

PROJECT SUMMARY (F/S)

AFR MDG 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	Madagascar	1. SITE OR AREA	Tananarive - Tuléar		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	Southern Microwave System in Madagascar	2. PROJECT COSTS	(US\$1=240yen)			
3. SECTOR	Communications & Broadcasting/ Telecommunication		Total Cost	Local Cost	(Description) 1978 Dec. OECF loan agreement (4,500 million yen)	
4. REFERENCE NO.		(US\$1,000)	1) 21,033	2)		
5. TYPE OF STUDY	F/S		3)	Foreign Cost	(1)	
6. COUNTERPART AGENCY	P.T.P.	3. CONTENTS OF MAJOR PROJECT(S)				
7. OBJECTIVES OF STUDY		- Microwave circuits: approx. 950 km (960 telephones, 1 color TV transmission) - Microwave relay stations: 27 stations (of which, 5 manned stations) - Towers and other related facilities			2. MAJOR REASONS FOR PRESENT STATUS	
8. DATE OF S/W	July.1977	Implementation Period: Construction 2 years Contracting and others 1 year				
9. CONSULTANT(S)	NTT	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR	3. PRINCIPAL SOURCES OF INFORMATION	
10. STUDY TEAM	No. of Members 10 Period July.1977 - Feb.1978 (6 months) Total M/M Japan Field	Feasibility: Yes	9.6%	9.6%		
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		Conditions and Development Impacts: Conditions: 1) The operation to begin in early 1981 2) Costs of channel expansion every five years are added to the construction costs 3) Out-of-town calls contribute 30% of the revenues Development impacts: The project will link up with the northern microwave system (completed in 1977) and form the national trunk line system. 9 major cities will be linked by telephones, and 15 cities will receive TV broadcasting.			(1)	
12. EXPENDITURE	Total Contracted 32,088 (¥000)	5. TECHINCAL TRANSFER				

和名 マイクロ回線建設計画

PROJECT SUMMARY (F/S)

AFR MDG 302/79

Compiled March 1986
Revised March 1991

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Madagascar	1. SITE OR AREA	Improvement of 230 km between Soanierana Ivongo - Maroantsetra		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	(Improvement of National Highway No.5)	2. PROJECT COSTS	Total Cost	Local Cost		
3. SECTOR	Transportation/ Road		1) (US\$1,000)	2)	3)	(Description) This project has been suspended due to the fact that the survey of the same area was being conducted by the EC suborganization. The improvement on major parts of the highway was completed with French finance.
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)				
5. TYPE OF STUDY	F/S	The study was conducted with the view point of technological and economic survey mainly on the following respects : 1) Socio-economic survey 2) Land-use study 3) Traffic survey and transport expense study 4) Survey of the existing condition of highway, bridges and ports 5) Topographical survey 6) Design criteria study				
6. COUNTERPART AGENCY	Ministry of Public Works	Implementation Period: 1979 - 1980				
7. OBJECTIVES OF STUDY	Technological and Economic Survey	4. FEASIBILITY AND ITS ASSUMPTIONS				
8. DATE OF S/W	Oct. 1978	EIRR FIRR				
9. CONSULTANT(S)	Mitsui Consultants Co., Ltd.	Feasibility: No				
10. STUDY TEAM	No. of Members 6 Period Sep. 1979 - Jan. 1980 (4 months) Total M/M 17.6 Japan 7.8 Field 9.8	Conditions and Development Impacts: The project area is the most rainy part of Madagascar and produces important export products, namely coffee, vanilla, etc. This area is, however, damaged every year by floods and high waves due to cyclones, resulting in the dilapidation of the road for lack of maintenance and repair budgets. Toamasina is the starting point of Highway No. 5 and also the largest port located in the eastern coast for exporting agricultural products. The export promotion of these products is hampered by the development delay of the truck road of Highway No. 5. In other words, the development of the road will contribute to the agricultural development not only in the northern district but also in whole Madagascar.				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER				
12. EXPENDITURE	Total 53,232 (¥000) Contracted 40,948	6. MAJOR REASONS FOR PRESENT STATUS				
		7. PRINCIPAL SOURCES OF INFORMATION				
		(1)				

和名 国道5号線改良計画

PROJECT SUMMARY (M/P)

