

PROJECT SUMMARY (M/P + F/S)

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Philippines	1. SITE OR AREA	13 towns in Panay Island (Malay, Ibaday, Bonga, Kalibo, Iyisan, Pontovedra, Pilar, Sara, Lambunao, Leon, Miagao, Jordan, New Washington)		1. PRESENT STATUS <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Groundwater Development in Panay Island	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	Total Cost Local Cost Foreign Cost 1) 5,020 2)		
3. SECTOR	Social Infrastructures/ Water Resource Development	3. MAJOR PROJECT(S) PROPOSED	(Description) Followed by F/S.		
4. REFERENCE NO.		Water source development (mainly by the use of groundwater) and rehabilitation/improvement/expansion of water supply facilities in 13 towns of Panay Island			
5. TYPE OF STUDY	M/P+(F/S)				
6. COUNTERPART AGENCY	Local Water Utilities Administration				
7. OBJECTIVES OF STUDY	Assessment of Dependable Yield of Groundwater for Water Supply	4. CONDITIONS AND DEVELOPMENT IMPACTS		2. MAJOR REASONS FOR PRESENT STATUS Not only local municipalities, but also LWUA has insufficient financial capability requires appropriate budgetary arrangement by LWUA	
8. DATE OF S/W		-Formation of water district in respective municipalities is prerequisite based on the Provincial Water Act of the Philippines for selfgoverning water supply services. -Inadequate financial capability of local towns requires national financial assistance including subsidy and soft-loan. -Provision of safe and cheap drinking water with stable supply creates stabilization of local residents, improvement of health, reduction of housework and increase of productivity.			
9. CONSULTANT(S)	Nippon Jogesuido Sekkei Co., Ltd.	5. TECHINCAL TRANSFER		3. PRINCIPAL SOURCES OF INFORMATION	
10. STUDY TEAM	No. of Members 6 Period Mar.1988 - Nov.1989 (20 months) Total M/M 47.51 Japan 17.05 Field 30.46	Groundwater resource survey with data analysis and water well construction management were provided including OJT.			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY					
12. EXPENDITURE	Total 269,387 (¥'000) Contracted 142,350				

PROJECT SUMMARY (M/P + F/S)

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Philippines	1. SITE OR AREA		1. PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="radio"/> Completed <input type="radio"/> Implementing <input type="radio"/> Processing
2. NAME OF STUDY	Groundwater Development in Panay Island	2. PROJECT COSTS	Total Cost Local Cost Foreign Cost		<input checked="" type="checkbox"/> Promoting <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Discontinued or Cancelled
3. SECTOR	Social Infrastructures/ Water Resource Development	1) (US\$1,000) 2) 3)			(Description) Some municipalities have been included in the request of Japanese Grant-Aid submitted by LWUA. Kalibo, as an example, is being operated by Water District and intending to expand its water supply to neighboring town, New Washington where no dependable water source is expected. However, most of study area municipalities have superannuated water supply facilities and do not have sufficient financial capability for rehabilitation/ improvement/expansion to meet with ever increasing demand for public water supply services.
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)			
5. TYPE OF STUDY	(M/P)+F/S				
6. COUNTERPART AGENCY	Local Water Utilities Administration				
7. OBJECTIVES OF STUDY	Assessment of Dependable Yield of Groundwater for Water Supply				
8. DATE OF S/W		Implementation Period:			
9. CONSULTANT(S)	Nippon Jogesuido Sekkei Co., Ltd.	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR FIRR		
10. STUDY TEAM	No. of Members 6 Period Mar.1988 - Nov.1989 (20 months) Total M/M 47.51 Japan 17.05 Field 30.46	Feasibility: Conditions and Development Impacts: The study contained assessment of dependable groundwater yield and general framework of major water supply facilities including rough cost estimates. In this regard, F/S in detail will be required prior to realization of the proposed project.			2. MAJOR REASONS FOR PRESENT STATUS
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY					Formation of Water District is urgently required based on the Philippine Law and F/S shall subsequently be conducted for project realization, while financial arrangement by LWUA is deemed bottle neck for project implementation
12. EXPENDITURE	Total 269,387 (¥'000) Contracted 142,350	5. TECHINICAL TRANSFER			3. PRINCIPAL SOURCES OF INFORMATION

PROJECT SUMMARY (F/S)

Compiled March 1991
Revised

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT																
1. COUNTRY	Philippines	1. SITE OR AREA	Lozon Samar and Leyte islands (Pan-Philippine HWY, Manila North Road)	1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Implementing <input checked="" type="checkbox"/> Processing <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Discontinued or Cancelled															
2. NAME OF STUDY	Rehabilitation and Maintenance of Bridges along Arterial Roads	2. PROJECT COSTS	Total Cost 43,101 Local Cost 13,982 Foreign Cost 29,119 (US\$1,000) 1) 2) 3)	(Description)																
3. SECTOR	Transportation/ Road	3. CONTENTS OF MAJOR PROJECT(S)																		
4. REFERENCE NO.		Bridge Rehabilitation and Maintenance along Arterial Roads 1. Reconstruction 12 2. Replacement of Superstructure 15 3. Repair 25 total 52 Brs.		1. Procedures Undertaken -Completion of Feasibility Study June, 1989 -OECF Appraisal Mission (16th) June, 1989 -OECF Loan Agreement (16th) Dec., 1989 -Short List for Consultant Selection March, 1990 2. Status 41 bridges out of 52 bridges selected during Feasibility Study were separately identified to avoid overlapping with the other road rehabilitation project, which included the rest of the proposed bridges. <table border="0"> <tr> <td>Rehabilitation Construction</td> <td>Under 16th</td> <td>Under 17th</td> </tr> <tr> <td>Reconstruction</td> <td>7</td> <td>4</td> </tr> <tr> <td>Replacement</td> <td>13</td> <td>0</td> </tr> <tr> <td>Repair</td> <td>17</td> <td>0</td> </tr> <tr> <td></td> <td>37 Brs.</td> <td>4 Brs.</td> </tr> </table> 3. Conceivable Schedule D/D starting Sep. 1990, OECF Appraisal (17th) May, 1990		Rehabilitation Construction	Under 16th	Under 17th	Reconstruction	7	4	Replacement	13	0	Repair	17	0		37 Brs.	4 Brs.
Rehabilitation Construction	Under 16th	Under 17th																		
Reconstruction	7	4																		
Replacement	13	0																		
Repair	17	0																		
	37 Brs.	4 Brs.																		
5. TYPE OF STUDY	F/S	Implementation Period:																		
6. COUNTERPART AGENCY	Department of Public Works and Highways (DPWH)	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR FIRR																	
7. OBJECTIVES OF STUDY	Bridge Rehabilitation program, Bridge Data Base, Bridge Inspection and Maintenance	Feasibility: Yes																		
8. DATE OF S/W	Apr. 1987	Conditions and Development Impacts:																		
9. CONSULTANT(S)	Nippon Koei Co., Ltd. ALMEC Corporation	Conditions -Traffic forecast is based on review of the survey results carried out by DPWH in 1986. -Design criteria such as design line loads and structural specification are in accordance with NSCP. Development Impacts -Prevent the existing bridge from river flood damage -Improve junctioning and durability of bridge, then prevent bridge collapse -Maintain traffic network -Establish systematic organization																		
10. STUDY TEAM	No. of Members 9 Period Nov. 1987 - Jun. 1989 (19.5 months) Total M/M 68.08 Japan 20.62 Field 47.46	5. TECHNICAL TRANSFER		2. MAJOR REASONS FOR PRESENT STATUS																
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	1. Topographic Survey, 1988 2. Geotechnical Survey, 1988 3. Scaffolding, 1988	1. Trainee, Mr. Matanguihan Edwin Cuerns, Bureau of Design, DPWH, Participated in the training course of bridge engineering in Japan. (1988.8.17 - 1988.11.4) 2. Lecture concerning bridge data base and its operation was carried out during Feasibility Study.		Implementation of the Project is under process since the Project has high priority in order to prevent the existing bridges from damages by typhoon and increased traffic volume.																
12. EXPENDITURE	Total 214,117 (Y'000) Contracted 208,344			3. PRINCIPAL SOURCES OF INFORMATION																

PROJECT SUMMARY (M/P)

Compiled	March 1986
Revised	March 1991

ASO SGP 101 /78

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Singapore	1. SITE OR AREA		1. PRSENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Dredging Project of the Straits of Singapore	Strait of Singapore		(Description)	The dredging was completed.
3. SECTOR	Transportation/ Port	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	(US\$1=\$\$2.16) Total Cost Local Cost Foreign Cost 1) 24,937 2)		
4. REFERENCE NO.		3. MAJOR PROJECT(S) PROPOSED			
5. TYPE OF STUDY	M/P	Plan for deepening the shallow areas(4 sites) in Singapore Strait. Based upon the bathymetric surveys,seismic surveys,Boring,and Inspection by divers, the followings are proposed. (1) Dredging Method:Grab Dredger (2) Dredging Volume:484,000cu.m(area 165,000sq.m) (3) Monthly Production: 38,000cu.m(by 7cu.m Grab) 89,900cu.m(by 13cu.m Grab)			
6. COUNTERPART AGENCY	Port and Harbour Bureau, Ministry of Transport				
7. OBJECTIVES OF STUDY	Proposal on dredging method and cost estimates				
8. DATE OF S/W	Jul.1978	4. CONDITIONS AND DEVELOPMENT IMPACTS			
9. CONSULTANT(S)	Overseas Coastal Area Development Institute of Japan	Very Large Carriers(Vessels) can pass the Singapore strait. It enables that far eastern countries can obtain crude oil and other raw materials for cheaper transportation cost.			
10. STUDY TEAM	No. of Members 2 Period Aug.1978 - Mar.1979 (6 months) Total M/M 32.50 Japan 13.13 Field 19.37			2. MAJOR REASONS FOR PRESENT STATUS	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY					
12. EXPENDITURE	Total 124,172 (¥'000) Contracted 113,950	5. TECHINCAL TRANSFER		3. PRINCIPAL SOURCES OF INFORMATION	(1)

和名 浅瀬浚渫計画

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

PROJECT SUMMARY (F/S)

Compiled March 1990
Revised March 1991

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT																	
1. COUNTRY	Singapore	1. SITE OR AREA			1. PRESENT STATUS <input type="checkbox"/> Completed or in Progress <input type="radio"/> Completed <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Promoting <input type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Discontinued or Cancelled																
2. NAME OF STUDY	Plant Renovation Project of the Sentosa-1 Earth Station	1. SITE OR AREA	Sentosa Island of Singapore																		
3. SECTOR	Communications & Broadcasting/ Telecommunication	2. PROJECT COSTS	<table border="1"> <tr> <td></td> <td>Total Cost</td> <td>Local Cost</td> <td>Foreign Cost</td> </tr> <tr> <td>(US\$1,000)</td> <td>1) 770</td> <td></td> <td></td> </tr> <tr> <td></td> <td>2) 2,160</td> <td></td> <td></td> </tr> <tr> <td></td> <td>3)</td> <td></td> <td></td> </tr> </table>			Total Cost	Local Cost	Foreign Cost	(US\$1,000)	1) 770				2) 2,160				3)			(Description) The project was discontinued. 1) The antenna was the old type (york tower type) which is less flexible for expansion. 2) INTELSAT standards of the antenna was changed when the study was completed.
	Total Cost	Local Cost	Foreign Cost																		
(US\$1,000)	1) 770																				
	2) 2,160																				
	3)																				
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)	The Plant Renovation Project: 1) 5 years life extension Antenna mechanical part & structure - partial repair Antenna servo drive system - to replace some devices 2) 10 years life extension Antenna mechanical part & structure - total repair Antenna servo drive system - to replace all High Power microwave transmitter - extension for TDMA system																		
5. TYPE OF STUDY	F/S	Implementation Period:	Aug.1985 - Jan.1986																		
6. COUNTERPART AGENCY	Telecommunication Authority of Singapore	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR FIRR Feasibility: Conditions and Development Impacts: (1) The objectives of study was to investigate the feasibility of service life extension over the design life of the earth station. (2) The result of the study(report) gave exact information of the earth station expansion project in Singapore Telecoms.																		
7. OBJECTIVES OF STUDY	To study the plant renovation of the SENTOSA-1 E/S	5. TECHINCAL TRANSFER	Accurate To submit the diagnosis of service life extension over the design life of the antenna																		
8. DATE OF S/W	Feb.1985			2. MAJOR REASONS FOR PRESENT STATUS																	
9. CONSULTANT(S)	Japan Telecommunications Engineering and Consulting Service																				
10. STUDY TEAM	No. of Members 4 Period Mar.1986 - Jul.1986 (5 months) Total M/M 7.64 Japan 5.40 Field 2.24			3. PRINCIPAL SOURCES OF INFORMATION																	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY																					
12. EXPENDITURE	Total 24,504 (¥'000) Contracted 18,662			(1)																	

PROJECT SUMMARY (F/S)

Compiled March 1990
Revised March 1991

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Singapore	1. SITE OR AREA			1. PRESENT STATUS <input type="checkbox"/> Completed or in Progress <input type="radio"/> Completed <input type="radio"/> Implementing <input type="radio"/> Processing <input checked="" type="checkbox"/> Promoting <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Singapore Urban Transport Improvement	5 routes			
3. SECTOR	Transportation/ Urban Transportation	2. PROJECT COSTS	Total Cost Local Cost Foreign Cost (US\$1,000) 1) 700,000 2) 3)		(Description) 1) A seminar was held on the results of the study 2) The Sentosa Development Corporation and the Public Works Department are interested in the Orchard - Sentosa Route, and taking steps to realize its implementation
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)			
5. TYPE OF STUDY	F/S	1) Route selection and detailed design 2) Construction related infrastructure 3) System selection and operational plan 4) Management system and manpower training			
6. COUNTERPART AGENCY	Public Works Department, Min. of National Development	Note: The cost per route ranges from US\$81 - 175.8 million.			
7. OBJECTIVES OF STUDY	Evaluation of technical and operational feasibility of introducing a new transport system	Implementation Period:			
8. DATE OF S/W	Apr. 1987	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR	2. MAJOR REASONS FOR PRESENT STATUS
9. CONSULTANT(S)	ALMEC Corporation and Pacific Consultants International	Feasibility: Yes			
10. STUDY TEAM	No. of Members 11 Period Aug. 1987 - Nov. 1988 (15 months) Total M/M 53.23 Japan 8.70 Field 44.53	Conditions and Development Impacts: Condition: Smooth linkage with the trunk system. Development impacts: 1) Reduction of pollution (air pollution and noise) 2) Improvement of traffic safety 3) Time saving by passengers 4) Urban development in the vicinities of stations.			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Topographic survey	5. TECHNICAL TRANSFER			3. PRINCIPAL SOURCES OF INFORMATION (1)
12. EXPENDITURE	Total 209,764 (¥000) Contracted 195,078				

PROJECT SUMMARY (F/S)

ASO LKA 301/77

Compiled March 1986
Revised March 1991

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Sri Lanka	1. SITE OR AREA	Colombo and six other major cities	1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Discontinued or Cancelled <input type="checkbox"/> Processing
2. NAME OF STUDY	Outside Colombo Area Telecommunication Development Scheme: Stage II Project	2. PROJECT COSTS	(US\$1=15.56 Rp.) Total Cost 5,936 Local Cost 2,809 Foreign Cost (US\$1,000) 1) 2) 3)	(Description) 1978 Mar. OECF loan agreement (1,940 million yen)	
3. SECTOR	Communications & Broadcasting/ Telecommunication	3. CONTENTS OF MAJOR PROJECT(S)			
4. REFERENCE NO.					
5. TYPE OF STUDY	F/S				
6. COUNTERPART AGENCY	Ministry of Post and Telecommunication	Implementation Period:	1979 - 1982		
7. OBJECTIVES OF STUDY		4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR 154 FIRR Feasibility: Yes		
8. DATE OF S/W		Conditions and Development Impacts: Development impacts:			
9. CONSULTANT(S)		1) Extension of telecommunication to areas which are now inadequately serviced. 2) Increase of subscribers 3) Stimulation of development in Colombo and other six cities.		2. MAJOR REASONS FOR PRESENT STATUS	
10. STUDY TEAM	No. of Members 10 Period Jan.1977 - Jul.1977 (5 months) Total M/M 21.0 Japan 2.0 Field 19.0	5. TECHINCAL TRANSFER		3. PRINCIPAL SOURCES OF INFORMATION	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY				(1)	
12. EXPENDITURE	Total 22,095 (¥'000) Contracted 69,027				

和名 電気通信網整備計画

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

PROJECT SUMMARY (M/P + F/S)

