INFORMATION
(1)

和名 東部ジャワ州南部沿岸地域開発計画

{M/P, M/P+(F/S), Basic Study, Other}

PROJECT SUMMARY (M/P)

ASE IDN 105/79

Compiled March 1986
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: Indonesia

2. NAME OF STUDY
Removal of Sunken Vessels

3. SECTOR
Transportation/ Marine Transportation & Ships

4. REFERENCE NO.

5. TYPE OF STUDY: M/P

6. COUNTERPART AGENCY
Directorate General of Sea Communications, Ministry of Communications

7. OBJECTIVES OF STUDY
Transfer of techniques for the removal of sunken ships

8. DATE OF S/W: Mar.1979

9. CONSULTANT(S)
Ship Building Research Centre of Japan

10. STUDY TEAM

No. of Members	1st phase 10, 2nd phase 14
Period	Oct.1979 - Feb.1980 (4 months)
Total M/M	20.23
Japan	6.93
Field	13.3

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY

12. EXPENDITURE

Total	74,983 (¥'000)
Contracted	67,056

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA
Majo ports in Indonesia, and the port of Surabaya for the case study

2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS

	Total Cost	Local Cost	Foreign Cost
(US$1,000)	1)		
	2)		

3. MAJOR PROJECT(S) PROPOSED

In order to assist in the removal of sunken ships in the major harbours during the World War II, the study made a case study of the port of Surabaya and formulated a master plan concerning the appropriate techniques, necessary salvage equipment and boats, and training requirements.

4. CONDITIONS AND DEVELOPMENT IMPACTS

The removal of sunken ships in major harbours will ensure the safety of port operations and raise the port capacity, and thereby contribute to the economic development of the country.

The study recommended the following measures:

1) Formulation of medium- and long-term implementation plan
2) Preparation of manuals for salvage operations under difficult conditions
3) Provision of necessary salvage equipment
4) Preparation of necessary bylaws and regulations
5) Purchase of salvage boats and support boats

5. TECHINCAL TRANSFER
OJT and instructions on the recommended techniques

III. PRESENT STATUS OF USE OF STUDY RESULTS

1. PRSENT STATUS
- ☐ In Progress or In Use
- ■ Delayed
- ☐ Discontinued

(Description)

The Government of Indonesia has been removing sunken ships in small scale. During ten years of the first and the second five-year national development plans, approximately 24,000 tons of sunken ships were reported to have been removed. The Government planned to remove approximately 36,000 tons during the third development plan (1979 - 1983), and the recommendations of the study was initially included in the blue book. Subsequently, the project was postponed due to financial constraints.

2. MAJOR REASONS FOR PRESENT STATUS

1) The domestic salvage companies cannot use the special techniques proposed by the study.
2) Because of the fiscal deficits, it was not possible to purchase necessary salvage equipment and boats.
3) The priority of the removal of sunken ships was lowered during the 3rd development plan period.

3. PRINCIPAL SOURCES OF INFORMATION

(1) (2)

和名 沈船除去計画

{M/P, M/P+(F/S), Basic Study, Other}

PROJECT SUMMARY (M/P)

ASE IDN 108/79

Compiled March 1986
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: Indonesia

2. NAME OF STUDY
Land Erosion and Volcanic Debris Control in the Area of Mt. Merapi

3. SECTOR
Social Infrastructures/ River & Erosion Control

4. REFERENCE NO.:

5. TYPE OF STUDY: M/P

6. COUNTERPART AGENCY
Directorate General of Water Resource Development, Ministry of Public Works

7. OBJECTIVES OF STUDY
Sabo planning in the volcanic area

8. DATE OF S/W: Jun.1976

9. CONSULTANT(S)
Sabo Technical Center

10. STUDY TEAM

No. of Members	25
Period	Jul.1976 - Aug.1979 (37 months)
Total M/M	161.13
Japan	92.83
Field	68.30