AFR MLI 101/82

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	Mali	1. SITE OR AREA	Gao, Ansongo and Kidal areas, 7th Economical Province			1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	La mise en valeur des eaux sou terrains dans la 7 eme region economique	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	Total Cost	Local Cost	Foreign Cost		
3. SECTOR	Social Infrastructures/ Water Resource Development	(US\$1,000)	1)			(Description) The grant aid by Japanese Government was provided as follows : 1. 1981 Underground water development program in 7th Economical Province, Republic of Mali 2. 1983 do. 3. 1985 do. Composition of grant : 1. ¥500 million, Drill rigs of water well, vehicles, 12 production wells 2. ¥600 million, do., 20 production wells 3. ¥500 million, do., more than 19 production wells Social Development Cooperation Program was extended to Grant Aids Cooperation Program by Mali Government, has limitedly started after Technological Transfer. As of May 1989, 67% of the wells are in operation. The rest of the wells are not in operation mainly because ancillary installations are not completed and the supply of spare parts is insufficient.	
4. REFERENCE NO.		2)					
5. TYPE OF STUDY	M/P	3. MAJOR PROJECT(S) PROPOSED	Implementation of underground water development work to sustain potable water for local inhabitants and nomads and to improve nomadic land in the 7th Economic Province, northeastern Mali and southwestern Sahara Desert. Major work 1st year (1979) : 3 water wells in Gao 2nd year (1980) : 3 water wells in Ansogo, two in Gao 3rd year (1981) : 8 water wells in Gao environs The study also recommended that another program (construction of 200 wells in 8 years) be started after the completion of the above-mentioned program.				
6. COUNTERPART AGENCY	Le Ministre du Developpment, Industriel et du tourisme	4. CONDITIONS AND DEVELOPMENT IMPACTS	Perennial potable water supply, out of the sway of meteorological influences, should be successfully made by pumping confined underground water from the wells, which will further be increased in number.				
7. OBJECTIVES OF STUDY	Water resource development in nomadic areas.	5. TECHINICAL TRANSFER	1) OJT 2) Acceptance of trainees				
8. DATE OF S/W	Oct.1978	2. MAJOR REASONS FOR PRESENT STATUS					
9. CONSULTANT(S)	Sumiko Consultants Co., Ltd.	3. PRINCIPAL SOURCES OF INFORMATION	(1)				
10. STUDY TEAM	No. of Members 27 Period Nov.1979 - Oct.1982 (36 months) Total M/M 136.74 Japan 21.94 Field 114.8						
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY							
12. EXPENDITURE	Total 1,006,893 (¥000) Contracted 423,000						

和名 地下水開発計画

PROJECT SUMMARY (F/S)

Compiled March 1986
Revised March 1991

AFR MUS 301/78

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT																													
1. COUNTRY	Mauritius	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	Beau Bassin - Port Louis Link Road	Port Louis - Beau Bassin																																
3. SECTOR	Transportation/ Road	2. PROJECT COSTS (US\$1=R\$6.3)			(Description) Suspended after the completion of F/S due to the economic difficulty of the country.																													
4. REFERENCE NO.		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">Total Cost</td> <td style="width: 15%; text-align: center;">Local Cost</td> <td style="width: 15%; text-align: center;">Foreign Cost</td> <td style="width: 10%;"></td> </tr> <tr> <td>(US\$1,000)</td> <td style="text-align: center;">1) 15,000</td> <td style="text-align: center;">2) 5,300</td> <td style="text-align: center;">3)</td> <td></td> </tr> </table>						Total Cost	Local Cost	Foreign Cost		(US\$1,000)	1) 15,000	2) 5,300	3)																			
	Total Cost	Local Cost	Foreign Cost																															
(US\$1,000)	1) 15,000	2) 5,300	3)																															
5. TYPE OF STUDY	F/S	3. CONTENTS OF MAJOR PROJECT(S)																																
6. COUNTERPART AGENCY	Ministry of Works	New Road construction Road Length = 10 km (about)																																
7. OBJECTIVES OF STUDY	Feasibility study of a link road between Port Louis (Capital City) and Beau Bassin	Implementation Period: Jan.1980 - Jun.1982																																
8. DATE OF S/W	Aug.1977	4. FEASIBILITY AND ITS ASSUMPTIONS																																
9. CONSULTANT(S)	Nippon Engineering Consultants Co., Ltd.	EIRR FIRR 20.8%																																
10. STUDY TEAM	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">No. of Members</td> <td style="width: 15%;">14</td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td>Period</td> <td>Nov.1977 - Mar.1978 (13 months)</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>Oct.1978 - Dec.1978</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Total M/M</td> <td>46.7</td> <td></td> <td></td> <td></td> </tr> <tr> <td> Japan</td> <td>23.84</td> <td></td> <td></td> <td></td> </tr> <tr> <td> Field</td> <td>22.86</td> <td></td> <td></td> <td></td> </tr> </table>	No. of Members	14						Period	Nov.1977 - Mar.1978 (13 months)					Oct.1978 - Dec.1978				Total M/M	46.7				Japan	23.84				Field	22.86				Feasibility: Yes Conditions and Development Impacts: Conditions: Future traffic volume was estimated at 1982, 1987, 1992 and 2002. Based on the trip number (OD survey) Base traffic, bus traffic, airport traffic and sugar traffic were estimated by trip number (OD survey) and future population. Stage construction was studied, but Package construction was adopted because of a high EIRR and possibility of inflation in Mauritius. Development Impact: Resolution of a bottle neck and effective use of the existing road. Acceleration of development of housing estate, industrial estate and saving of transport cost.
No. of Members	14																																	
Period	Nov.1977 - Mar.1978 (13 months)																																	
	Oct.1978 - Dec.1978																																	
Total M/M	46.7																																	
Japan	23.84																																	
Field	22.86																																	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Soil survey	5. TECHINICAL TRANSFER			2. MAJOR REASONS FOR PRESENT STATUS																													
12. EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">89,963 (¥000)</td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td>Total</td> <td style="text-align: center;">89,963</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Contracted</td> <td style="text-align: center;">71,223</td> <td></td> <td></td> <td></td> </tr> </table>		89,963 (¥000)				Total	89,963				Contracted	71,223				On the job Training to three counterparts for Feasibility Study and Road Construction.			3. PRINCIPAL SOURCES OF INFORMATION														
	89,963 (¥000)																																	
Total	89,963																																	
Contracted	71,223																																	
					(1)																													