Compiled March 1986
Revised March 1991

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Sri Lanka	1. SITE OR AREA	Colombo, Trincomalee, Gall, Jafena	1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Port Improvement Programme	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	(US\$1=218.89Yen) Total Cost Local Cost Foreign Cost 1) 70,458 16,418 54,040 2)	(Description) It has been included in National Development Plan, and it is now under construction.	
3. SECTOR	Transportation/ Port	3. MAJOR PROJECT(S) PROPOSED			
4. REFERENCE NO.		Major Components for Colombo Port Conventional Berth New berth 1 berth (-12mX250m) Expansion 2 " (-9mX165m, Expansion 50m)			
5. TYPE OF STUDY	M/P+(F/S)	Container Berth New berth 3 nos. Oil Berth New 1 " Cargo Handling Machine Folk lifts 85 nos. Cranes 9 nos. (mobile 8, floating 1) Road 4 lanes X 5.7 km			
6. COUNTERPART AGENCY	Sri Lanka Ports Authority (SLPA)	4. CONDITIONS AND DEVELOPMENT IMPACTS	2. MAJOR REASONS FOR PRESENT STATUS		
7. OBJECTIVES OF STUDY	Short Term Development Plan, and Long Term Development Plan	Eliminating the congestion in the port, Decreasing ship waiting time.			
8. DATE OF S/W	May 1979				
9. CONSULTANT(S)	Overseas Coastal Area Development Institute of Japan				
10. STUDY TEAM	No. of Members 9 Period Jun.1979 - Mar.1980 (9 months) Total M/M 46.14 Japan 33.6 Field 12.54	5. TECHINCAL TRANSFER	3. PRINCIPAL SOURCES OF INFORMATION		
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		Giving lecture on the methods for Port Planning.			
12. EXPENDITURE	Total 104,401 (Y'000) Contracted 89,707		(1)		

PROJECT SUMMARY (M/P + F/S)

Compiled March 1986
Revised March 1991

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Sri Lanka	1. SITE OR AREA	Colombo	1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Port Improvement Programme	2. PROJECT COSTS	(US\$1=218.89Yen)	(Description)	
3. SECTOR	Transportation/ Port				
4. REFERENCE NO.				(1) OECF Loan Date of Loan Agreement (L/A) Amount Oct. 1980 7,600 million Yen Apr. 1984 6,362 " Jan. 1985 2,579 " Oct. 1987 1,955 " Mar. 1990 6,329 "	
5. TYPE OF STUDY	(M/P)+F/S				
6. COUNTERPART AGENCY	Sri Lanka Ports Authority	3. CONTENTS OF MAJOR PROJECT(S)		Construction for port improvement began in October 1988. Construction for port expansion began in May 1990.	
7. OBJECTIVES OF STUDY	Formulating of: Short Term Development Plan and Long Term Development Plan				
8. DATE OF S/W	May 1979	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR 17.1% FIRR 8.22%	2. MAJOR REASONS FOR PRESENT STATUS	
9. CONSULTANT(S)	Overseas Coastal Area Development Institute of Japan	Feasibility: Yes			
10. STUDY TEAM	No. of Members 9 Period Jun. 1979 - Mar. 1980 (9 months) Total M/M 46.14 Japan 33.6 Field 12.54	Conditions and Development Impacts: Conditions: Targetted year Urgent Plan = 1983 Master Plan = 1988 GDP Growth 5.5% per annum Population Growth 1.5% per annum Port Tariff shall be raised by 25% Development Impacts Eliminating the congestion in the Port Decreasing ship waiting time		3. PRINCIPAL SOURCES OF INFORMATION	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHINCAL TRANSFER	Giving lecture on the methods for Port Planning		
12. EXPENDITURE	Total 104,401 (¥'000) Contracted 89,707			(1)	

PROJECT SUMMARY (Other)

Compiled	March 1990
Revised	March 1991

ASO LKA 601 /80

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Sri Lanka	1. SITE OR AREA		1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Development Project of the Port of Colombo (follow-up)	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	Total Cost Local Cost Foreign Cost	(Description)	
3. SECTOR	Transportation/ Port	(US\$1,000) 1) 2)			
4. REFERENCE NO.		3. MAJOR PROJECT(S) PROPOSED	The study team explained the technical issues involved in the construction of the container berth which was proposed by the F/S conducted in FY 1979 and will be financed by OECF.		
5. TYPE OF STUDY	Other				
6. COUNTERPART AGENCY					
7. OBJECTIVES OF STUDY	Technical explanation to the government authorities				
8. DATE OF S/W		4. CONDITIONS AND DEVELOPMENT IMPACTS			
9. CONSULTANT(S)					
10. STUDY TEAM	No. of Members Period Aug.1980 - Sep.1980 (.25 months) Total M/M Japan Field			2. MAJOR REASONS FOR PRESENT STATUS	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY					
12. EXPENDITURE	Total 1,510 (¥'000) Contracted 1,510	5. TECHINICAL TRANSFER		3. PRINCIPAL SOURCES OF INFORMATION	

和名 コロンボ港整備計画アフターケア

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

ASO LKA 302 /82

[illegible]

PROJECT SUMMARY (Other)

Compiled March 1990
Revised March 1991

ASO LKA 602/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Sri Lanka	1. SITE OR AREA	katunayake	1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Colombo Airport Development (follow-up)	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	(US\$1=20.55Yen) Total Cost Local Cost Foreign Cost 1) 115,739 25,525 2)	(Description) The project was included in the 1984 Public Investment Plan and was completed in 1988. The F/S was undertaken by Netherlands Airport Consultants BV (NACO). Financing was as follows. OECF - Passenger Terminal (10,200 million yen) EXIM Japan - Runway UK ODA - Navais France - Other facilities	
3. SECTOR	Transportation/ Air Transportation & Airport	3. MAJOR PROJECT(S) PROPOSED	As a result of comparative study of urgency between new runway construction and terminal complex development, new runway construction is recommended as having a higher priority.		
4. REFERENCE NO.					
5. TYPE OF STUDY	Other				
6. COUNTERPART AGENCY	Airport and Aviation Service(S.L.) Ltd.				
7. OBJECTIVES OF STUDY	Detailed investigation of construction cost	8. DATE OF S/W		4. CONDITIONS AND DEVELOPMENT IMPACTS	
9. CONSULTANT(S)	Japan Airport Consultants, Inc.			Greatly improved handling of air passengers and other users of airport is expected to contribute to earning of foreign exchange.	
10. STUDY TEAM	No. of Members 2 Period Dec.1981 - May 1982 (6 months) Total M/M 4.42 Japan 3.26 Field 1.16				2. MAJOR REASONS FOR PRESENT STATUS
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHINICAL TRANSFER	OJT is made by having the local consultants assist the Japanese consultants in the supervision of construction.		3. PRINCIPAL SOURCES OF INFORMATION
12. EXPENDITURE	Total 26,740 (¥'000) Contracted 8,869				(1)

和名 コロンボ空港整備計画アフターケア

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

PROJECT SUMMARY (F/S)

Compiled March 1986
Revised March 1991

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Sri Lanka	1. SITE OR AREA	Colombo metropolitan area		1. PRESENT STATUS <input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Implementing <input checked="" type="checkbox"/> Processing <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Colombo - Katunayake Expressway and New Port Access Road Project	2. PROJECT COSTS	(US\$1/225Yen=23Rs) Total Cost Local Cost Foreign Cost (US\$1,000) 1) 51.080 19,790 2) 3)		
3. SECTOR	Transportation/ Road	3. CONTENTS OF MAJOR PROJECT(S)	Project A: Project road, link and other related roads (total length of 25.4 km) Project B: Project road, link and other related roads (total length of 5.7 km)		(Description) 1987 Sept. OECF E/S loan agreement on port access road (1.5 km) 1990 Mar. OECF E/S loan agreement (520 million yen) on Colombo - Katunayake Express way
4. REFERENCE NO.		Implementation Period: Jan.1986 - Dec.1989			
5. TYPE OF STUDY	F/S	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR FIRR 18.5%		
6. COUNTERPART AGENCY	Greater Colombo Economic Commission (GCEC)	Feasibility: Yes			
7. OBJECTIVES OF STUDY		Conditions and Development Impacts: Conditions: 1) Project life of 25 years; 2) the start of operation in 1990; 3) opportunity cost of capital at 12%; and 4) benefits in 1990 and 2000 calculated by interpolation. Development impacts: 1) Stimulation of development in Greater Colombo and Gampaha District; 2) facilitation of industrial growth in Katunayake Investment Promotion Zone and elsewhere; 3) tourism promotion; 4) alleviation of traffic congestion on the Negombo road; 5) administrative improvement.		2. MAJOR REASONS FOR PRESENT STATUS	
8. DATE OF S/W	Sep.1982			3. PRINCIPAL SOURCES OF INFORMATION	
9. CONSULTANT(S)	Japan Bridge and Structure Institute and Kokusai Kogyo Co.			(1)	
10. STUDY TEAM	No. of Members 21 Period Dec.1982 - Jan.1984 (13 months) Total M/M 65.59 Japan 7.49 Field 58.1	5. TECHINCAL TRANSFER			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Topographic and geological survey	1) Participation of 2 trainees in JICA training program 2) OJT			
12. EXPENDITURE	Total 203,467 (¥'000) Contracted 193,010				

PROJECT SUMMARY (F/S)

Compiled March 1986
Revised March 1991

ASO LKA 304/83

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Sri Lanka	1. SITE OR AREA	Colombo metropolitan area	1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Telecommunications Network Improvement Project in Greater Colombo	2. PROJECT COSTS	(US\$1=270Yen) Total Cost 38,333 Local Cost 4,526 Foreign Cost 33,807 (US\$1,000) 1) 2) 3)	(Description) May 1985 OECF loan agreement (10,359 million yen) Mar.1991 Construction scheduled to be completed	
3. SECTOR	Communications & Broadcasting/ Telecommunications	3. CONTENTS OF MAJOR PROJECT(S)			
4. REFERENCE NO.		Contents Construction of the Subscriber Network for 7 exchanges and Junction Network for 24 exchanges covering the Greater Colombo.			
5. TYPE OF STUDY	F/S	Scale Subscriber cable 1,097 km Junction 109 km			
6. COUNTERPART AGENCY	SLTD	Implementation Period:	Aug.1986 - Nov.1988		
7. OBJECTIVES OF STUDY	Feasibility study on "Telecommunications Network Improvement Project in Greater Colombo" as an integral part of the National Development Plan.	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR 29.7% FIRR 15.2%		
8. DATE OF S/W	Dec.1982	Feasibility:	Yes		
9. CONSULTANT(S)	Nippon Telecommunication Consulting Co.,Ltd.	Conditions and Development Impacts:	Most of the existing outside plant were installed more than 20 years ago, and the number of circuit is too small to meet the present demand. In addition, many of the existing cable have been deteriorated. To improve such situation SLTD request the Government of Japan.	2. MAJOR REASONS FOR PRESENT STATUS (1) High priority; This project is considered top priority by the Government of Sri Lanka.	
10. STUDY TEAM	No. of Members 15 Period Jan.1983 - Nov.1983 (11 months) Total M/M 46.3 Japan 11.7 Field 34.6	5. TECHINICAL TRANSFER	(1) Joint preparation of report: 2 senior engine of SLTD and director of bureau invited Japan, preparation of report. (2) On the job training (SLTD counterparts)	3. PRINCIPAL SOURCES OF INFORMATION (1)	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY					
12. EXPENDITURE	Total 117,636 (¥'000) Contracted 109,525				

和名 大コロンボ電気通信網整備計画

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

PROJECT SUMMARY (M/P)

Compiled	March 1988
Revised	March 1991

ASO LKA 101 /85

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Sri Lanka	1. SITE OR AREA		1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Master Plan for the Domestic Telecommunication Network	Whole country		(Description) The government of Sri Lanka applied the project (the Greater Colombo Area Telecommunications Project-2) for yen credit, and OECF pledged financing in October 1990.	
3. SECTOR	Communications & Broadcasting/ Telecommunications	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	(US\$=26.00Rp)		
4. REFERENCE NO.		Total Cost	Local Cost Foreign Cost		
5. TYPE OF STUDY	M/P	(US\$1,000)	1) 29,307 2)		
6. COUNTERPART AGENCY	Ministry of Posts and Telecommunications Development.	3. MAJOR PROJECT(S) PROPOSED			
7. OBJECTIVES OF STUDY	To study the Master Plan for telecommunications development in the year 2000.	To propose 100% of Digitalization of Trunk Network in the year 2000 and the network development for the following towns (1) Greater Colombo Area Telecommunications Improvement Project-2 (2) SLTD Organization Improvement project (3) Subscriber's line expansion project and Telecommunications network expansion project for rural towns/villages			
8. DATE OF S/W	Aug. 1984	4. CONDITIONS AND DEVELOPMENT IMPACTS		2. MAJOR REASONS FOR PRESENT STATUS	
9. CONSULTANT(S)	Nippon Telecommunications Consulting Co., Ltd.	Conditions: To realize 100% of demand fulfillment and 100% of digitalization in the year 2000 Impacts: To decrease the difference in Quality and in Quantity between Urban area and Rural area.			
10. STUDY TEAM	No. of Members 12 Period Dec. 1984 - Oct. 1985 (11 months) Total M/M 50.02 Japan 28.22 Field 21.8				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHINICAL TRANSFER		3. PRINCIPAL SOURCES OF INFORMATION	
12. EXPENDITURE	Total 136,112 (¥'000) Contracted 128,045	(1) Trainee acceptance: 3 counterparts invited Japan, for one month (2) On the job training (SLTD counterparts)		(1)	

和名 全国電気通信網整備計画

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

PROJECT SUMMARY (M/P + F/S)

Compiled March 1991
Revised

ASO LKA 202A /89

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Sri Lanka	1. SITE OR AREA	Colombo Port	1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Development of the Port of Colombo	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	Total Cost Local Cost Foreign Cost (US\$1,000) 1) 257,849 42,117 215,732 2) 667,235	(Description) Followed by F/S.	
3. SECTOR	Transportation/ Port	3. MAJOR PROJECT(S) PROPOSED			
4. REFERENCE NO.		Main Works of Alternative-A			
5. TYPE OF STUDY	M/P+ (F/S)	1) Short Term 2) Master Plan (including short-term) JCT No.3 North Channel JCT No.4 FCT NNP QCT No.1 Pipe Laying QCT No.2 QEQ Rehabilitation QCT No.3 Dredging Channel SY Breakwater Communication System Realignment Channel T/C for JCT No.1&2 Dredging Harbour Port Access Road* Communication System Crown Land Port Highway			
6. COUNTERPART AGENCY	Sri Lanka Ports Authority				
7. OBJECTIVES OF STUDY	F/S, M/P, & ST/P				
8. DATE OF S/W	Mar.1988	4. CONDITIONS AND DEVELOPMENT IMPACTS	1.Saving in export industry investment 2.Reduction of transport cost 3.Reduction of handling cost		
9. CONSULTANT(S)	Overseas Coastal Area Development Institute of Japan Japan Port Consultants Co.,Ltd.			2. MAJOR REASONS FOR PRESENT STATUS	
10. STUDY TEAM	No. of Members 10 Period Nov.1988 - Dec.1989 (13 months) Total M/M 56.3 Japan Field			Good Coordination Among Concerned Agencies	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Boring, Topographic Survey, Bathymetric Survey	5. TECHINCAL TRANSFER	3. PRINCIPAL SOURCES OF INFORMATION		
12. EXPENDITURE	Total 175,721 (Y'000) Contracted 176,480	On the job, Through discussion ,JICA training course		(1)	

和名 コロンボ港開発計画

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

PROJECT SUMMARY (M/P + F/S)

Compiled March 1991
Revised

ASO LKA 202B/89

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Sri Lanka	1. SITE OR AREA	Colombo Port	1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Implementing <input checked="" type="checkbox"/> Processing <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Development of the Port of Colombo	2. PROJECT COSTS	Total Cost Local Cost Foreign Cost (US\$1,000) 1) 257,849 42,117 215,732 2) 3)		
3. SECTOR	Transportation/ Port	3. CONTENTS OF MAJOR PROJECT(S)	(Description) Oct.1989 OECF loan agreement on Jaya Container Terminal No.3 (6,000 million yen) D/D is now under way.		
4. REFERENCE NO.		Jaya Container Terminal NO.3 Jaya Container Terminal NO.4 New North Pier Pipe Laying Queen Elizabeth Quay (Rehabilitation) Dredging Computer/Communication			
5. TYPE OF STUDY	(M/P)+F/S				
6. COUNTERPART AGENCY	Sri Lanka Ports Authority				
7. OBJECTIVES OF STUDY	F/S, M/P, & ST/P	Implementation Period:	1989 - 1995		
8. DATE OF S/W	Mar.1988	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR FIRR 21.4% 8.7%		
9. CONSULTANT(S)	Overseas Coastal Area Development Institute of Japan Japan Port Consultants Co.,Ltd.	Feasibility:			
10. STUDY TEAM	No. of Members 10 Period Nov.1988 - Dec.1989 (13 months) Total M/M 56.3 Japan Field	Conditions and Development Impacts: 1.Saving in export industry investment 2.Reduction of transport cost 3.Reduction of handling cost			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Boring, Topographic Survey, Bathymetric Survey	5. TECHINICAL TRANSFER			
12. EXPENDITURE	Total 175,721 (¥'000) Contracted 176,480	On the job, Through discussion, JICA training course	2. MAJOR REASONS FOR PRESENT STATUS Good coordination among concerned agencies		
			3. PRINCIPAL SOURCES OF INFORMATION (I)		