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY

12. EXPENDITURE

Total	405,534 (¥'000)
Contracted	307,198

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA
Southern slope of Mt. Merapi (total area 1,300 sq.km, project area 850 sq.km) in Central Java

2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS (US$1=220Yen=630Rp)

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	66,430		
2)			

3. MAJOR PROJECT(S) PROPOSED

1) Relocation plan (50,400 persons)
2) Afforestation plan (6,010 ha)
3) Sabo facilities (58 sabo dams; 79 bed consolidation; 116,070m embankment and revetment; 16,490m training levee; 12,810m water control; and 4 bridges
4) Warning and evacuation (1 telemeter monitoring center; 4 telemeter monitoring stations; 10 to 15 information centers)
5) Related facilities (26.7km main irrigation canals; 26.7km main roads; 12 road bridges; 11 micro hydro-power plants)
6) River improvement (control of meandering, channel improvement)

4. CONDITIONS AND DEVELOPMENT IMPACTS

The proposed project will control land erosion by rivers and volcanic debris on the southern slope of Mt.Merapi located to the north of Yogyakarta. It will provide stability to the life and productive activities of local inhabitants, and improve basic infrastructure for livelihood by sabo dams which will provide irrigation and hydroelectric power.

5. TECHINCAL TRANSFER

1) OJT;
2) Participation of the counterparts in the JICA training program;
3) gift of equipment and technical instruction

III. PRESENT STATUS OF USE OF STUDY RESULTS

1. PRSENT STATUS
- ■ In Progress or In Use
- ☐ Delayed
- ☐ Discontinued

(Description)

Construction has been under way by utilizing the recommendations of the study. The Volcanic Sabo Technology Center was established as proposed by the study and four Japanese experts have been assigned to the center.

After the volcanic erruption in June 1984, JICA sent the Japanese expert team to review the project and propose urgent measures. The OECF loan of 4,672 million yen was approved in Dec. 1985, and urgent sabo works were commenced in FY1989.

2. MAJOR REASONS FOR PRESENT STATUS

3. PRINCIPAL SOURCES OF INFORMATION

(1)

和名 メラピ火山砂防基本計画

{M/P, M/P+(F/S), Basic Study, Other}

PROJECT SUMMARY (M/P)

ASE IDN 107 /79

Compiled March 1986
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: Indonesia

2. NAME OF STUDY
Central South Sulawesi Water Resources Development Project

3. SECTOR
Social Infrastructures/ Water Resource Development

4. REFERENCE NO.:

5. TYPE OF STUDY: M/P

6. COUNTERPART AGENCY
Directorate of Planning and Programming

7. OBJECTIVES OF STUDY
Irrigation Development

8. DATE OF S/W: Oct.1976

9. CONSULTANT(S)
Nippon Koei Co.,Ltd. Nikken Consultants,Inc. Mitsui Consultants Co.,Ltd. Asia Air Survey Co.,Ltd. System Science Consultants

10. STUDY TEAM

No. of Members	18
Period	Dec.1976 - Jun.1978 (19 months)
	Aug.1978 - Mar.1980 (20 months)
Total M/M	132.31
Japan	21.00
Field	111.31

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY
Aerial Photography

12. EXPENDITURE

Total	673,876 (¥'000)
Contracted	643,458

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA
The area centered by Lake Tempe,south Sulawesi

2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	340,400		
2)			

3. MAJOR PROJECT(S) PROPOSED

The project area is centered by Lake Tempe where the Walanae, the Bila, the Boya, and the Cenranae rivers flow in and out of the lake.
The catchment is 8,000sq.km in area,and main projects hereinafter has been proposed for maximum use of these water resources.

-Irrigation: Area 81,000ha(9 irrigation plots)
-Flood control: Extension by river improvement 117km
-Fresh water fishery: prohibition of fishing for a whole year of lake Tempe, construction of hatcheries and fisheries.
-Multi-purpose dam: Walimpong dam (Rockfill dam, height-82m, crest length-900m)
-Hydro-electric power: Walimpong hydro-electric power station (output:8,000kw, 70GW/year)
-Sabo: Sabo dam 12 plots, compacting plots-about 140.