和名 コロンボ港開発計画

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

PROJECT SUMMARY (F/S)

Compiled March 1988
Revised March 1991

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Thailand	1. SITE OR AREA		1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="radio"/> Completed <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Project of Strengthening and/or Replacement of Steel Bridges on the State Railway	Southern line 1,159 km 110 bridges Northern line 751 km 22 bridges Northeastern line 1,205 km 45 bridges Eastern line 733 km 27 bridges	(US\$1=20Bahts)	(Description) The project was completed with local finance:	
3. SECTOR	Transportation/ Railway	2. PROJECT COSTS	Total Cost 16,683 Local Cost Foreign Cost		
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)			
5. TYPE OF STUDY	F/S	Of the 214 spans: 197 spans are to be repaired and strengthened. 17 spans are to be replaced with the construction of new bridges			
6. COUNTERPART AGENCY	State Railway of Thailand	Implementation Period:		2. MAJOR REASONS FOR PRESENT STATUS	
7. OBJECTIVES OF STUDY	Investigation, from the aspects of design and work execution, of the existing 214 spans of steel bridges requiring strengthening and/or replacement	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR FIRR Feasibility: Conditions and Development Impacts: It was considered beneficial for SRT to receive a few advisors for its technical and financial needs for the initial one or two years. Improvement of the existing 214 steel bridges was recommended.		
8. DATE OF S/W	Oct. 1975	5. TECHNICAL TRANSFER	Investigations were conducted with the cooperation of counterparts.		
9. CONSULTANT(S)	Japan Railway Technical Service			3. PRINCIPAL SOURCES OF INFORMATION	
10. STUDY TEAM	No. of Members 17 Period Jan. 1976 - Nov. 1976 (10 months) Total M/M 87.27 Japan 66.60 Field 20.67				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY				(1) (2)	
12. EXPENDITURE	Total 106,843 (¥000) Contracted 108,230				

PROJECT SUMMARY (F/S)

Compiled March 1986
Revised March 1991

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Thailand	1. SITE OR AREA	Pattaya, Ko lan Island		1. PRESENT STATUS <input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Pattaya Tourism Development	2. PROJECT COSTS	(US\$1=20 Bahts)		
3. SECTOR	Tourism/ General		Total Cost	Local Cost	(Description) The project is under construction with local finance.
4. REFERENCE NO.					
5. TYPE OF STUDY	F/S				
6. COUNTERPART AGENCY	Dept. of Tourism				
7. OBJECTIVES OF STUDY	Establishment plan of infrastructure for tourism				
8. DATE OF S/W	Nov. 1976	3. CONTENTS OF MAJOR PROJECT(S)			
9. CONSULTANT(S)	Pacific Consultants International. Nippon Tetrapod Co., Ltd.	-Infrastructure -Water supply and sewerage -Water drainage system -Solid waste management -Road, power, communication -Port			
10. STUDY TEAM	No. of Members 12 Period Dec. 1976 - Dec. 1977 (12 months) Total M/M 118.13 Japan 88.73 Field 29.4	Implementation Period: 1977 - 1996 4. FEASIBILITY AND ITS ASSUMPTIONS EIRR FIRR 26% Feasibility: No Conditions and Development Impacts: Private investment has been made in tourism industry while public sector has not invested; therefore, inappropriate development continues and tourism resource has not been utilized. This project aims to utilize this resource and contribute to tourism development.			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY					
12. EXPENDITURE	Total 335,524 (¥'000) Contracted 206,380	5. TECHINICAL TRANSFER			
		Overseas training for 6 trainees			
		2. MAJOR REASONS FOR PRESENT STATUS			
		-Good financial condition -High priority			
		3. PRINCIPAL SOURCES OF INFORMATION			
		(1)			

PROJECT SUMMARY (F/S)

ASE THA 303/78

Compiled March 1986
Revised March 1991

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Thailand	1. SITE OR AREA	Bangkok metropolitan area	1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Discontinued or Cancelled <input type="checkbox"/> Processing
2. NAME OF STUDY	Separate System of Metropolitan Water Supply in Bangkok	2. PROJECT COSTS	Total Cost 73,121 Local Cost Foreign Cost (US\$1,000) 1) 2) 3)	(Description) April 1979 Yen Credit (8,400 million yen) completed	
3. SECTOR	Public Utilities/ Water Supply	3. CONTENTS OF MAJOR PROJECT(S)			
4. REFERENCE NO.		-Expansion of water supply area 9 districts, 171,750 cu.m/day (A.D.2000)			
5. TYPE OF STUDY	F/S	Implementation Period: 1981 - 2000			
6. COUNTERPART AGENCY	Metropolitan Water Works Authority	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR FIRR	2. MAJOR REASONS FOR PRESENT STATUS	
7. OBJECTIVES OF STUDY	Water Service plan	Feasibility: Conditions and Development Impacts: Implementing water source reconnaissance, planning water supply system and propose a feasible water supply expansion plan for connect the water supply system of residential area and industrial complex, which are under construction in the vicinity of Bangkok, with the existing Central Water Supply System. In the existing master plan, these areas were planned as independent system from Central Water Supply System, however, a rational system will be realized.			
8. DATE OF S/W	Jan. 1977			3. PRINCIPAL SOURCES OF INFORMATION	
9. CONSULTANT(S)	Pacific Consultants International				
10. STUDY TEAM	No. of Members 14 Period May 1977 - Jul. 1978 (15 months) Total M/M 24.3 Japan 7.2 Field 17.1			(1)	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY					
12. EXPENDITURE	Total 143,869 (¥'000) Contracted 44,780	5. TECHINCAL TRANSFER			
		-Overseas training for counterpart staff -Inspection of water purification plant			

PROJECT SUMMARY (F/S)

ASE THA 305/78

Compiled March 1986
Revised March 1991

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Thailand	1. SITE OR AREA	Phetchabun - Chai Badan. Northern Region		1. PRESENT STATUS <input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Discontinued or Cancelled <input type="checkbox"/> Processing
2. NAME OF STUDY	Phetchabun - Chai Badan Highway Project	2. PROJECT COSTS	(US\$1=20Bahts)		
3. SECTOR	Transportation/ Road		Total Cost	Local Cost	Foreign Cost
4. REFERENCE NO.		(US\$1,000)	1) 16,600	2) 9,400	3) 7,200
5. TYPE OF STUDY	F/S	3. CONTENTS OF MAJOR PROJECT(S)			
6. COUNTERPART AGENCY	Department of Highway	Existing Road Rehabilitation	L= 130 km		
7. OBJECTIVES OF STUDY	Road Construction	New Road Construction	L= 21 km		
8. DATE OF S/W	Feb. 1978	Total	151 km		
9. CONSULTANT(S)	Katahira & Engineers Nippon Koei Co., Ltd.	Pavement Type:			
10. STUDY TEAM	No. of Members 12 Period Aug. 1978 - Mar. 1979 (9 months) Total M/M 44.33 Japan 26.33 Field 18.0	Asphalt	L= 94 km		
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		Laterite	L= 57 km		
12. EXPENDITURE	Total 108,742 (¥'000) Contracted 101,688	Total	151 km		
		Implementation Period:	Apr. 1980 - Dec. 1982		
		4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR	
		Feasibility: Yes	20.4%		
		Conditions and Development Impacts:			
		Conditions:			
		-Future traffic demand estimates for 1983, 1989 and 1997			
		-Freight traffic demand based on projected agricultural production and passenger traffic demand based population projection and the trip ratio calculated from the sample survey			
		-Standards of road based on the criteria of the Highway Department			
		Development Impacts of upgrading to all-weather roads:			
		-Improvement of regional communication			
		-Saving of transportation cost and increase of farmers' income			
		-Development of better transportation network and reduction of running costs			
		5. TECHNICAL TRANSFER			
		(1) OJB			
		(2) JICA training			
		(3) Joint reporting			
		2. MAJOR REASONS FOR PRESENT STATUS			
		(1) Big Development effects			
		(2) Favorable financial status			
		(3) High priority			
		(4) Strong promotion by department of Highway			
		3. PRINCIPAL SOURCES OF INFORMATION			
		(1) (2)			

和名 ペチャブン-チャイバダン道路建設計画

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

PROJECT SUMMARY (F/S)

Compiled March 1986
Revised March 1991

ASE THA 304/78

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT																
1. COUNTRY	Thailand	1. SITE OR AREA	Each place of the country		1. PRESENT STATUS <input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Discontinued or Cancelled															
2. NAME OF STUDY	Rural Long Distance Public Telephone Service	2. PROJECT COSTS	(US\$1=180Yen) <table border="1"> <thead> <tr> <th></th> <th>Total Cost</th> <th>Local Cost</th> <th>Foreign Cost</th> </tr> </thead> <tbody> <tr> <td>1) (US\$1,000)</td> <td>385,008</td> <td>54,618</td> <td>330,390</td> </tr> <tr> <td>2)</td> <td></td> <td></td> <td></td> </tr> <tr> <td>3)</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>				Total Cost	Local Cost	Foreign Cost	1) (US\$1,000)	385,008	54,618	330,390	2)				3)		
	Total Cost	Local Cost	Foreign Cost																	
1) (US\$1,000)	385,008	54,618	330,390																	
2)																				
3)																				
3. SECTOR	Communications & Broadcasting/ Telecommunication	3. CONTENTS OF MAJOR PROJECT(S)	(Description) Sep. 1984 OECF loan agreement (3,090 million yen) Dec. 1986 Contract on construction Sep. 1999 Construction completed																	
4. REFERENCE NO.		Objectives																		
5. TYPE OF STUDY	F/S	The construction of long distance telephone circuits, including public telephones, in major rural districts without telephones for the purpose of improving the telephone service in 469 rural areas.																		
6. COUNTERPART AGENCY	Telephone Organization of Thailand	Transmission route * Two terrestrial radio system * Domestic satellite system																		
7. OBJECTIVES OF STUDY	To recommend the optimum transmission system to TOT.	Implementation Period:	1981 - 1982		2. MAJOR REASONS FOR PRESENT STATUS High priority: The project was realized by the strong request from the King.															
8. DATE OF S/W	Jul. 1978	4. FEASIBILITY AND ITS ASSUMPTIONS	<table border="1"> <thead> <tr> <th></th> <th>EIRR</th> <th>FIRR</th> </tr> </thead> <tbody> <tr> <td></td> <td>11.3%</td> <td>18.22%</td> </tr> </tbody> </table>				EIRR	FIRR		11.3%	18.22%									
	EIRR	FIRR																		
	11.3%	18.22%																		
9. CONSULTANT(S)	Nippon Telecommunication Consulting Co., Ltd.	Feasibility:	Yes																	
10. STUDY TEAM	No. of Members 6 Period Aug. 1978 - Mar. 1979 (8 months) Total M/M Japan Field 27.03	Conditions and Development Impacts:	Conditions: Alternative Plan 2 terrestrial radio systems and 1 Domestic Satellite System Impacts: Public Telecommunication Services for 469 sites with not telephone become available																	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHINICAL TRANSFER	3. PRINCIPAL SOURCES OF INFORMATION																	
12. EXPENDITURE	<table border="1"> <thead> <tr> <th></th> <th>Total</th> <th>Contracted</th> </tr> </thead> <tbody> <tr> <td></td> <td>75,078 (¥'000)</td> <td>79,180</td> </tr> </tbody> </table>		Total	Contracted		75,078 (¥'000)	79,180	(1) Trainee acceptance; 2 engineer(TOT) invited to Japan (2) On the Job Training(TOT counterparts)		(1)										
	Total	Contracted																		
	75,078 (¥'000)	79,180																		

和名 長距離市街電話網

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

PROJECT SUMMARY (D/D)

Compiled March 1990
Revised March 1991

ASE THA 401/78

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Thailand	1. SITE OR AREA	Bangkok Metropolitan Area	1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Discontinued or Cancelled <input type="checkbox"/> Processing
2. NAME OF STUDY	Bangkok Telephone Network Project: Junction Lines	2. PROJECT COSTS	Total Cost Local Cost Foreign Cost (US\$1,000) 1) 2) 3)	(Description) Jul. 1978 OECF loan agreement (1,464 million yen)	
3. SECTOR	Communications & Broadcasting/ Telecommunication	3. CONTENTS OF MAJOR PROJECT(S)			
4. REFERENCE NO.		Contents	Scale		
5. TYPE OF STUDY	D/D	Construction of Junction cable	250,000 Pair-km		
6. COUNTERPART AGENCY	Telephone Organization of Thailand (TOT)	Implementation Period:			
7. OBJECTIVES OF STUDY	D/D of junction cable network and five local cable networks	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR FIRR		
8. DATE OF S/W	Feb. 1977	Feasibility: Yes			
9. CONSULTANT(S)	Nippon Telecommunication Consulting Co., Ltd.	Conditions and Development Impacts: -To full of demand in site area -This project come under construction of junction network for 3rd M/P Package 1, Phase 1			
10. STUDY TEAM	No. of Members 13 Period May 1977 - Feb. 1978 (9 months) Total M/M Japan 29.73 Field 70.77	5. TECHINICAL TRANSFER		2. MAJOR REASONS FOR PRESENT STATUS	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY				Telephone demand in the metropolitan area is urgent.	
12. EXPENDITURE	Total 226,680 (¥'000) Contracted 251,129	Many counterparts engineers participated in preparation of D/D		3. PRINCIPAL SOURCES OF INFORMATION	
				(1)	

和名 バンコク市内線路網実施設計

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

PROJECT SUMMARY (M/P)

Compiled	March 1986
Revised	March 1991

ASE THA 101/79

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Thailand	1. SITE OR AREA	Bangkok Metropolitan Area	1. PRESENT STATUS	<input type="checkbox"/> In Progress or In Use <input checked="" type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Bangkok Suburban Transportation Project	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	(US\$1=260Yen) Total Cost Local Cost Foreign Cost		(Description) Projects proposed by the study are not included in the Sixth National Development Plan. No progress has been made in upgrading the railway service in downtown Bangkok.
3. SECTOR	Transportation/ Railway	(US\$1,000)	1) 834,400 2)		
4. REFERENCE NO.		3. MAJOR PROJECT(S) PROPOSED			
5. TYPE OF STUDY	M/P	Formulation of Master Plan for large scale transportation for Bangkok and its surrounding areas. Basic policy is to make the utmost use of existing railway system as the transportation means for people commuting to work.			
6. COUNTERPART AGENCY	Expressway and Rapid Transit Authority(ETA), Royal State Railway of Thailand(SRT)	Main components are: Suburban lines(new construction) 6 lines(11 segments) total length 102.8km Improvement of existing lines (double track,new stations, signal and communication) total length 151 km Rolling stock(Year 2000) Suburban line 756 or 478 (depending on fare) Existing national railway 318			
7. OBJECTIVES OF STUDY	Transportation Plan				
8. DATE OF S/W	Jul.1978	4. CONDITIONS AND DEVELOPMENT IMPACTS			
9. CONSULTANT(S)	Pacific Consultants International	Beneficial effect: alleviation of traffic congestion in downtown and surrounding areas			
10. STUDY TEAM				2. MAJOR REASONS FOR PRESENT STATUS	
No. of Members 7 Period Oct.1978 - Aug.1979 (11 months) Total M/M 46.57 Japan 35.5 Field 11.07				This project is an extension from downtown to suburban areas. Therefore, F/S is unlikely to be conducted unless progress is made on projects for the downtown area.	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY				3. PRINCIPAL SOURCES OF INFORMATION	
12. EXPENDITURE		5. TECHINICAL TRANSFER		(1) (2)	
Total 90,378 (¥'000) Contracted 85,377		Training in Japan			

和名 首都圏交通計画

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

PROJECT SUMMARY (F/S)