4. CONDITIONS AND DEVELOPMENT IMPACTS

The project area has abundant water resources.
However, the productivity of agricultural sector is considerably low because farmers, without facilities for irrigation, rely on rain-fall agriculture.
On the other hand,damage from flooding in the rainy season is quite high every year.
Furthermore, although Lake Tempe is suitable for fresh water fishing, the fish catch decreases annually due to reckless fishing .
The completion of this project may solve the above problems, and local communities will be able to raise their standard of living.
It is also expected that the nation will be able to promote self-sufficiency in food.

5. TECHINCAL TRANSFER

III. PRESENT STATUS OF USE OF STUDY RESULTS

1. PRSENT STATUS
- ■ In Progress or In Use
- ☐ Delayed
- ☐ Discontinued

(Description)

This master plan devised 7 developing plans, of which 3 projects were implemented as follows.

Langkemme irrigation project
7/1980 dispatch F/S mission (JICA)
3/1981 finish F/S study
10/1983 dispatch D/D mission(OECF)
5/1985 finish D/D
3/1988 start construction (OECF)
Bila irrigation project
6/1981 start F/S (JICA)
6/1982 finish F/S
2/1987 start D/D (OECF)
12/1988 finish D/D
Sanrego irrigation project
6/1982 start F/S (JICA)
3/1983 finish F/S

2. MAJOR REASONS FOR PRESENT STATUS

3. PRINCIPAL SOURCES OF INFORMATION
(1)

和名 南スラウェシ州中部水資源総合開発計画

{M/P, M/P+(F/S), Basic Study, Other}

PROJECT SUMMARY (F/S)

ASE IDN 309/79

Compiled March 1986
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: Indonesia

2. NAME OF STUDY
Expansion Project of the Port of Balikpapan

3. SECTOR
Transportation/ Port

4. REFERENCE NO.

5. TYPE OF STUDY: F/S

6. COUNTERPART AGENCY
Directorate General of Sea Communication

7. OBJECTIVES OF STUDY
Study on the development of deep sea port as the main development center in the east kalimantan

8. DATE OF S/W: Dec.1978

9. CONSULTANT(S)
The Overseas Coastral Area Development Institute of Japan(OCDI)

10. STUDY TEAM

No. of Members	6
Period	Jan.1979 - Nov.1979 (10 months)
Total M/M	44.51
Japan	34.84
Field	9.67

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY

12. EXPENDITURE

Total	99,579 (¥'000)
Contracted	86,160

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA
Kalimantan, East Kalimantan Province

2. PROJECT COSTS (US$1=625Rp)

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	20,888	8,686	
2)			
3)			

3. CONTENTS OF MAJOR PROJECT(S)

Item	Size
Wharf for foreign trade	330m
Wharf for small vessels	75m
Jetty	50m
Reclamation	905,000sq.m
Warehouse	6,000sq.m

Implementation Period: Oct.1981 - Dec.1984

4. FEASIBILITY AND ITS ASSUMPTIONS

EIRR	FIRR
13.4%	10%

Feasibility: Yes

Conditions and Development Impacts:
Cargo volume in the port was forecasted 10,500 thousand tons in 1985 and 16,900 thousand tons in 2000.

5. TECHINCAL TRANSFER
Counterpart training

III. PRESENT STATUS OF STUDIED PROJECT

1. PRSENT STATUS
- [■] Completed or in Progress
- [○] Completed
- [●] Implementing
- [○] Processing
- [□] Promoting
- [□] Delayed or Suspended
- [□] Discontinued or Cancelled

(Description)

Completion of the review of F/S : 9/1984
Completion of D/D : 6/1985

	Contents of the Report	Realized Items
Location	Area adjoining the present port and harbour southward	ditto
Contents of Major Projects	Wharf for foreign trade:330m Jetty : 1 berth Warehouse : 6,000sq.m	D/D is being carried out at present
Total cost	20,888 thousand dollars	

This project is under construction with the fund from The Asian Development Bank(1988).