ASE THA 307/79

Compiled March 1986
Revised March 1991

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Thailand	1. SITE OR AREA	Nakkon Sawan Prefecture, Chiyaphum Prefecture		1. PRESENT STATUS <input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Nong Bua - Ban Lam Chi Bon Highway Project	2. PROJECT COSTS	(US\$1=20Bahts) Total Cost Local Cost Foreign Cost 1) 30,600 17,300 13,300 (US\$1,000) 2) 3)		
3. SECTOR	Transportation/ Road	3. CONTENTS OF MAJOR PROJECT(S)	Road length Improvement 42 km New Construction 113 km Total 155 km Road width 9.0 - 10.0 km Pavement SBST Bridges 777.0m in total length		(Description) 1983 Sep. OECF loan agreement (5,770 million yen) 1984 Dec. D/D completed 1986 Feb. Construction commenced 1988 Aug. Construction completed
4. REFERENCE NO.		Implementation Period:	Apr.1981 - Dec.1983		
5. TYPE OF STUDY	F/S	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR FIRR 21.7% Feasibility: Yes		
6. COUNTERPART AGENCY	Department of Road Ministry of communication	Conditions and Development Impacts:	(1) Connection between east and west links (2) Solution of interruption section during the rainy season. (3) Increase of agricultural production (4) Improvement of local road network		
7. OBJECTIVES OF STUDY	Provincial road improvement	10. STUDY TEAM			2. MAJOR REASONS FOR PRESENT STATUS - large development impact - good linkage with other major road - high priority - effective administration
8. DATE OF S/W	Jul.1978	No. of Members 11 Period Jun.1979 - Feb.1980 (8 months) Total M/M 43.4 Japan 18.5 Field 24.9			
9. CONSULTANT(S)	Nippon Koei Co., Ltd. Katahira & Engineers	11. ASSOCIATED AND/OR SUBCONTRACTED STUDY			3. PRINCIPAL SOURCES OF INFORMATION (1) (2)
12. EXPENDITURE	Total 104,520 (¥000) Contracted 103,547	5. TECHINICAL TRANSFER	(1) OJT: Discussion about route selection. Traffic forecast and development benefits. (2) Trainee: 1 engineer		

和名 ノンブアーバンラムチボン道路建設計画

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

PROJECT SUMMARY (F/S)

Compiled March 1986
Revised March 1991

ASE THA 306/79

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Thailand	1. SITE OR AREA	Bangkok metropolitan area	1. PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input checked="" type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Bangkok Urban Truck Terminals Construction Project	2. PROJECT COSTS	(US\$1= 20 Bahts) Total Cost Local Cost Foreign Cost (US\$1,000) 1) 42,033 2) 3)	(Description) Detailed design was partially undertaken by local consultants. In June, 1987 Ministry of Transport and Communication has approved the commencement of the construction. The truck terminal at Rangsit, which is located in the north of Bangkok, is to be improved as private sector project. Construction of the truck terminals in the west has been suspended. Due to rapid urbanization, some sites for terminals have been used for other purposes.	
3. SECTOR	Transportation/ Land Transportation	3. CONTENTS OF MAJOR PROJECT(S)			
4. REFERENCE NO.		Description	Scale		
5. TYPE OF STUDY	F/S	Truck terminal	Cargo handling: 12,000 t/day		
6. COUNTERPART AGENCY	Department of Land Transport	Parking			
7. OBJECTIVES OF STUDY	Traffic plan	Public parking			
8. DATE OF S/W	Jan. 1979	Maintenance facilities			
9. CONSULTANT(S)	Pacific Consultants International Nitsu Research Institute	Warehouse district			
10. STUDY TEAM	No. of Members 9 Period Aug. 1979 - Mar. 1980 (8 months) Total M/M 32.6 Japan 22.9 Field 9.7	Implementation Period:			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR FIRR 10%		
12. EXPENDITURE	Total 83,169 (¥'000) Contracted 79,340	Feasibility: No		2. MAJOR REASONS FOR PRESENT STATUS	
		Conditions and Development Impacts:			
		Condition: Target year 2000			
		Project road includes intra urban tollway, circumferencial road, outer ring road			
		Development Impacts:			
		-Increase of profit to the owner by regular operation			
		-Decrease in accidents by supplying welfare facilities to drivers			
		-Increase in operation time by improving inspection and maintenance			
		5. TECHINCAL TRANSFER		3. PRINCIPAL SOURCES OF INFORMATION	
		Technical advice on demand forecasting, traffic survey, and economic analysis.		(1) (2)	

PROJECT SUMMARY (D/D)

Compiled March 1990
Revised March 1991

ASE THA 402/80

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Thailand	1. SITE OR AREA	Bangkok Metropolitan Area	1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Discontinued or Cancelled <input type="checkbox"/> Processing
2. NAME OF STUDY	Bangkok Telephone Network Project	2. PROJECT COSTS	Total Cost Local Cost Foreign Cost (US\$1,000) 1) 2) 3)	(Description)	
3. SECTOR	Communications & Broadcasting/ Telecommunication	3. CONTENTS OF MAJOR PROJECT(S)			
4. REFERENCE NO.		1) Detailed design of local cable network for five exchanges (Pronghit, Chinwatana, Packrett, Ramintra, and Onutt-I) 2) Additional detailed designs for three exchanges (Kurontoi, Labrana and Ekachai)			
5. TYPE OF STUDY	D/D				
6. COUNTERPART AGENCY	Telephone Organization of Thailand	Implementation Period:	Mar.1985 - Mar.1986		
7. OBJECTIVES OF STUDY	Detailed designs for 8 telephone exchanges	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR FIRR		
8. DATE OF S/W	Jul.1978	Feasibility:			
9. CONSULTANT(S)	Nippon Telecommunication Consulting Co.	Conditions and Development Impacts:			
10. STUDY TEAM	No. of Members 12 Period Aug.1978 - Jun.1979 (11 months) Oct.1979 - Aug.1980 (11 months) Total M/M 108.79 Japan 49.63 Field 59.16	Detailed designs are based on the program in the 4th National Economic Development Plan. Five exchanges correspond to Package I of Phase 2 and three additional exchanges to Package II of Phase 1.			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHINCAL TRANSFER	OJT for counterparts	2. MAJOR REASONS FOR PRESENT STATUS	
12. EXPENDITURE	Total 278,789 (¥'000) Contracted 277,097			3. PRINCIPAL SOURCES OF INFORMATION	
				(1)	

和名 バンコック市内線路網実施設計

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

PROJECT SUMMARY (M/P + F/S)

Compiled	March 1986
Revised	March 1991

ASE THA 201A/81

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Thailand	1. SITE OR AREA		1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Road Development in the Northern Region	17 changwats of the Norther Regions (170,000 sq.km)		(Description)	The feasibility study was conducted on 8 routes selected from 12 short-term priority links.
3. SECTOR	Transportation/ Road	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS (US\$1=23Bahts) Total Cost Local Cost Foreign Cost (US\$1,000) 1) 36,500 2)			
4. REFERENCE NO.		3. MAJOR PROJECT(S) PROPOSED			
5. TYPE OF STUDY	M/P+(F/S)	The study examined all road sections which must be developed during the current five-year development plan ending in 1986. The road sections studied are Nos. 6, 8, 12, 14, 15, 19, 20, 23, 25, 29, 30 and 31.			
6. COUNTERPART AGENCY	Dept. of Highways (DOH), Ministry of Communications				
7. OBJECTIVES OF STUDY	Formulation of a master plan for highway development and feasibility analysis of priority road sections (new construction and improvement)				
8. DATE OF S/W	Dec.1979	4. CONDITIONS AND DEVELOPMENT IMPACTS			
9. CONSULTANT(S)	Nippon Koei Co., Ltd. and Katahira & Engineers International	The study selected priority road sections by taking into account development potentials by area. 44 links (total length 1,200km) were selected for improvement or for new construction. A pre-feasibility study was undertaken on 31 links (860km) which were considered for short- and medium-term implementation and narrowed down to 16 links (410km) for the subsequent feasibility study. Development impacts: 1) The project will stimulate the regional stagnation caused by the shortage of land and low income by providing better transport infrastructure. 2) The project will contribute to the productivity improvement and diversification of agricultural production. 3) The road density of the Northern Region is lower than elsewhere, and the project will promote better communication.		2. MAJOR REASONS FOR PRESENT STATUS	
10. STUDY TEAM	No. of Members 12 Period Jun.1980 - Mar.1982 (22 months) Total M/M 140.33 Japan 16.03 Field 124.3				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Traffic survey, road inventory survey	5. TECHINCAL TRANSFER		3. PRINCIPAL SOURCES OF INFORMATION	(1) (2)
12. EXPENDITURE	Total 385,805 (¥'000) Contracted 381,842	1) OJT for the counterparts on the method of selecting priority road sections 2) Participation of 1 counterparts in the JICA training program			

和名 北部地方道路網整備計画

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

PROJECT SUMMARY (M/P + F/S)

ASE THA 201B/81

Compiled
Revised

March 1986
March 1991

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Thailand	1. SITE OR AREA	17 changwats of the Norther Regions (170,000 sq.km)		1. PRESENT STATUS <input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="radio"/> Completed <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Road Development in the Northern Region	2. PROJECT COSTS	(US\$1=23Bahts) Total Cost Local Cost Foreign Cost (US\$1,000) 1) 56,800 32,000 24,800 2) 3)		
3. SECTOR	Transportation/ Road	3. CONTENTS OF MAJOR PROJECT(S)	The feasibility study was undertaken on 14 links (410km) requested by DOH. The analysis indicated 12 links (394km) as feasible. - 11 links (F4 standard) 378km - 1 link (F5 standard) 16km		(Description) 1983 - 1986 D/D completed by DOH Sep. 1983 OECF loan agreement (5,770 million yen) Jan. 1986 Construction started Aug. 1988 Construction completed
4. REFERENCE NO.		Implementation Period:			
5. TYPE OF STUDY	(M/P)+F/S	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR FIRR 28.5 -		
6. COUNTERPART AGENCY		Feasibility: Yes			
7. OBJECTIVES OF STUDY		Conditions and Development Impacts: 1) The Northern Region has limited availability of arable land because of difficult topography and has been underdeveloped. The proposed project will provide transport infrastructure and stimulate productive activities. 2) In order to establish a framework of balanced regional growth through better inter-regional communication, the study formulated a optimum plan to strengthen the road network, and proposed priority short- and medium-term routes. Development impacts: 1) The project will stimulate the regional stagnation caused by the shortage of productive land and low income by providing better transport infrastructure. 2) The project will contribute to the productivity improvement and diversification of agricultural production. 3) The road density of the Northern Region is lower than elsewhere, and the project will promote better communication.		2. MAJOR REASONS FOR PRESENT STATUS 1) Large impact: substantial contribution to the alleviation of regional disparities which was one of the major objectives of the 4th and 5th development plans. 2) Linkage with other projects: the proposed priority links were consistent with other priority road development projects. 3) Consistency with government policy: the Government of Thailand has been emphasizing public investments in the operation and maintenance of the existing roads, and the projects proposed by the study were consistent with this policy. 4) High priority: the Government has been emphasizing improvement of provincial roads and production-related roads, and the Northern Region has been given high priority in this regard.	
8. DATE OF S/W	Dec. 1979	5. TECHINCAL TRANSFER			
9. CONSULTANT(S)				3. PRINCIPAL SOURCES OF INFORMATION (1) (2)	
10. STUDY TEAM	No. of Members 12 Period Jun. 1980 - Mar. 1982 (months) Total M/M 140.33 Japan 16.03 Field 124.3				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY					
12. EXPENDITURE	Total 385,805 (¥'000) Contracted 381,842				

和名 北部地方道路網整備計画

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

PROJECT SUMMARY (F/S)

Compiled	March 1986
Revised	March 1991

ASE TFLA 308/81

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Thailand	1. SITE OR AREA	Northern area of Bangkok	1. PRSENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="radio"/> Completed <input checked="" type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Rama VI Bridge Construction Project	2. PROJECT COSTS	(US\$1=230Yen) Total Cost Local Cost Foreign Cost 1) 34,000 19,100 (US\$1,000) 2) 3)		
3. SECTOR	Transportation/ Road	3. CONTENTS OF MAJOR PROJECT(S)	New road including the bridge 1,800m Bridge portion only 800m	(Description)	Sep. 1983 OECF (10th) E/S loan agreement (170 million yen) Aug. 1986 D/D on New Rama IV Bridge completed Sep. 1987 OECF (13th) loan agreement on the new bridge (5,599 million yen) 1989 Construction started Jun. 1992 Construction scheduled to be completed
4. REFERENCE NO.					
5. TYPE OF STUDY	F/S				
6. COUNTERPART AGENCY	Public Works Dept.(PWD), Ministry of Interior				
7. OBJECTIVES OF STUDY	Alleviation of traffic congestions in Bangkok, with the bridge serving to complete the middle ring road				
8. DATE OF S/W	Mar.1981	Implementation Period:	Oct.1983 - Mar.1986		
9. CONSULTANT(S)	Chiyoda Engineering Consultants Co., and Japan Overseas Consultants Co., Ltd.	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR FIRR 20.6%		
		Feasibility: Yes			
		Conditions and Development Impacts: Conditions: 1) Traffic volume projections for 1985, 1990 and 2000. 2) Standard running speed of cars at 50km/hour 3) Traffic volumes of passengers and goods are projected on the basis of the O/D survey. Development impacts: 1) Alleviation of traffic congestions in Bangkok and its adjacent areas 2) Industrial and residential development of the area along the Middle Ring Road because of an expansion of the traffic capacity of the road			
10. STUDY TEAM	No. of Members 12 Period May1981 - Dec.1982 (18 months) Total M/M 38.05 Japan 3.55 Field 34.5			2. MAJOR REASONS FOR PRESENT STATUS	1) Large impact: stimulation of the regional economy by the alleviation of congestions and the reduction of travel time 2) High priority: the completion of the Middle Ring Road ensures the balanced growth of the metropolitan area of Bangkoko. 3) Administrative expertise: PWD has experiences in bridgh construction (already constructed 5 bridges across Chao Phraya River)
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Traffic survey, topographic survey and geological survey			3. PRINCIPAL SOURCES OF INFORMATION	(1) (2)
12. EXPENDITURE	Total 124,023 (¥000) Contracted 116,682	5. TECHINCAL TRANSFER	1) OJT 2) Participation of counterparts in the JICA program. 3) Employment of local consultants		

和名 チャオピア河架橋計画（ラマ六世橋建設計画）

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

PROJECT SUMMARY (F/S)

Compiled March 1986
Revised March 1991

ASE THA 309/81

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Thailand	1. SITE OR AREA	East Coast Region	1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	East Coast Water Resources Development Project	2. PROJECT COSTS	(US\$1=230Yen=23B) Total Cost 242,000 Local Cost 103,870 Foreign Cost 137,700 (US\$1,000) 1) 2) 3)	(Description) Jul.1982 OECF loan agreement on the pipeline(6,570 million yen) Jul.1982 OECF loan agreement on E/S of Nong Pla Lai Dam (320 million yen) Sep.1982 D/D completed Jun.1984 Construction completed Sep.1988 OECF loan agreement on the dam(4,357 million yen) Dec.1990 D/D on the pipeline(Dok Krai - Mabtapud) is under implementation	
3. SECTOR	Social Infrastructures/ Water Resource Development	3. CONTENTS OF MAJOR PROJECT(S)			
4. REFERENCE NO.		Contents	Scale		
5. TYPE OF STUDY	F/S	Construction of Nong Pla Lai Dam	Height: 30m, Crest L.: 4,000m		
6. COUNTERPART AGENCY	Royal Irrigation Department	Construction of pipeline between Dok Krai Dam and east coast region and of construction of Ban Bung Dam	Pipeline, length: 25 km Pipeline capacity: 80x10 cu.m/year		
7. OBJECTIVES OF STUDY	Water Resources Development covering Rayong, Nong Pla Lai, Chon Buri Changwats	Implementation Period:	Jan.1984 - Nov.1986		
8. DATE OF S/W	Dec.1980	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR 10.5% FIRR		
9. CONSULTANT(S)	CTI Engineering Co., Ltd. Sanyu Consultants Inc. Nomura Research Institute	Feasibility: Yes			
10. STUDY TEAM	No. of Members 11 Period Feb.1981 - Mar.1982 (13 months) Total M/M 61.79 Japan 26.54 Field 35.25	Conditions and Development Impacts: Prerequisite is that the proposed industrial development project in the east coast region be progressed as originally scheduled. The merits of the development are a steady supply of industrial water and also supply of municipal water to growing number population in keeping with the industrial development.		2. MAJOR REASONS FOR PRESENT STATUS	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Geological survey			(1) High degree of priority: The industrialization of the east coast region was the No.1 priority project of the Government of Thailand. (2) RID was directly commissioned by the Prime Minister to push forward of the project.	
12. EXPENDITURE	Total 165,176 (¥000) Contracted 149,826	5. TECHINICAL TRANSFER	Acceptance of Trainees: for about three months, four trainees despatched from the Government of Thailand pursued the study and training mainly field survey of water supply systems. In the long view, it is considered profitable to the trainees.	3. PRINCIPAL SOURCES OF INFORMATION	
				(1)	

和名 東部水資源開発計画

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

PROJECT SUMMARY (M/P)

ASE THA 102/82

Compiled March 1990
Revised March 1991

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Thailand	1. SITE OR AREA	16 changwats of the Northeastern Region (169,000 sq.km)	1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Road Development in the Northeastern Region	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	(US\$1=23B) Total Cost Local Cost Foreign Cost 1) 55,200 2)	(Description) Based on the recommendations of the study, a feasibility study was subsequently undertaken on 15 routes for new construction and improvement (502.1km) and 8 routes for rehabilitation (90km).	
3. SECTOR	Transportation/ Road	3. MAJOR PROJECT(S) PROPOSED			
4. REFERENCE NO.		The study proposed the following priority projects. - New construction and improvement 18 routes (666.9km) - Rehabilitation 25 routes (468.0km)			
5. TYPE OF STUDY	M/P				
6. COUNTERPART AGENCY	Dept. of Highways, Ministry of Communications			2. MAJOR REASONS FOR PRESENT STATUS	
7. OBJECTIVES OF STUDY	Formulation of a master plan for road development in the Northeastern Region				
8. DATE OF S/W	Nov.1981	4. CONDITIONS AND DEVELOPMENT IMPACTS			
9. CONSULTANT(S)	Nippon Koei Co., Ltd. and Katahira & Engineers International	Development impacts: 1) Narrowing of regional disparities 2) Stimulation of agricultural production 3) Development in poorer areas Social impacts: 1) Alleviation of social and political isolation 2) Improvement of health services 3) Improvement of education 4) Reduction of income disparities			
10. STUDY TEAM	No. of Members 11 Period Mar.1982 - Mar.1983 (12 months) Total M/M 79.2 Japan 14.6 Field 64.6			3. PRINCIPAL SOURCES OF INFORMATION (1) (2)	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHINCAL TRANSFER			
12. EXPENDITURE	Total 224,974 (¥'000) Contracted 216,437	1) OJT of the methods for selecting priority roads and for measuring social impacts 2) Participation of 2 counterparts in the JICA training program			

PROJECT SUMMARY (M/P + F/S)

Compiled March 1986
Revised March 1991

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Thailand	1. SITE OR AREA		1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Bangkok Sewerage System Project	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	(US\$1=27.3B) Total Cost Local Cost Foreign Cost 1) 116,160 69,100 2)	(Description) After the study, F/S was implemented and Japanese experts went to Thailand for technical assistance.	
3. SECTOR	Public Utilities/ Sewerage	3. MAJOR PROJECT(S) PROPOSED			
4. REFERENCE NO.		Bangkok City has some problems such as flooding in rainy season and water pollution of river in dry season. Several studies on those problems have been carried out. This study was to review the previous study reports and to make new master plan in order to obtain the practical plan. Scope of the study is limited for sewerage system planning.			
5. TYPE OF STUDY	M/P+(F/S)				
6. COUNTERPART AGENCY	Department of Drainage and Sewerage, BMA				
7. OBJECTIVES OF STUDY	Planning on the countermeasure of pollution and flood				
8. DATE OF S/W	Mar.1979	4. CONDITIONS AND DEVELOPMENT IMPACTS	Study area is 37,000 ha, same as previous CDM plan, which was divided into 10 sewerage districts. Separate systems have been fundamentally adopted for the system. In central area of the city, however, a combined system has been temporarily adopted. Treatment plant is located at the vacant lot of the Tobacco Public Corporation. Treatment method is modified aeration system.		
9. CONSULTANT(S)	Nihon Suido Consultants Co., Ltd.				
10. STUDY TEAM	No. of Members 10 Period Aug.1979 - Feb.1980 (6 months) Jul.1980 - Jul.1982 (23 months) Total M/M 186.3 Japan 114.3 Field 72.0				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Topographic Survey	5. TECHINCAL TRANSFER	(1) Individual short time training program executed for two persons. (2) Preparation of reports with trainees during the training period. (3) Employment of local consultants for land surveying. (4) Guidance of water quality test		
12. EXPENDITURE	Total 397,120 (¥'000) Contracted 377,556			2. MAJOR REASONS FOR PRESENT STATUS 3. PRINCIPAL SOURCES OF INFORMATION (1)	

PROJECT SUMMARY (M/P + F/S)

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Thailand	1. SITE OR AREA	Bangkok City	1. PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="radio"/> Completed <input type="radio"/> Implementing <input type="radio"/> Processing <input checked="" type="checkbox"/> Promoting <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Bangkok Sewerage System Project	2. PROJECT COSTS	(US\$1=27.3B) Total Cost 32,300 Local Cost 23,200 Foreign Cost (US\$1,000) 1) 2) 3)	(Description) The development of the sewerage system has been delayed; because higher priority is given to drainage and inundation control projects in Bangkok. Bangkok Metropolitan Administration(BMA) have undertaken D/D on two sewage treatment plants (the capacity: 30,000 cu.m/day and 25,000 cu.m/day). BMA is preparing a request to Japan on another treatment plan with a capacity of 60,000 cu.m/day.	
3. SECTOR	Public Utilities/ Sewerage	3. CONTENTS OF MAJOR PROJECT(S)			
4. REFERENCE NO.		Project area : 970 ha Intercepting sewer : d 3,000-2,400mm for L=7,100m Combined sewer : d 8,500-2,000mm for L=1,300m Intermediate Pumping Station: 3 stations, Q=13-24cu.m/min Plant : Q=135,000 cu.m/day Inf.BOD= 160 mg/l Eff.BOD= 60 mg/l (Modified aeration process: grit chamber, aeration tank, final sedimentation basin, chlorination chamber, digester, etc.)			
5. TYPE OF STUDY	(M/P)+F/S	Implementation Period:	1984 - 1988		
6. COUNTERPART AGENCY	Department of Drainage and Sewerage, BMA	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR FIRR	2. MAJOR REASONS FOR PRESENT STATUS	
7. OBJECTIVES OF STUDY	F/S on first phase program, as recommended in M/S	Feasibility: Yes			
8. DATE OF S/W	Mar. 1979	Conditions and Development Impacts:		3. PRINCIPAL SOURCES OF INFORMATION	
9. CONSULTANT(S)	Nihon Suido Consultants Co., Ltd.	In 1982, the celebration of the 200th anniversary of Bangkok as Capital of Thailand, sewerage project was focussed to cope with the water quality problem of canal in the city. Sewerage project and Water Disposal Plan were made as a pair. F/S was conducted for the area selected by the investment efficiency as recommended in M/P. Development impacts are expected with pollution prevention of canal and decrease of inundation problem, which area, however, can not be scaled quantitatively.			
10. STUDY TEAM	No. of Members 10 Period Aug. 1979 - Feb. 1980 (6 months) Jul. 1980 - Jul. 1982 (23 months) Total M/M 186.3 Japan 114.3 Field 72.0	5. TECHINICAL TRANSFER		(1)	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Topographic survey	(1) Carried out training program for two persons (2) Employment of the local consultant for land survey (3) Equipment granted and instructed for water quality tests			
12. EXPENDITURE	Total 397,120 (¥'000) Contracted 377,556				

Compiled	March 1986
Revised	March 1991

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Thailand	1. SITE OR AREA		1. PRSENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Bangkok Solid Waste Management	City of Bangkok		(Description)	Followed by F/S.
3. SECTOR	Public Utilities/ Urban Sanitation	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	Total Cost Local Cost Foreign Cost		
4. REFERENCE NO.		(US\$1,000) 1) 2)			
5. TYPE OF STUDY	M/P+ (F/S)	3. MAJOR PROJECT(S) PROPOSED			
6. COUNTERPART AGENCY	Public Cleansing Department Bangkok Metropolitan Administration	The master plan to improve waste disposal system by the year of 2000 and 67 immediate action programmes. (1) The master plan includes construction and introduction of; 5 composting plants, 2 incineration plants, 3 final disposal sites, 1,190 collection vehicles, 88 road sweepers, 5 river cleaning boats, 110 barges, 25 dump trucks, 18 bulldozers (2) The immediate action programmes in which 3 levels of priority is shown include improvements in : 1) discharge and collection system 2) transport and transferring system 3) composting plants 4) final disposal system 5) administrative system 6) countermeasures to floods			
7. OBJECTIVES OF STUDY		4. CONDITIONS AND DEVELOPMENT IMPACTS			
8. DATE OF S/W	Mar. 1979	Development Impacts: Public health and living environment for citizens are remarkably improved by modernization of waste disposal systems.			
9. CONSULTANT(S)	Tokyo Metropolis Environmental Service Corporation			2. MAJOR REASONS FOR PRESENT STATUS	
10. STUDY TEAM	No. of Members 55 Period Aug. 1979 - Feb. 1980 (6 months) May 1980 - Sep. 1982 (29months) Total M/M 278.08 Japan 124.54 Field 153.54				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHINICAL TRANSFER		3. PRINCIPAL SOURCES OF INFORMATION	(1)
12. EXPENDITURE	Total 491,070 (¥'000) Contracted 447,098	(1) logical way of thinking of public cleansing works (2) reception of trainees (3) effective application of local consultants (4) equipment donations and training for effective use			

PROJECT SUMMARY (M/P + F/S)

ASE THA 203B/82

Compiled March 1986
Revised March 1991

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Thailand	1. SITE OR AREA		1. PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Completed <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input checked="" type="checkbox"/> Promoting <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Bangkok Solid Waste Management	City of Bangkok		(Description) A Japanese expert was sent to BMA in 1983 - 1989, and the short-term measures proposed by the study were implemented during the period. The Phase II study is being implemented in FY 1990 by the JICA team. Another Japanese expert is currently posted to BMA.	
3. SECTOR	Public Utilities/ Urban Sanitation	2. PROJECT COSTS	(US\$1=26.25B)		
4. REFERENCE NO.					
5. TYPE OF STUDY	(M/P)+F/S				
6. COUNTERPART AGENCY	Public Cleansing Dept., BMA	3. CONTENTS OF MAJOR PROJECT(S)			
7. OBJECTIVES OF STUDY		Construction of final disposal site 3 1,500t/d Construction of refuse incineration plant 2 1,500t/d X2 Construction of rapid type composting plant 2 800t/d			
8. DATE OF S/W	Mar. 1979	Implementation Period:	1985 - 2000		
9. CONSULTANT(S)	Tokyo Metropolis Environmental Service Corporation	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR FIRR		
10. STUDY TEAM	No. of Members 55 Period Aug. 1979 - Feb. 1980 (6 months) May 1980 - Sep. 1982 (29 months) Total M/M 278.08 Japan 124.54 Field 153.54	Feasibility: Yes Conditions and Development Impacts: To properly dispose of whole waste targetting the completion in the year 2000 and considering local economic situations. As the development impacts, public health and living environment for citizens are remarkably improved by modernization of waste disposal systems.			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHINCAL TRANSFER		2. MAJOR REASONS FOR PRESENT STATUS	
12. EXPENDITURE	Total 491,070 (¥'000) Contracted 447,098	(1) training to the local staff through OJT. (2) reception of trainees ,6 local staff (3) effective application of local consultants.		(1) Waste disposal systems shall be updated according to economical development as waste are continuously generated. (2) High priority: One of 5 major projects in Bangkok metropolis 5 year plan. (3) Implementation: recommendations will be wisely implemented by National Ministry of Thailand and Bangkok Metropolitan Administration .	
				3. PRINCIPAL SOURCES OF INFORMATION	
				(1)	

PROJECT SUMMARY (F/S)

ASE THA 310/82

Compiled March 1990
Revised March 1991

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT																					
1. COUNTRY	Thailand	1. SITE OR AREA	Eastern seaboard (Rayong and Chonburi changwats)		1. PRESENT STATUS <input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Implementing <input type="radio"/> Processing <input checked="" type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Discontinued or Cancelled																				
2. NAME OF STUDY	East Coast Water Resources Development (Phase II)	2. PROJECT COSTS	(US\$1=23Bahts)																						
3. SECTOR	Social Infrastructures/ Water Resource Development		Total Cost	Local Cost	Foreign Cost																				
4. REFERENCE NO.		(US\$1,000)	1) 198,260	82,608																					
5. TYPE OF STUDY	F/S		2) 329,565	134,782																					
6. COUNTERPART AGENCY	Royal Irrigation and Drainage Dept.		3) 69,130	17,391																					
7. OBJECTIVES OF STUDY	Feasibility analysis of three dams	3. CONTENTS OF MAJOR PROJECT(S)	1) Klong Luan: (a) Multi-purpose dam (h.425.m); (b) canal connecting the dam and Chonburi; (c) irrigation and drainage (6,600ha) 2) Klong Yay: (a) Multi-purpose dam (h.42.5m); (b) canal connecting Nong Pla Lai Dam and Nong Kho Dam; (c) irrigation and drainage (7,700ha) 3) Klong Tap Mah: (a) Multi-purpose dam (h. 28.9m); (b) irrigation and drainage																						
8. DATE OF S/W	Feb.1982	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR	(Description) - (b) of 2): OECF E/S loan agreement in Feb. 1990 (204 million yen) - 1) and 3): Suspended after the completion of the F/S.																				
9. CONSULTANT(S)	Nippon Koei Co., Ltd. and Nikken Consultants, Inc.	Feasibility: Yes	1) 16.1%	2) 15.0%																					
10. STUDY TEAM	No. of Members 12 Period Jul.1982 - Mar.1983 (9 months) Total M/M Japan Field	Conditions and Development Impacts: Benefits of the projects are estimated as follows.	(Unit: million Bahts) <table border="1"> <thead> <tr> <th></th> <th>Water Demand</th> <th>Agri. Dev.</th> <th>Flood Control</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>1)</td> <td>423.3</td> <td>180.7</td> <td>49.8</td> <td>653.8</td> </tr> <tr> <td>2)</td> <td>793.6</td> <td>198.2</td> <td>57.2</td> <td>1,049.0</td> </tr> <tr> <td>3)</td> <td>-</td> <td>81.7</td> <td>19.5</td> <td>101.0</td> </tr> </tbody> </table>				Water Demand	Agri. Dev.	Flood Control	Total	1)	423.3	180.7	49.8	653.8	2)	793.6	198.2	57.2	1,049.0	3)	-	81.7	19.5	101.0
	Water Demand	Agri. Dev.	Flood Control	Total																					
1)	423.3	180.7	49.8	653.8																					
2)	793.6	198.2	57.2	1,049.0																					
3)	-	81.7	19.5	101.0																					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHINCAL TRANSFER	2. MAJOR REASONS FOR PRESENT STATUS																						
12. EXPENDITURE	Total 184,263 (¥'000) Contracted		3. PRINCIPAL SOURCES OF INFORMATION																						
			(1)																						

PROJECT SUMMARY (D/D)

ASE THA 403/82

Compiled March 1988
Revised March 1991

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Thailand	1. SITE OR AREA		1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="radio"/> Completed <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Rama VI Bridge Rehabilitation Project	2. PROJECT COSTS	(US\$1=26 Bahts)	(Description)	
3. SECTOR	Transportation/ Railway				
4. REFERENCE NO.					
5. TYPE OF STUDY	D/D				
6. COUNTERPART AGENCY	State Railway of Thailand	3. CONTENTS OF MAJOR PROJECT(S)			
7. OBJECTIVES OF STUDY	D/D and cost estimation, etc., for preparing bidding documents on the rehabilitation of the Rama VI bridge, which was in danger of collapse				
8. DATE OF S/W	Mar. 1981				
9. CONSULTANT(S)	Japan Railway Technical Service				
10. STUDY TEAM	No. of Members 18 Period Jan. 1982 - Dec. 1982 (11 months) Total M/M 46.54 Japan 35.50 Field 11.04	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR FIRR	2. MAJOR REASONS FOR PRESENT STATUS	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	-Survey by divers -Vibration survey -Excavation survey on bridge piers -Riverbed survey (by ship)	Feasibility: Conditions and Development Impacts: In the short term, the current restrictions on large rolling stock and train speed are to be continued. In the long term, such measures as the repairing of bridge piers and shoe resetting are to be implemented.			
12. EXPENDITURE	Total 87,560 (¥'000) Contracted 81,093	5. TECHNICAL TRANSFER		3. PRINCIPAL SOURCES OF INFORMATION	
		1) OJT and JICA training program for counterparts 2) Employment of local consultants		(1) (2)	

和名 ラマ6世橋梁修復計画

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

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

PROJECT SUMMARY (Basic Study)

Compiled March 1990
Revised March 1991

ASE THA 501/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Thailand	1. SITE OR AREA			1. PRESENT STATUS <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Water Supply Project to Laotian Displaced Persons: Nakhon Phanom Camp and Pak Chom Camp	Two camps for Laotian refugees in the northeastern part of Thailand			
3. SECTOR	Social Infrastructures/ Water Resource Development	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	Total Cost Local Cost Foreign Cost		(Description) After the completion of the study, the proposed tube wells were constructed by the Japanese grant aid.
4. REFERENCE NO.		(US\$1,000) 1) 2)			
5. TYPE OF STUDY	Basic Study	3. MAJOR PROJECT(S) PROPOSED			
6. COUNTERPART AGENCY	Ministry of Interior	1st phase study: Underground water survey at Nakhon Phanom Camp (test boring at 4 sites and identification of 2 sites for tube wells)			
7. OBJECTIVES OF STUDY	Survey of underground water resources	2nd phase study: Underground water survey at Pak Chom Camp (test boring at 4 sites and identification of 2 sites for tube wells)			
8. DATE OF S/W		4. CONDITIONS AND DEVELOPMENT IMPACTS			
9. CONSULTANT(S)	Japan Engineering Consultants, Inc.	The project will supply potable water for Laotian refugees (20,000 persons at Nakhon Phanom and 50,000 persons at Pak Chom).			
10. STUDY TEAM	No. of Members 8 Period Feb.1982 - Nov.1982 (10 months) Total M/M 36.66 Japan 2.96 Field 33.70				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHINICAL TRANSFER			
12. EXPENDITURE	Total 100,465 (¥'000) Contracted 98,916				
				2. MAJOR REASONS FOR PRESENT STATUS	
				3. PRINCIPAL SOURCES OF INFORMATION	