2. MAJOR REASONS FOR PRESENT STATUS

3. PRINCIPAL SOURCES OF INFORMATION
(1) (2)

和名 バリクパパン港港湾整備計画

{F/S, (M/P)+F/S, D/D}

PROJECT SUMMARY (F/S)

ASE IDN 310/79

Compiled March 1986
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: Indonesia

2. NAME OF STUDY: Borobudur Prambanan: National Archeological Parks

3. SECTOR: Tourism/ General

4. REFERENCE NO.:

5. TYPE OF STUDY: F/S

6. COUNTERPART AGENCY: Tourism Directorate
Transport Ministry

7. OBJECTIVES OF STUDY: Tourism Development

8. DATE OF S/W: Jul.1978

9. CONSULTANT(S): Pacific Consultants International
JCP Co.,Ltd.

10. STUDY TEAM

No. of Members	24
Period	Jul.1978 - Jul.1979 (13 months)
Total M/M	61.03
Japan	48.0
Field	13.03

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY:

12. EXPENDITURE

Total	160,852 (¥'000)
Contracted	143,858

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA: Central Java,Borobudur Prambanan

2. PROJECT COSTS (US$1=627Rp.)

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	17,266		
2)			
3)			

3. CONTENTS OF MAJOR PROJECT(S)

Review of existing reports and formulation of 1979-1989 detailed plan for the national archeological park centered around ruins of Borobudur Prambanan in Central Java.

Implementation Period: 1979 - 1989

4. FEASIBILITY AND ITS ASSUMPTIONS — EIRR — FIRR

Feasibility:

Conditions and Development Impacts:

Repair and restoration of ruins in both sites are expected to promote domestic and foreign tourism,thereby increasing tourism revenues and inducing regional development

5. TECHINCAL TRANSFER

OJT : Counterparts were trained on land use, tourism and infrastructure development

III. PRESENT STATUS OF STUDIED PROJECT

1. PRSENT STATUS

- ■ Completed or in Progress
- ● Completed
- ○ Implementing
- ○ Processing
- □ Promoting
- □ Delayed or Suspended
- □ Discontinued or Cancelled

(Description)

OECF loan agreements were signed as follows.
April 1980 ¥ 440 million
May 1982 ¥2,805 million
1986 local cost component financing(¥345 million)
1987 local cost component financing(¥688 million)
Construction completed in the summer of 1988.

2. MAJOR REASONS FOR PRESENT STATUS

(1) Large favorable effects
(2) Favorable political conditions
(3) High priority
Great cultural and educational impacts

3. PRINCIPAL SOURCES OF INFORMATION

(1) (2)

和名 ボロブドール・プランバナン国立史跡公園整備計画

{F/S, (M/P)+F/S, D/D}

PROJECT SUMMARY (Other)

ASE IDN 605/79

Compiled March 1990
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: Indonesia

2. NAME OF STUDY
Jakarta-Merak Highway Project: Jakarta/Tangerang Freeway Financial Study (follow-up)

3. SECTOR
Transportation/ Road

4. REFERENCE NO.

5. TYPE OF STUDY: Other

6. COUNTERPART AGENCY
Directorate General of Highways, Ministry of Public Works

7. OBJECTIVES OF STUDY
Policy recommendations on the operation of toll road

8. DATE OF S/W

9. CONSULTANT(S)
Pacific Consultants International

10. STUDY TEAM
No. of Members 4
Period Mar.1979 - Jun.1979 (2.5 months)
Total M/M
Japan
Field

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY

12. EXPENDITURE
Total Contracted 13,679 (¥'000)

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA
Road between Jakarta and Tangerang

2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS

	Total Cost	Local Cost	Foreign Cost
(US$1,000)	1)		
	2)		

3. MAJOR PROJECT(S) PROPOSED
The Government of Indonesia promulgated the toll road Act in February 1978, and planned to apply the law to the operation of the Jakarta-Tangeran section (27km) of the Jakarta - Merak Highway (120km). The follow-up study reevaluated the project by financial analysis and suggested specific policy guidelines.