和名 ラオス難民生活用水供給計画

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

PROJECT SUMMARY (M/P + F/S)

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Thailand	1. SITE OR AREA			1. PRESENT STATUS <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Development Project of the Industrial Port on the Eastern Seaboard	Coastal area, Layon Province			
3. SECTOR	Transportation/ Port	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS (US\$1,000)	(US\$1=240Yen) Total Cost Local Cost Foreign Cost 1) 888,220 570,800 56,560 2)		(Description) It has been included in the national development plan. Now it is at Detailed Design Phase.
4. REFERENCE NO.		3. MAJOR PROJECT(S) PROPOSED	Development of Layon Province, Composed of Industrial Base, Port, Residential Area. Master Plan (year 2000): Industrial development Gas separation plant, Soda Ash complex, etc Port Development 45 berths, Break water Urban Plan New Town 575 ha Population = 71,500 Relevant Infrastructure Road, Railway, Water Supply Sewerage, Waste treatment, etc. Short Term Development: (1) Soda Ash Fertilizer, Petro Chemical (2) 13 berths (3) New Town 131 ha		
5. TYPE OF STUDY	M/P+(F/S)	4. CONDITIONS AND DEVELOPMENT IMPACTS	To promote the Heavy industry at Eastern Seaboard Development.		
6. COUNTERPART AGENCY	Industrial Estate Authority of Thailand, Port Authority of Thailand	5. TECHINCAL TRANSFER	Giving lecture on methods for Planning Ports and Industrial estates.		
7. OBJECTIVES OF STUDY	Development of Eastern Seaboard utilizing natural gas			2. MAJOR REASONS FOR PRESENT STATUS	
8. DATE OF S/W	May 1982			3. PRINCIPAL SOURCES OF INFORMATION (1) (2)	
9. CONSULTANT(S)	Overseas Coastal Area Development Institute of Japan Kokusai Kogyo Co., Ltd.				
10. STUDY TEAM	No. of Members 9 Period Jul.1982 - Nov.1983 (17 months) Total M/M 65.31 Japan 36.6 Field 28.71				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Geological survey				
12. EXPENDITURE	Total 412,019 (¥'000) Contracted 411,680				

PROJECT SUMMARY (M/P + F/S)

Compiled March 1986
Revised March 1991

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Thailand	1. SITE OR AREA	Coastal Area, Layon Province		1. PRESENT STATUS <input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Development Project of the Industrial Port on the Eastern Seaboard	2. PROJECT COSTS	(US\$1=239.2Yen) Total Cost Local Cost Foreign Cost 1) 1,808,940 668,491 2) 3)		
3. SECTOR	Transportation/ Port	3. CONTENTS OF MAJOR PROJECT(S)	Urgent Plan: Project Components Scale of development Industrial Estate Area 410 ha, Quay wall 820 m Public Port area Quay Wall 850m, wharf 280 m Breakwater 3,000 m Urban Area Area 157 ha Railway 23.6 km 1) Industrial Port 2) Industrial Estate Implementation Period: Jan.1984 ~ Dec.1987		(Description) Sep.1983 OECF E/S loan (1,720 million yen) Sep.1984 OECF loan on Maptaput Industrial Port (5,610 million yen) Oct.1985 OECF loan on Maptaput Industrial Port (16,050 million yen) and Industrial Estate (3,207 million yen) Oct.1985 D/D on Maptaput Port completed Jan.1986 D/D on Industrial Estate completed Dec.1987 Construction of the Industrial Estate commenced Nov.1988 OECF loan on Satahip-Maptaput Railway (3,002 million yen)
4. REFERENCE NO.		4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR FIRR 1) 15.7% 4.48% 2) 19.82% Feasibility: Yes		
5. TYPE OF STUDY	(M/P)+F/S	Conditions and Development Impacts: Conditions of Cargo Forecast: 1986 GDP = 4,350 A Bahts 2000 GDP = 11,200 A Bahts Conditions of Industrial Development: GNP Growth (1981 - 1986) 6.6% per annum Manufacturing sector growth 7.6% per annum Export oriented Industry 15.0% per annum The effect: To be the core of Heavy industrial development in Eastern Seaboard Development Plan.			
6. COUNTERPART AGENCY	Industrial Estate Authority of Thailand, Port Authority of Thailand	5. TECHINCAL TRANSFER			
7. OBJECTIVES OF STUDY	Establishing the Master Plan for Maptaput Port as an Industrial Port.			2. MAJOR REASONS FOR PRESENT STATUS (1) To formulate the core of development (2) High priority in Thailand National Plan	
8. DATE OF S/W	May 1982			3. PRINCIPAL SOURCES OF INFORMATION (1) (2)	
9. CONSULTANT(S)	Overseas Coastal Area Development Institute of Japan Kokusai Kogyo Co., Ltd.				
10. STUDY TEAM	No. of Members 9 Period Jul.1982 - Nov.1983 (17 months) Total M/M 65.31 Japan 36.6 Field 28.71				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY					
12. EXPENDITURE	Total 412,019 (¥'000) Contracted 411,680	Giving lecture on methods for Planning Ports and Industrial Estates			

PROJECT SUMMARY (F/S)

ASE THA 311/83

Compiled March 1986
Revised March 1991

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Thailand	1. SITE OR AREA			1. PRESENT STATUS <input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Nong Kho - Leam Chabang Water Pipeline Project	Chonburi			
3. SECTOR	Public Utilities/ Water Supply	2. PROJECT COSTS	(US\$1=230Yen=23B)		(Description) 1984 Sep. OECF E/S loan agreement (144 million yen) 1985 Oct. OECF loan agreement (1,363 million yen) 1987 May Construction commenced 1988 Dec. Construction completed
4. REFERENCE NO.		(US\$1,000)	1) Total Cost 16,300	Local Cost 7,100	
5. TYPE OF STUDY	F/S		2)		
6. COUNTERPART AGENCY	Public Works Dept., Ministry of Interior		3)		
7. OBJECTIVES OF STUDY		3. CONTENTS OF MAJOR PROJECT(S)	Pipeline (metal pipe, diameter 1,000mm, 14.4km)		
8. DATE OF S/W	Jul. 1983	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR	2. MAJOR REASONS FOR PRESENT STATUS 1) Large impact: the industrial development at the Laem Chabang area is dependent on this project. 2) Close linkage with other projects: development in Laem Chabang and the source of water. 3) High priority 4) Strength of the executing agency: strong support by NESDB
9. CONSULTANT(S)	Nippon Koei Co., Ltd. and Nikken Consultants, Inc.	Feasibility:	11.6%	9.6%	
10. STUDY TEAM	No. of Members 7 Period - (7 months) Total M/M 31.00 Japan 13.33 Field 17.67	Conditions and Development Impacts: The demand for water was projected for 1995 and 2001. The existing reservoir will not be able to satisfy the projected demand, and water must be conveyed by the pipeline from outside the area. The project is indispensable for the industrial and urban development in the area.			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHINICAL TRANSFER			
12. EXPENDITURE	Total 75,218 (¥'000) Contracted 78,467	1) On-the-job training during the study 2) Acceptance of counterparts for the training in Japan			
				3. PRINCIPAL SOURCES OF INFORMATION (1)	

和名 ノンコー・ラムチャバン送水パイプライン計画

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

PROJECT SUMMARY (F/S)

ASE THA 312/83

Compiled March 1986
Revised March 1991

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Thailand	1. SITE OR AREA	Greater Bangkok		1. PRESENT STATUS <input type="checkbox"/> Completed or in Progress <input type="radio"/> Completed <input type="radio"/> Implementing <input type="radio"/> Processing <input checked="" type="checkbox"/> Promoting <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Second Stage Expressway System in the Greater Bangkok	2. PROJECT COSTS	(US\$1=260Yen) Total Cost Local Cost Foreign Cost (US\$1,000) 1) 645,800 391,200 2) 3)		
3. SECTOR	Transportation/ Road	3. CONTENTS OF MAJOR PROJECT(S)	Description Scale Toll Expressway 28 km (elevated)		(Description) D/D of the Second Expressway was undertaken by a consortium of 5 consulting firms. In September 1988, ETA decided to implement the project with the private sector investment and the contract was granted to the Bangkok Expressway Consortium in December of the same year. ETA allowed one year for the acquisition of right of way.
4. REFERENCE NO.		Implementation Period:	1987 - 1995		
5. TYPE OF STUDY	F/S	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR FIRR 17.0% 12.0% Feasibility: Yes		
6. COUNTERPART AGENCY	Expressway and Rapid Transit Authority (ETA)	Conditions and Development Impacts:	Condition: Future traffic volume was forecasted for the targetted year 1990, 2000, 2010 on the basis of O-D survey made by home interviews. Development Impact: Traffic congestion in the city is expected to be alleviated.		
7. OBJECTIVES OF STUDY	Road planning	10. STUDY TEAM	No. of Members 16 Period May 1982 - Nov. 1983 (18 months) Total M/M 60.17 Japan 8.66 Field 51.51		2. MAJOR REASONS FOR PRESENT STATUS
8. DATE OF S/W	Mar. 1982	11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Topographic survey Geological survey Traffic survey		(1) Effectiveness: Speeding up of vehicles (2) Priority: Traffic volume of the First Stage exceeded the anticipated figure; therefore, toll revenue will increase and priority of Second Stage is high.
9. CONSULTANT(S)	Pacific Consultants International	12. EXPENDITURE	5. TECHINICAL TRANSFER (1) Overseas training for 2 counterpart staff (2) Employment of local consultants for topographic and geological survey		
				3. PRINCIPAL SOURCES OF INFORMATION	
				(1) (2)	

和名 バンコック高速道路建設計画

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

PROJECT SUMMARY (M/P)

ASE THA 103/84

Compiled March 1990
Revised March 1991

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Thailand	1. SITE OR AREA	Upper part of the Southern Region (pop.1.1 million)	1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Sub-Regional Development of the Upper Southern Part	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	(US\$1=23Bahts) Total Cost Local Cost Foreign Cost 1) 1,055,304 2)	(Description) 1) After the completion of the study, ADB reviewed 10 high priority projects and endorsed their validity. 2) The Southern Seaboard Development Committee (chaired by the Prime Minister) was established in 1989. Under the purview of this Committee, a study on the development of Southern Thailand is being implemented, including the East-West Link, the Krabi Oil Refinery and Pipeline, and the Khanom Deep-sea Port, with World Bank finance. 3) With JICA technical assistance, the Tourism Authority of Thailand implemented a master plan study on tourism in Southern Thailand (1988). 4) With JICA technical assistance, the Dept. of Highways of the Ministry of Communications is implementing a master plan study on the road network (the East-West Link) in Southern Thailand. 5) The Electricity Generating Authority of Thailand is making preparations for a study on the Kaen Krung Dam proposed as part of the Tapi-Phum Duang River Management, but the problem of relocation is yet unsolved. 6) Unilever and other private enterprises have been active in the Central Lowland Development.	
3. SECTOR	Development Plan/ Integrated Regional Development Plan	3. MAJOR PROJECT(S) PROPOSED	The study proposed 10 high priority projects at the total cost of 24,272 million baht. 1) Surat Thani Industrial Estate 2) Phuket Airport Industrial Estate and Export Processing Zone 3) East-West Link 4) Surat Thani International Port (Khanom Deep-sea Port) 5) Krabi Oil Refinery and Pipeline 6) Phuket Urban Development 7) Surat Thani Urban Development 8) Central Lowland Development 9) Tapi-Phum Duang River Management 10) Phuket Water Supply Note: The cost shown above pertains to the ten high priority projects.		
4. REFERENCE NO.		4. CONDITIONS AND DEVELOPMENT IMPACTS	Development impacts: 1) Lessening of the concentration of economic activities in Greater Bangkok and more decentralized economic growth 2) Agricultural development (agricultural land development of unutilized or underutilized land and an increase of agricultural exports) 3) Industrial development (Sophistication of processing industries) 4) Tourism development (beach resorts, etc.) 5) Energy development (hydro-power, thermal power (coal), refining of Middle East petroleum) 6) Development of two urban cores (Surat Thani and Phuket)		
5. TYPE OF STUDY	M/P	5. TECHINICAL TRANSFER	1) Participation of counterparts in the JICA training program 2) OJT for the counterparts through joint work		
6. COUNTERPART AGENCY	National Economic and Social Development Board (NESDB)				
7. OBJECTIVES OF STUDY	Formulation of a regional development plan through 2000			2. MAJOR REASONS FOR PRESENT STATUS	
8. DATE OF S/W	Nov.1982			3. PRINCIPAL SOURCES OF INFORMATION	
9. CONSULTANT(S)	International Development Center of Japan, and Pacific Consultants International			(1)	
10. STUDY TEAM	No. of Members 26 Period Mar.1983 - Mar.1985 (24 months) Total M/M 157.1 Japan 20.7 Field 136.4				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY					
12. EXPENDITURE	Total 431,827 (¥'000) Contracted 416,274				

PROJECT SUMMARY (M/P + F/S)

Compiled March 1988
Revised March 1991

ASE THA 205A /84

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Thailand	1. SITE OR AREA		1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Development Project of Leam Chabang Coastal Area	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	(US\$1=23B) Total Cost Local Cost Foreign Cost 1) 397,000 214,000 2)	(Description)	
3. SECTOR	Development Plan/ Integrated Regional Development Plan	3. MAJOR PROJECT(S) PROPOSED			
4. REFERENCE NO.					
5. TYPE OF STUDY	M/P+ (F/S)				
6. COUNTERPART AGENCY	Industrial Estate Authority of Thailand				
7. OBJECTIVES OF STUDY	Formulation of a master plan for the development of Laem Chabang Area and feasibility analysis of the short-term plan				
8. DATE OF S/W	Sep. 1983	4. CONDITIONS AND DEVELOPMENT IMPACTS			
9. CONSULTANT(S)	Nippon Koei Co., Ltd.				
10. STUDY TEAM	No. of Members Period Jan. 1984 - Mar. 1985 (15 months) Total M/M 65.31 Japan 36.60 Field 28.71			2. MAJOR REASONS FOR PRESENT STATUS	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY					
		5. TECHINICAL TRANSFER		3. PRINCIPAL SOURCES OF INFORMATION	
12. EXPENDITURE	Total 255,314 (¥'000) Contracted 181,733			(1)	

和名 ラムチャバン臨海部開発計画

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

PROJECT SUMMARY (M/P + F/S)

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Thailand	1. SITE OR AREA	Laem Chabang (120km southeast of Bangkok)		1. PRESENT STATUS <input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Development Project of Laem Chabang Coastal Area	2. PROJECT COSTS	(US\$1=23B) Total Cost 397,000 Local Cost 214,000 Foreign Cost (US\$1,000) 1) 2) 3)		
3. SECTOR	Development Plan/ Integrated Regional Development Plan	3. CONTENTS OF MAJOR PROJECT(S)	Major components of the short-term development plan: - Industrial Estate 286ha - Port Development 370ha - Housing Estate 130ha - Related infrastructure 22ha		(Description) 1985 Oct. OECF loan agreement on the industrial estate (2,922 million yen) 1987 Sep. OECF loan agreement on the industrial estate (3,003 million yen)
4. REFERENCE NO.		Implementation Period: 1985 - 1989			
5. TYPE OF STUDY	(M/P)+F/S	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR FIRR 1) 19.2% 8.4% 2) 4.8% Feasibility: Yes		
6. COUNTERPART AGENCY	Industrial Estate Authority of Thailand	Conditions and Development Impacts: Conditions: EIRR: adjusted the price with the Standard Conversion Factor of 0.92; Benefits consist of value added in the industrial estate FIRR: Calculated for the investments and for entities in charge of development (FIRR for the developing entity is calculated to be 8.0% for the industrial estate and 11% for the housing estate) Development impacts are creation of employment, increased foreign exchange earnings, and regional economic growth.			
7. OBJECTIVES OF STUDY	Formulation of a master plan for the development of Laem Chabang Area and feasibility analysis of the short-term plan	Note: 1) EIRR and FIRR are for the industrial estate, and 2) FIRR for the housing estate.		2. MAJOR REASONS FOR PRESENT STATUS 1) Large impact: employment creation, increased foreign exchange, transfer of technology 2) High priority: one of the major projects to be implemented during the 5th development plan 3) close linkage with other projects 4) Strength of the executing Agency	
8. DATE OF S/W	Sep.1983	5. TECHINCAL TRANSFER		3. PRINCIPAL SOURCES OF INFORMATION	
9. CONSULTANT(S)	Nippon Koei Co., Ltd.			(1)	
10. STUDY TEAM	No. of Members Period Jan.1984 - Mar.1985 (15 months) Total M/M 65.31 Japan 36.60 Field 28.71				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY					
12. EXPENDITURE	Total 255,314 (¥'000) Contracted 181,733				