4. CONDITIONS AND DEVELOPMENT IMPACTS

5. TECHINCAL TRANSFER

III. PRESENT STATUS OF USE OF STUDY RESULTS

1. PRSENT STATUS
- ■ In Progress or In Use
- ☐ Delayed
- ☐ Discontinued

(Description)
The road was constructed by the OECF loan which was approved in Nov. 1977 and is managed as toll road.

2. MAJOR REASONS FOR PRESENT STATUS

3. PRINCIPAL SOURCES OF INFORMATION

和名 ジャカルターメラク間道路アフターケア

{M/P, M/P+(F/S), Basic Study, Other}

PROJECT SUMMARY (M/P)

ASE IDN 109 /80

Compiled March 1986
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: Indonesia

2. NAME OF STUDY
Medan Area Transportation

3. SECTOR
Transportation/ Urban Transportation

4. REFERENCE NO.

5. TYPE OF STUDY: M/P

6. COUNTERPART AGENCY

7. OBJECTIVES OF STUDY
Traffic plan

8. DATE OF S/W: Nov.1978

9. CONSULTANT(S)
Pacific Consultants International

10. STUDY TEAM

No. of Members	16
Period	Sep.1979 - Oct.1980 (13 months)
Total M/M	76.5
Japan	53.0
Field	23.5

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY

12. EXPENDITURE

Total	185,134 (¥'000)
Contracted	171,501

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA
Medan suburban area

2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS

	Total Cost	Local Cost	Foreign Cost
(US$1,000)	1)		
	2)		

3. MAJOR PROJECT(S) PROPOSED

The major projects of the short term development plan for 5 years are :
- Rehabilitation and Construction of Roads:
  Total length,12,630m, Improvement of crossing, 2 sites.
- Establishment of City Bus Route (loop line) :
  Improvement of bus terminal, 2 sites.
- Traffic Control Facilities :
  One way traffic, 26 sites.
  Signal system, 15 sites
- Facilities improvement with reopening of passenger transport between Brawan - Medan.
- Establishment of Eastside Entrance and Rehabilitation of pedestrian bridge of Medan Station.

4. CONDITIONS AND DEVELOPMENT IMPACTS

Development Impacts : Improvement of urban and regional infrastructure by improvement of traffic network (roads and railways,etc.).

5. TECHINCAL TRANSFER

(1) On-the-job training
(2) Employed local consultants for traffic survey and hearing,etc
(3) Overseas training for counterpart staff
(4) Joint work for report preparation

III. PRESENT STATUS OF USE OF STUDY RESULTS

1. PRSENT STATUS
- [■] In Progress or In Use
- [ ] Delayed
- [ ] Discontinued

(Description)

The recommendation of this report was accepted into trunk road improvement plan.
Some part of the project is under construction by own financial source and by the ADB loan on urban development (this loan does not cover trunk roads).

2. MAJOR REASONS FOR PRESENT STATUS

3. PRINCIPAL SOURCES OF INFORMATION

(1)

和名 メダン地域都市交通計画

{M/P, M/P+(F/S), Basic Study, Other}

PROJECT SUMMARY (M/P + F/S)

ASE IDN 202A /80

Compiled March 1986
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: Indonesia

2. NAME OF STUDY

Low Cost Housing Project in Cengkareng

3. SECTOR

Social Infrastructures/ Architecture & Housing

4. REFERENCE NO.

5. TYPE OF STUDY: M/P+(F/S)

6. COUNTERPART AGENCY

National Urban Development Corporation

7. OBJECTIVES OF STUDY

Development of residential land development and medium-rise housing in the Cengkareng area

8. DATE OF S/W: Feb.1979

9. CONSULTANT(S)

NIhon Sekkei, Inc.

10. STUDY TEAM

No. of Members	14
Period	Oct.1979 - Feb.1981 (17 months)
Total M/M	78.83
Japan	56.29
Field	22.54

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY

12. EXPENDITURE

Total	187,718 (¥'000)
Contracted	178,461

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA

Cengkareng area of Jakarta

2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS

(US$1=613Rp.)

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	67,117	67,117	
2)			

3. MAJOR PROJECT(S) PROPOSED

The study proposed the construction of medium-rise apartments and two-story flats for lower-income families and maisonnet-type detached houses and terrace houses for higher-income families.

The project will build 7,500 housing units for 45,000 persons in the area of 110 ha. The study suggested the integrated development of 370 ha for the long term.

4. CONDITIONS AND DEVELOPMENT IMPACTS

Expected development impacts are savings of household consumption among the residents, increased income-earning opportunities, and better access to public facilities (hospitals, schools, mosques, etc.). The project will create employment during and after the construction and contribute to the productivity improvement of the construction materials industry and the stable supply of labor.

5. TECHINCAL TRANSFER

1) OJT on survey methods
2) Participation of 5 counterparts in the JICA training program

III. PRESENT STATUS OF USE OF STUDY RESULTS

1. PRSENT STATUS

- [■] In Progress or In Use
- [ ] Delayed
- [ ] Discontinued

(Description)

Followed by the feasibility study.

2. MAJOR REASONS FOR PRESENT STATUS

3. PRINCIPAL SOURCES OF INFORMATION

(1)

和名 ローコスト住宅開発計画

{M/P, M/P+(F/S), Basic Study, Other}

PROJECT SUMMARY (M/P + F/S)

ASE IDN 202B /80

Compiled March 1986
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: Indonesia

2. NAME OF STUDY: Low Cost Housing Project in Cengkareng

3. SECTOR: Social Infrastructures/ Architecture & Housing

4. REFERENCE NO.:

5. TYPE OF STUDY: (M/P)+F/S

6. COUNTERPART AGENCY:

7. OBJECTIVES OF STUDY:

8. DATE OF S/W: Feb.1979

9. CONSULTANT(S):

10. STUDY TEAM

No. of Members	14
Period	Oct.1979 - Feb.1981 (17 months)
Total M/M	78.83
Japan	56.29
Field	22.54

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY:

12. EXPENDITURE

Total	187,718 (¥'000)
Contracted	178,461

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA: Cengkareng area of Jakarta

2. PROJECT COSTS

	Total Cost	Local Cost	Foreign Cost
(US$1,000) 1)			
2)			
3)			

3. CONTENTS OF MAJOR PROJECT(S)

- medium-rise apartments (five-story)	880 units
- two-story apartment flats	4,400 units
- terrace houses (one-story)	1,500 units
- detached houses	770 units
- related infrastructure development	

Implementation Period: Feb.1982 - Mar.1984

4. FEASIBILITY AND ITS ASSUMPTIONS

EIRR: 11.46% FIRR:

Feasibility: Yes

Conditions and Development Impacts:

Assumptions:
- Development of a housing complex which is more or less self-sufficient in "living, recreating, and working".
- Loan repayments over a period for housing units and lump-sum payments for housing lots (empty lots and commercial lots)

Development impacts:
- savings of household consumption among the residents
- increased income-earning opportunities
- better access to public facilities (hospitals, schools, mosques
- employment creation during and after the construction
- contribution to the productivity improvement of the construction materials industry

5. TECHINCAL TRANSFER

1) OJT on survey methods
2) Participation of 5 counterparts in the JICA training program

III. PRESENT STATUS OF STUDIED PROJECT

1. PRSENT STATUS

- ☐ Completed or in Progress
  - ○ Completed
  - ○ Implementing
  - ○ Processing
- ☐ Promoting
- ■ Delayed or Suspended
- ☐ Discontinued or Cancelled

(Description)

Suspended after the completion of F/S, due to the difficulty of securing soft loans.