PROJECT SUMMARY (F/S)

ASE THA 314/84

Compiled March 1988
Revised March 1991

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Thailand	1. SITE OR AREA	Entire Bangkok Metropolitan Area		1. PRESENT STATUS <input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Implementing <input checked="" type="checkbox"/> Processing <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Track Elevation Project of Existing Railway Lines in the Bangkok Metropolitan Area	2. PROJECT COSTS	(US\$1=23B) Total Cost Local Cost Foreign Cost (US\$1,000) 1) 150,000 100,000 48,000 2) 3)		
3. SECTOR	Transportation/ Railway	3. CONTENTS OF MAJOR PROJECT(S)	Civil work US\$ 125 million Land procurement US\$ 2000 million Electric facilities US\$ 30.9 million Rolling stock US\$ 68.6 million Track elevation will be mainly carried out in the following sections. -Bangkok Station - Bang Sue Station) -Yoma Pot, Chit-La-Da Junction - Makkasan Station) 13 km -Makkasan Station - Mae Nam Station) Implementation Period: 1984 - 1997		(Description) The State Railway of Thailand and the Ministry of Communications decided to implement the track elevation by the BOT system. SRT invited the private sector application in December 1988, but received no response. By offering better access to the SRT-owned land, the invitation was announced again in October 1989. In November 1990, SRT signed the contract of 80 billion bahts (about 400 billion yen) with Hopewell of Hongkong.
4. REFERENCE NO.		4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR FIRR 16% - 20% Feasibility: Conditions and Development Impacts: (1) Preconditions 1) With/without analysis conducted 2) Project life estimated to be 30 years 3) 1 baht = 10 yen 4) As for the transfer of traffic, only that from buses was considered. (2) Development impacts 1) Alleviation of traffic congestion at level crossings owing to track elevation. 2) Alleviation of road traffic congestion owing to passengers transferring from buses to the railway due to the latter's punctuality and faster speeds 3) Elimination of geographical separation and promotion of urban facilities development owing to track elevation.		
5. TYPE OF STUDY	F/S	5. TECHINICAL TRANSFER	(1) OJT: Technical guidance was provided to counterparts on such matters as the preparation of O-D tables.		
6. COUNTERPART AGENCY	State Railway of Thailand				
7. OBJECTIVES OF STUDY	Increasing the efficiency and ensuring the safety of train operation and elimination of traffic congestion at level crossings				2. MAJOR REASONS FOR PRESENT STATUS
8. DATE OF S/W	Jun. 1983				3. PRINCIPAL SOURCES OF INFORMATION
9. CONSULTANT(S)	Japan Railway Technical Service				
10. STUDY TEAM	No. of Members 13 Period Aug. 1983 - Jul. 1984 (11 months) Total M/M 53.27 Japan 36.19 Field 17.08				(1) (2)
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Geological and traffic volume surveys were entrusted to a local consultant				
12. EXPENDITURE	Total 144,855 (¥'000) Contracted 136,251				

和名 バンコク首都圏国鉄高架化計画

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

PROJECT SUMMARY (F/S)

Compiled March 1988
Revised March 1991

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Thailand	1. SITE OR AREA	the entire coastal areas		1. PRESENT STATUS <input type="checkbox"/> Completed or in Progress <input type="radio"/> Completed <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Comprehensive Development of Coastal Shipping	2. PROJECT COSTS	(US\$1=251.1yen) Total Cost 528 Local Cost Foreign Cost (US\$1,000) 1) 2) 3)		
3. SECTOR	Transportation/ Marine Transportation & Ships	3. CONTENTS OF MAJOR PROJECT(S)	(Description) Suspended after the completion of the study. A short-term expert (2 months) was sent in 1985 and 1986 to give advice on the legislation on domestic shipping and its promotion. The project requires the government finance, and the implementation was suspended because some legislative improvement is necessary for reviewing the operation of domestic shipping companies.		
4. REFERENCE NO.					
5. TYPE OF STUDY	F/S				
6. COUNTERPART AGENCY	Office of the Mercantile Marine Promotion Commission, Ministry of Communications				
7. OBJECTIVES OF STUDY	Formulation of a comprehensive development plan for the coastal shipping and regional ports				
8. DATE OF S/W	Feb.1983	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR FIRR Feasibility: No Conditions and Development Impacts: 1) For the shuttle service between Bangkok and Songkhla, a fleet of 7 general cargo boats (700 tons) will be suitable. 2) Institutional measures for domestic shipping: Legislation of the domestic shipping act; clear separation between international and domestic shipping; establishment of the ship registry; introduction of the permit system on ship construction; submission of the operation reports 3) Measures for promoting domestic shipping: Preferential treatment by the Investment Promotion Act; Fiscal incentives; simplification of freight documents and improvement of customs procedures; establishment of the institutional finance to give soft long-term loans		
9. CONSULTANT(S)	Maritime International Cooperation Center of Japan, and Overseas Coastal Area Development Institute of Japan				
10. STUDY TEAM	No. of Members 11 Period Jul.1983 - Oct.1984 (16 months) Total M/M 39.5 Japan 37.5 Field 2.0	5. TECHINCAL TRANSFER	1) OJT on the operation of domestic shipping and ports 2) Participation of the counterparts in the JICA training program		
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY			2. MAJOR REASONS FOR PRESENT STATUS 1) Change of priority 2) Problem of demand: difficulty of providing transportation service with profit		
12. EXPENDITURE	Total 219,015 (¥000) Contracted 88,824		3. PRINCIPAL SOURCES OF INFORMATION (1) (2)		

Compiled	March 1988
Revised	March 1991

Compiled	March 1988
Revised	March 1991

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Thailand	1. SITE OR AREA	Entire country		1. PRESENT STATUS <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Traffic Safety Plan for Roads	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS			
3. SECTOR	Transportation/ General	(US\$1,000) 1) 2) 3. MAJOR PROJECT(S) PROPOSED	Total Cost Local Cost Foreign Cost In order to promote traffic safety in road transport, the study conducted (1) collection and analysis of road traffic data, (2) identification of high-risk areas, (3) guidelines of physical facilities, (4) planning of physical facilities, and (5) medium- and long-term plan for installing physical facilities.		(Description) Utilizing the guidelines and other suggestions of the study, the Dept. of Highways have been installing necessary traffic-safety facilities.
4. REFERENCE NO.					
5. TYPE OF STUDY	Other				
6. COUNTERPART AGENCY	Dept. of Highways, Ministry of Communications				
7. OBJECTIVES OF STUDY					
8. DATE OF S/W	Feb. 1983	4. CONDITIONS AND DEVELOPMENT IMPACTS			
9. CONSULTANT(S)	International Engineering Consultants Association, Central Consultant, Inc., Chodai Co., Pacific Consultants International, and NSE International				
10. STUDY TEAM	No. of Members 11 Period May 1983 - Dec. 1984 (19 months) Total M/M 54.5 Japan 10.5 Field 44.0				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHINICAL TRANSFER	2. MAJOR REASONS FOR PRESENT STATUS		
12. EXPENDITURE	Total 332,824 (¥'000) Contracted 142,810	1) Participation of the counterparts in the JICA training program 2) Gift of equipment (2 micro-computers)	3. PRINCIPAL SOURCES OF INFORMATION (1) (2)		

PROJECT SUMMARY (M/P + F/S)

Compiled	March 1988
Revised	March 1991

ASE THA 206A /85

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Thailand	1. SITE OR AREA	Bangkok Metropolitan Area	1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Flood Protection/Drainage Project in Eastern Suburban - Bangkok	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	(US\$1= 27 Bahts) Total Cost Local Cost Foreign Cost 1) 233,333 140,740 2)	(Description) Followed by F/S.	
3. SECTOR	Social Infrastructures/ River & Erosion Control	3. MAJOR PROJECT(S) PROPOSED			
4. REFERENCE NO.		Phase 1 (1987 - 1991) The facilities to alleviate overall flooding for the whole master plan area such as dykes, gates pumping stations, main Klongs			
5. TYPE OF STUDY	M/P+(F/S)				
6. COUNTERPART AGENCY	Bangkok Metropolitan Administration, Department of Drainage and Sewerage				
7. OBJECTIVES OF STUDY	Drainage				
8. DATE OF S/W	Nov.1982	4. CONDITIONS AND DEVELOPMENT IMPACTS			
9. CONSULTANT(S)	Pacific Consultants International, Tokyo Engineering Consultants Co.,Ltd.	Flood damage mitigation.			
10. STUDY TEAM	No. of Members 12 Period May 1983 - Feb.1986 (32 months) Total M/M 115.0 Japan 60.5 Field 54.5				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHINICAL TRANSFER			
12. EXPENDITURE	Total 487,871 (¥'000) Contracted 331,729	-Flood control, and combination of drainage facilities -Overseas training and observation of drainage facilities in Japan for counterpart staff			
		2. MAJOR REASONS FOR PRESENT STATUS			
		3. PRINCIPAL SOURCES OF INFORMATION (1)			

和名 バンコク市都市排水対策計画

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

PROJECT SUMMARY (M/P + F/S)

Compiled March 1988
Revised March 1991

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Thailand	1. SITE OR AREA	East suburban area of Bangkok		1. PRESENT STATUS <input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Flood Protection/Drainage Project in Eastern Suburban - Bangkok	2. PROJECT COSTS	(US\$1= 27 Bahts)		
3. SECTOR	Social Infrastructures/ River & Erosion Control		Total Cost	Local Cost	Foreign Cost
4. REFERENCE NO.			1) 98,333	51,630	46,703
5. TYPE OF STUDY	(M/P)+F/S		2)		
6. COUNTERPART AGENCY	Dept.of Drainage and Sewerage, Bangkok Metropolitan Administration	3. CONTENTS OF MAJOR PROJECT(S)			
7. OBJECTIVES OF STUDY		Facilities	Scale		
		Dyke (Barrier)	5.1 km		
		Sluice gate	4 places		
		Pumping Station	5 stations (36 cu.m/s)		
		Klong improvement	93 km		
		Main drain improvement	4.3 km		
		Flood control operation center	1 set		
8. DATE OF S/W	Nov.1982	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR	
9. CONSULTANT(S)	Pacific Consultants International Tokyo Engineering Consultants		20.2%		
10. STUDY TEAM	No. of Members 12 Period May 1983 - Feb.1986 (32 months) Total M/M 115.0 Japan 60.5 Field 54.5	Feasibility: Yes			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		Conditions and Development Impacts: Drainage facilities are to be improved based on the result of floods which occurred in 1983. It used to take 2 or 3 months to recover. But now it takes only 3 days to 1 week. The development impact is great.			
12. EXPENDITURE	Total 487,871 (¥'000) Contracted 331,729	5. TECHINCAL TRANSFER			
		Technical advice on flood control operation, drainage facilities management/operation. Overseas training for counterpart staff.			
		2. MAJOR REASONS FOR PRESENT STATUS			
		3. PRINCIPAL SOURCES OF INFORMATION			
		(1)			

[illegible]

PROJECT SUMMARY (F/S)

Compiled March 1988
Revised March 1991

ASE THA 317/85

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Thailand	1. SITE OR AREA	Northeastern Region		1. PRESENT STATUS <input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Road Development in the North - Eastern Region (Phase 2)	2. PROJECT COSTS	(US\$1=20B) Total Cost Local Cost Foreign Cost (US\$1,000) 1) 600 160 2) 3)		
3. SECTOR	Transportation/ Road	3. CONTENTS OF MAJOR PROJECT(S)	New construction and improvement 15 routes (502.1km) Rehabilitation 8 routes (90km)		(Description) 1988 Nov. OECF loan agreement (4,085 million yen), of which 1,008 million was for the construction and improvement of 7 routes (235.1km) of the Northeastern Region. 1990 Apr. Construction started The rest of new construction and improvement and rehabilitation are to be financed by World Bank and own fund (part of the work is already under way).
4. REFERENCE NO.		Implementation Period: Jan.1985 - Dec.1987			
5. TYPE OF STUDY	F/S	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR FIRR 22.2% - Feasibility: Yes		
6. COUNTERPART AGENCY	Dept. of Highways, Ministry of Communications	Conditions and Development Impacts: Direct effects: 1) Decrease of transportation costs to road users 2) Increase of value added of agricultural produce 3) Saving of road maintenance costs Social impacts: 1) Improved access to administrative services 2) Improvement of educational standards 3) Improvement of medical services 4) Narrowing of income disparities			
7. OBJECTIVES OF STUDY	Feasibility analysis of new construction, improvement and rehabilitation of roads	10. STUDY TEAM	2. MAJOR REASONS FOR PRESENT STATUS		
8. DATE OF S/W	Mar.1984	No. of Members 12 Period Jun.1984 - Jul.1985 (11 months) Total M/M 57.56 Japan 5.00 Field 52.56			
9. CONSULTANT(S)	Katahira & Engineers International and Nippon Koei Co., Ltd.	11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	3. PRINCIPAL SOURCES OF INFORMATION		
12. EXPENDITURE	Total 194,238 (¥000) Contracted 183,479	5. TECHNICAL TRANSFER	(1) (2)		
		1) OJT; 2) Participation of the counterparts in the JICA training program; 3) Employment of local consultants; 4) Gift of equipment and technical guidance			

PROJECT SUMMARY (F/S)

ASE THA 315/85

Compiled March 1988
Revised March 1991

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Thailand	1. SITE OR AREA		1. PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Completed <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input checked="" type="checkbox"/> Promoting <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Establishment of a Large Repair Shipyard	2. PROJECT COSTS	(US\$1=169.40Yen)	(Description)	
3. SECTOR	Transportation/ Marine Transportation & Ships				
4. REFERENCE NO.					
5. TYPE OF STUDY	F/S				
6. COUNTERPART AGENCY	Board of Investment	3. CONTENTS OF MAJOR PROJECT(S)			
7. OBJECTIVES OF STUDY	Feasibility analysis of a repair shipyard				
8. DATE OF S/W	Oct. 1982				
9. CONSULTANT(S)	Overseas Ships Building Cooperation Center				
10. STUDY TEAM	No. of Members 9 Period Jul. 1984 - May 1985 (11 months) Total M/M 51.0 Japan 28.0 Field 23.0	4. FEASIBILITY AND ITS ASSUMPTIONS Feasibility: Yes Conditions and Development Impacts: The growth rate of the cargo carried by the Thai shipping companies (which has a share of 10% of the total transportation volume) was estimated on the bases of growth of GDP and international trade. The scale of the shipyard was then determined by evaluating the types of ships used and the nature of repair work needed. Development effects will be substantial, because the existing capacity of the domestic repair yards is considerably short of the demand.		2. MAJOR REASONS FOR PRESENT STATUS	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHINICAL TRANSFER		3. PRINCIPAL SOURCES OF INFORMATION	
12. EXPENDITURE	Total 146,390 (¥'000) Contracted 158,523	1) Participation of one counterpart in the JICA training program 2) Employment of local consultants		(1)	

PROJECT SUMMARY (F/S)

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Thailand	1. SITE OR AREA		1. PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input checked="" type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Dredging Plant Development Project	Coastal routes of Thailand, 43 routes		(Description) Suspended after the completion of F/S due to the lack of fund.	
3. SECTOR	Transportation/ Port	2. PROJECT COSTS	(US\$1 = 27 Bahts)		
4. REFERENCE NO.		Total Cost	Local Cost		
5. TYPE OF STUDY	F/S	Foreign Cost			
6. COUNTERPART AGENCY	Harbour Department, Ministry of Transport and Communication	1) 9,666	2,730		
7. OBJECTIVES OF STUDY	Frame of long-range dredging plan target in 2000 and development plan including improvement and maintenance of facilities.	3. CONTENTS OF MAJOR PROJECT(S)			
8. DATE OF S/W	Feb. 1985	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR 12.2%		
9. CONSULTANT(S)	Overseas Coastal Area Development Institute of Japan.	Feasibility: Yes			
10. STUDY TEAM	No. of Members 8 Period May 1985 - Jun. 1986 (14 months) Total M/M 49.47 Japan 18.17 Field 31.3	Conditions and Development Impacts: Comparison the proposal project regard the with case, with the without case. Cost and benefit is shown with cost of 1985 (1 baht = 9.01 yen) As the effect of development, the improvement of the dredging capability, the possibility of the effective maintenance and repair of the dredging boat, and the possibility of the development for the community are given.		2. MAJOR REASONS FOR PRESENT STATUS	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHINICAL TRANSFER		Delay due to the ceiling on the government budget	
12. EXPENDITURE	Total 133,282 (¥000) Contracted 119,922	The business training was carried out at some Japanese important port, Port and Harbour Research Institute, and some shipyard, etc.		3. PRINCIPAL SOURCES OF INFORMATION	
				(1) (2)	

PROJECT SUMMARY (Other)

Compiled March 1990
Revised March 1991

ASE THA 602/86

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS			
1. COUNTRY	Thailand	1. SITE OR AREA	Bangkok Metropolitan Area	1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued		
2. NAME OF STUDY	Road Improvement, Rehabilitation and Traffic Safety in Bangkok	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	Total Cost Local Cost Foreign Cost 1) 2)	(Description)			
3. SECTOR	Transportation/ General	3. MAJOR PROJECT(S) PROPOSED					
4. REFERENCE NO.		The study compiled basic information on traffic safety planning and recommended some road improvements.					
5. TYPE OF STUDY	Other						
6. COUNTERPART AGENCY	Bangkok Metropolitan Administration						
7. OBJECTIVES OF STUDY	Policy recommendations on traffic safety measures						
8. DATE OF S/W	Mar. 1985					4. CONDITIONS AND DEVELOPMENT IMPACTS	
9. CONSULTANT(S)	International Engineering Consultants Association	The study results will contribute to the planning process on traffic safety measures, road improvement and pavement repairs.				2. MAJOR REASONS FOR PRESENT STATUS	
10. STUDY TEAM							
No. of Members 29 Period Jun. 1985 - Mar. 1987 (22 months) Total M/M Japan Field							
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHINICAL TRANSFER	3. PRINCIPAL SOURCES OF INFORMATION				
12. EXPENDITURE	Total 412,771 (¥'000) Contracted	1) OJT on the evaluation method of pavement; 2) Participation of the counterparts in the JICA training program (road administration and road improvement); 3) Employment of local consultants (traffic survey, inventory survey, pavement survey, etc.)					

和名 バンコク首都圏庁バンコク市道路改良・交通安全計画

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

PROJECT SUMMARY (F/S)

Compiled March 1990
Revised March 1991

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Thailand	1. SITE OR AREA	New Krung Thep Bridge: downstream side of existing Krung Thep Bridge over Chao Phraya River Thon Buri Road: between Middle and Outer Ring Roads, Thon Buri Area.		1. PRESENT STATUS <input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Implementing <input checked="" type="checkbox"/> Processing <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	New Krungthep Bridge Construction and Thonburi Road Extension	2. PROJECT COSTS	(US\$1=153Yen)		
3. SECTOR	Transportation/ Road		Total Cost	Local Cost	Foreign Cost
4. REFERENCE NO.			1) 190	120	
5. TYPE OF STUDY	F/S		2) 2,470	1,830	
6. COUNTERPART AGENCY	Public Works Department	3. CONTENTS OF MAJOR PROJECT(S)			
7. OBJECTIVES OF STUDY	Construction of PC bridge	1) Krung Thep Bridge: PC box bridge 442 m Four-lane elevated approach Simple interchange			
8. DATE OF S/W	Nov. 1985	2) Thon Buri Road: 9.4 km bypass			
9. CONSULTANT(S)	Nippon Koei Co., Ltd. Central Consultant Inc.	Implementation Period: Oct. 1988 - Oct. 1995			
10. STUDY TEAM	No. of Members 10 Period Feb. 1986 - Jun. 1987 (17 months) Total M/M 39.73 Japan 1.73 Field 38.00	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Sublet amount for field survey 9,382,000 yen	Feasibility: Yes	1) 20%	2) 41%	
12. EXPENDITURE	Total 142,329 (¥'000) Contracted 129,651	Conditions and Development Impacts: Krung Thep Bridge: Estimates were made of the volume of traffic at three points in time in the future. Thon Buri Road: The development plan for the road network covering the whole of Bangkok was used for reference. The New Krung Thep Bridge, which will be built next to the existing Krung Thep Bridge, will play a vital role in improvement of traffic conditions on the circular roads running through Bangkok. Extension of Thon Buri Road will contribute to improvement of conditions in residential areas and to mitigation of traffic jams.			
		5. TECHINICAL TRANSFER			
		(1) Two counterpart were invited to Japan for training (2) Use of local consultants			
		(Description) The D/D was completed for yen credit application. (1) Krung Thep Bridge: Detailed design made by Norcon(Norway) and Thai consultants. (2) Thon Buri Road: Detailed design of the first section (3.5km) completed under a local tender.			
		2. MAJOR REASONS FOR PRESENT STATUS			
		(1) Aging of the existing Krung Thep Bridge (2) Strong support by Public Works Dept.			
		3. PRINCIPAL SOURCES OF INFORMATION			
		(1) (2)			

PROJECT SUMMARY (F/S)

ASE THA 320/87

Compiled March 1990
Revised March 1991

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Thailand	1. SITE OR AREA	Bangkok, Mae Nani, Bang Sue, and Hat Yai Stations		1. PRESENT STATUS <input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Railways Yards Improvement	2. PROJECT COSTS	(US\$1=26.455B) Total Cost Local Cost Foreign Cost 13,357,783 7,557,656 5,800,127 (US\$1,000) 1) 2) 3)		
3. SECTOR	Transportation/ Railway	3. CONTENTS OF MAJOR PROJECT(S)	Bangkok station -- Construction of 3 additional arrival/departure lines and improvement of 2 lines. Mae Nani station -- Construction of shortcut track and extension of sorting track. Bang Sue station -- Conversion of 6 departure tracks into arrival/departure tracks, etc. Hat Yai station -- Construction of 5 additional sorting tracks.		(Description) Detailed design completed in December 1987. Part of the high-priority work for Bangkok and Bang Sue stations was implemented. At present, the project is progressing in two categories. (1) 1st category -- Work to improve the operational efficiency of main yards and to meet future traffic increase. * Bangkok yard -- Construction of a new departure track and 2 arrival tracks, conversion of 2 arrival tracks to arrival/departure tracks, and extension of the effective length (37 million baht, to be completed at the end of 1990). * Ban Phachi yard -- 25 million baht, to be completed in the middle of 1990. * Other improvements -- To start as scheduled. (2) 2nd category -- Smaller-scale work such as platform improvement. * 5 to 10 yards to be improved every year.
4. REFERENCE NO.		Implementation Period:	Jan.1987 - Dec.1991		
5. TYPE OF STUDY	F/S	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR FIRR 18.29% 19.72% Feasibility: Yes		
6. COUNTERPART AGENCY	State Railway of Thailand	Conditions and Development Impacts:		2. MAJOR REASONS FOR PRESENT STATUS	
7. OBJECTIVES OF STUDY	Preparation of a basic improvement plan for 10 years with a target year of 2006 F/S for several high-priority yards with a target year of 1996	(1) Preconditions for IRR calculation 1) Traffic volume is forecasted for the years 1991, 1996, and 2006. 2) Of the yards taken up in the study, four high-priority yards are to be improved by 1991. (2) Development impacts 1) Improvement of yards with bottlenecks will increase passenger traffic. 2) Improvement of yard functions will lead to efficient transport and a reduction in transport cost.			
8. DATE OF S/W	Aug.1985	5. TECHINICAL TRANSFER		3. PRINCIPAL SOURCES OF INFORMATION	
9. CONSULTANT(S)	Japan Railway Technical Service, Pacific Consultants International, The Japan Electrical Consulting Co., Ltd.	(1) OJT: A seminar was held on measures for yard planning. (2) Counterparts participated in JICA training program. (3) Instruction, as well as the preparation of a guidebook, on measures for yard work improvement.		(1) (2)	
10. STUDY TEAM	No. of Members 13 Period Dec.1985 - Jun.1987 (19 months) Total M/M 98.86 Japan 61.11 Field 37.75				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY					
12. EXPENDITURE	Total 266,088 (¥000) Contracted 258,834				

和名 鉄道ヤード改良計画

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

PROJECT SUMMARY (Other)

Compiled March 1990
Revised March 1991

ASE THA 603/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Thailand	1. SITE OR AREA	Port of Bangkok, Port of Laem Chabang, Port of Map Ta Phut, Port of Sattahip, Port of Phuket, Port of Song Khla	1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Effective Port Management and Operation System	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	Total Cost Local Cost Foreign Cost	(Description) The National Port Administration Commission was established in the Ministry of Transport and Communication by accepting recommendations the study.	
3. SECTOR	Transportation/ Port	(US\$1,000)	1) 2)		
4. REFERENCE NO.		3. MAJOR PROJECT(S) PROPOSED			
5. TYPE OF STUDY	Other	Recommendation of port management -Determination of fundamental concept for the port planning and development policy. -Making of the port management policy. -Preparation for the operation and management as an international port.			
6. COUNTERPART AGENCY	Ministry of Transport and Communication				
7. OBJECTIVES OF STUDY	-Formulation of a framework for port operation				
8. DATE OF S/W	Feb.1986	4. CONDITIONS AND DEVELOPMENT IMPACTS		2. MAJOR REASONS FOR PRESENT STATUS	
9. CONSULTANT(S)	The Overseas Coastal Area Development Institute of Japan(OCDI)	Effective port service is indispensable for Thai economic activity, and at the same time port development is emphasized its importance as main infrastructure for promotion of industrial location and as a core of regional economical development.			
10. STUDY TEAM	No. of Members 12 Period Aug.1986 - Mar.1988 (8 months) Total M/M 99.90 Japan 48.44 Field 51.36				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER		3. PRINCIPAL SOURCES OF INFORMATION	
12. EXPENDITURE	Total 265,006 (¥000) Contracted 265,693	The study of port management was carried out for the counterpart.		(1) (2)	

和名 効果的港湾システム調査

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

PROJECT SUMMARY (M/P)

Compiled	March 1986
Revised	March 1991

ASE THA 104 /88

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Thailand	1. SITE OR AREA		1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Flood Forecasting System in the Chao Phraya River Basin	Chao Phraya River Basin(162,000 sq.km)		(Description)	A document of request for grant aid addressed to JICA regarding a portion of the project was drawn up by the Royal Irrigation Department.
3. SECTOR	Social Infrastructures/ River & Erosion Control	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS (US\$1=130Yen) Total Cost Local Cost Foreign Cost			
4. REFERENCE NO.		(US\$1,000) 1) 55,948 2)			
5. TYPE OF STUDY	M/P	3. MAJOR PROJECT(S) PROPOSED			
6. COUNTERPART AGENCY	Royal Irrigation Department	Step 1: Flood forecasting system started with the existing facilities as the bases and by adding auxillary equipment as required. Step 2: Flood forecasting system with latest equipment and facilities operated under full flood forecasting organizations.			
7. OBJECTIVES OF STUDY	Formulation of a flood forecasting system over Chao Phraya river basin				
8. DATE OF S/W	Jul.1986	4. CONDITIONS AND DEVELOPMENT IMPACTS			
9. CONSULTANT(S)	CTI Engineering Co.,Ltd. Nippon Koei Co.,Ltd.	The flood forecasting system open up to the possibilities of highly reliable flood forecasting services through collection of flood information from extensive areas of the Chao Phraya River basin. The communication networks of the flood forecasting systems render great services in communication other than flood forecasting.		2. MAJOR REASONS FOR PRESENT STATUS	Though the agency in charge has intention of making request for the grant aid, the final stage in approaching to the Japanese agency in charge has not been realized yet.
10. STUDY TEAM	No. of Members 11 Period Feb.1987 - Jun.1988 (16 months) Total M/M 73.32 Japan 38.47 Field 34.85			3. PRINCIPAL SOURCES OF INFORMATION	(1)
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Survey	5. TECHINICAL TRANSFER			
12. EXPENDITURE	Total 209,304 (¥'000) Contracted 183,794	Execution of an intensive lecture course to counterparts on hydrologic computation procedures.			

和名 チャオピア川洪水予報システム計画

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

PROJECT SUMMARY (M/P + F/S)

Compiled March 1990
Revised March 1991

ASE THA 207A/88

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Thailand	1. SITE OR AREA			1. PRESENT STATUS <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Road Development in the Central Region	Central Region (26 changwats, including Bangkok; 104,000 sq.km, pop. 17 million)			
3. SECTOR	Transportation/ Road	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	Total Cost	Local Cost	(Description) The study was followed by the feasibility study.
4. REFERENCE NO.		(US\$1,000)	1)	2)	
5. TYPE OF STUDY	M/P+(F/S)	3. MAJOR PROJECT(S) PROPOSED			
6. COUNTERPART AGENCY	Dept. of Highways, Ministry of Communications	National highways: - The increase of lanes and new highway construction are necessary in many places. - It will be necessary in the future to develop a road network with inter-city expressways.			
7. OBJECTIVES OF STUDY	Road development	Provincial roads: - 24 routes (total length 629.8km) are selected for feasibility analysis - It will be necessary in the future to improve 85 routes (2,017km)			
8. DATE OF S/W	Feb.1987	Repairs: - The study suggested a simple design method for repair work.			
9. CONSULTANT(S)	Katahira & Engineers International, and Nippon Koei Co., Ltd.	4. CONDITIONS AND DEVELOPMENT IMPACTS			
10. STUDY TEAM	No. of Members 10 Period Aug.1987 - Mar.1989 (20 months) Total M/M 85.8 Japan 15.7 Field 70.1	See next page.			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Traffic survey by vehicle type, O/D survey, road inventory survey, boring and road surface survey	5. TECHINICAL TRANSFER			
12. EXPENDITURE	Total 338,279 (¥000) Contracted 328,737				
				2. MAJOR REASONS FOR PRESENT STATUS	
				3. PRINCIPAL SOURCES OF INFORMATION	
				(1)	

和名 中央部道路網整備計画

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

PROJECT SUMMARY (M/P + F/S)

ASE THA 207B/88

Compiled March 1990
Revised March 1991

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT								
1. COUNTRY	Thailand	1. SITE OR AREA	Central Region (26 changwats, including Bangkok; 104,000 sq.km, pop. 17 million)		1. PRESENT STATUS <input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled							
2. NAME OF STUDY	Road Development in the Central Region	2. PROJECT COSTS	<table border="1"> <tr> <td></td> <td>Total Cost</td> <td>Local Cost</td> <td>Foreign Cost</td> </tr> <tr> <td>(US\$1,000)</td> <td>398,960</td> <td>202,640</td> <td>196,320</td> </tr> </table>				Total Cost	Local Cost	Foreign Cost	(US\$1,000)	398,960	202,640
	Total Cost	Local Cost	Foreign Cost									
(US\$1,000)	398,960	202,640	196,320									
3. SECTOR	Transportation/ Road	3. CONTENTS OF MAJOR PROJECT(S)	(Description) 15 routes out of 21 are under construction by OECF finance (L/A 1988 Nov. 4,117 million yen). ML-5 (Chonburi - Pataya) has been under construction since Aug. 1990. 1990 Dec. OECF loan agreement (15,497 million yen) Construction scheduled to commence in FY1991. Of the remaining routes, D/D for ML-9 (Bangkok-Chonburi new highway) is under way with World Bank finance.									
4. REFERENCE NO.												
5. TYPE OF STUDY	(M/P)+F/S											
6. COUNTERPART AGENCY	Dept. of Highways											
7. OBJECTIVES OF STUDY	Road development	Implementation Period:	1991 - 1993									
8. DATE OF S/W	Feb.1987	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR								
9. CONSULTANT(S)	Katahira & Engineers International, and Nippon Koei Co., Ltd.	Feasibility: Yes	1) 15.1 - 39.6%	2) 15.1 - 39.6%								
10. STUDY TEAM	No. of Members 10 Period Aug.1987 - Mar.1989 (20 months) <table border="1"> <tr> <td>Total M/M</td> <td>85.8</td> </tr> <tr> <td>Japan</td> <td>15.7</td> </tr> <tr> <td>Field</td> <td>70.1</td> </tr> </table>	Total M/M	85.8	Japan	15.7	Field	70.1	Conditions and Development Impacts: Trunk road projects are selected to alleviate traffic congestions and to support the national project (Eastern Seaboard Development). Provincial road projects are selected to stimulate regional development and to provide socio-economic needs of the population. Feasibility analysis was undertaken on 21 projects which the Dept. of Highways assigned high priority. All the routes analyzed were found to be feasible.				
Total M/M	85.8											
Japan	15.7											
Field	70.1											
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Traffic survey by vehicle type, O/D survey, road inventory survey, boring and road surface survey	5. TECHNICAL TRANSFER										
12. EXPENDITURE	<table border="1"> <tr> <td>Total</td> <td>338,279 (¥'000)</td> </tr> <tr> <td>Contracted</td> <td>328,737</td> </tr> </table>	Total	338,279 (¥'000)	Contracted	328,737							
Total	338,279 (¥'000)											
Contracted	328,737											
		2. MAJOR REASONS FOR PRESENT STATUS		Selected routes were consistent with the policy of the Thai Government.								
		3. PRINCIPAL SOURCES OF INFORMATION		(1)								

和名 中央部道路網整備計画

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

Compiled	March 1990
Revised	March 1991

[illegible]

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