2. MAJOR REASONS FOR PRESENT STATUS

The difficulty of securing low-interest loans.
The governments of the developed countries and international lending organizations usually do not assign high priority to housing development.

3. PRINCIPAL SOURCES OF INFORMATION

(1)

和名 ローコスト住宅開発計画

{F/S, (M/P)+F/S, D/D}

PROJECT SUMMARY (F/S)

ASE IDN 313/80

Compiled March 1986
Revised March 1991

I. OUTLINE OF STUDY

1. COUNTRY: Indonesia

2. NAME OF STUDY:
Small and Medium Sized Town Water Supply Projects in Sulawesi

3. SECTOR:
Public Utilities/ Water Supply

4. REFERENCE NO.:

5. TYPE OF STUDY: F/S

6. COUNTERPART AGENCY:
Dept.of Housing,Building,Planning & Urban Development,Ministry of Public Works,

7. OBJECTIVES OF STUDY:
Improvement of living and sanitary condition with implementation of water supply system

8. DATE OF S/W: Mar.1980

9. CONSULTANT(S):
Nihon Suido Consultants Co.,Ltd.

10. STUDY TEAM

No. of Members 6
Period Mar.1980 - Sep.1980 (7 months)

Total M/M
Japan
Field

11. ASSOCIATED AND/OR SUBCONTRACTED STUDY

12. EXPENDITURE

Total 74,192 (¥'000)
Contracted 59,043

II. SUMMARY OF STUDY RESULTS

1. SITE OR AREA:
South,Central and South-East of Sulawesi Province/ Sulawesi Island

2. PROJECT COSTS (US$1=629Rp)

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	5,134	2,268	
2)			
3)			

3. CONTENTS OF MAJOR PROJECT(S)

Water supply facilities + transmission/ distribution pipelines for the following cities
- Donggala city with 20 l/sec capacity
- Tentena city with 20 l/sec capacity
- Luwuk city with 40 l/sec capacity
- Baubau city with 60 l/sec capacity
- Enrekang city with 20 l/sec capacity

Implementation Period: Nov.1982 - Jul.1987

4. FEASIBILITY AND ITS ASSUMPTIONS EIRR FIRR

Feasibility: Yes

Conditions and Development Impacts:
The Feasibility Study with the target year of 1985 was based on the review of a F/S conducted by local consultants data collection /review,population projection,future water demand (water consumption surveys were conducted as necessary base),water supply facility planning, operation/maintenance study,institution /financial study. Development impacts are; decrease in the work load for water conveyance at home,development of local industry,and improvement of sanitary condition in proposed cities which have been in very poor sanitary conditions.

5. TECHINCAL TRANSFER

Carried out a training program in Japan for 3 counterpart staff in water supply plannning,feasibility study,master plan and other related technical field.

III. PRESENT STATUS OF STUDIED PROJECT

1. PRSENT STATUS

- ■ Completed or in Progress
  - ● Completed
  - ○ Implementing
  - ○ Processing
- □ Promoting
- □ Delayed or Suspended
- □ Discontinued or Cancelled

(Description)

Rivised F/S completed
Detailed design completed
June 1981 OECF loan agreement(559 million Yen)
Tender completed in April 1983
The construction was completed.

2. MAJOR REASONS FOR PRESENT STATUS

(1) Effectiveness : effective in development of local industries and improvement of sanitation condition
(2) Priority : developed along with Indonesian Government plan

3. PRINCIPAL SOURCES OF INFORMATION

(1)

和名 地方小都市上水道整備計画

{F/S, (M/P)+F/S, D/D}