PROJECT SUMMARY (D/D)

Compiled March 1991
Revised

AFR MUS 401/80

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Mauritius	1. SITE OR AREA	Beau Bassin - Port Louis	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	Beau Bassin - Port Louis Link Road	2. PROJECT COSTS	(US\$1=Rs6.3) Total Cost Local Cost Foreign Cost (US\$1,000) 1) 14,994 5,281 2) 3)		
3. SECTOR	Transportation/ Road	3. CONTENTS OF MAJOR PROJECT(S)	Bypass Construction 4-lane Divided Road Road Length = 9.2 km	(Description) 1. Detailed design : Completed in September 1989 2. The Project had been suspended after D/D. 3. Mauritius government requested a loan from OECF, but the request has been withdrawn by Mauritius government according to the following reason.	
4. REFERENCE NO.		Implementation Period:	Jan.1980 - Jun.1982		
5. TYPE OF STUDY	D/D	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR FIRR 20.8%	2. MAJOR REASONS FOR PRESENT STATUS IMF recommended not to have any loan project until the recovery of economic conditions.	
6. COUNTERPART AGENCY	Ministry of Works	Feasibility:	Yes		
7. OBJECTIVES OF STUDY	Route Location Road Design Structure, Pavement and Drainage Design.	Conditions and Development Impacts:	Conditions : Use of old railway reserve and old railway bridge. Project life is 20 years Development Impact : Resolution of a bottle neck and effective use of the existing road. Acceleration of development of housing estate, industrial estate and saving of transport cost. Through traffic will divert from the existing road to the project road (Bypass).	3. PRINCIPAL SOURCES OF INFORMATION (1)	
8. DATE OF S/W	Aug.1977	10. STUDY TEAM			
9. CONSULTANT(S)	Japan Engineering Consultants Co., Ltd. Nippon Engineering Consultants Co., Ltd.	No. of Members 12 Period Jan.1979 - Sep.1980 (17 months) Total M/M 132.63 Japan 98.0 Field 34.63		5. TECHINCAL TRANSFER Seminar and practice of Traffic Survey	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		12. EXPENDITURE	Total 248,660 (¥'000) Contracted 215,170		

和名 道路建設計画(ボーバスサン~ポートルイス・リンクロード)

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

PROJECT SUMMARY (F/S)

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Mauritius	1. SITE OR AREA	North West Basin of Grand River (C.A.=115.3 sq.m) and Service Area of Port Louis City		
2. NAME OF STUDY	Port Louis City Water Supply Project	2. PROJECT COSTS	Total Cost	Local Cost	Foreign Cost
3. SECTOR	Public Utilities/ Water Supply		1) 88,200	28,700	59,500
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)	2) (US\$1,000)		
5. TYPE OF STUDY	F/S		3)		
6. COUNTERPART AGENCY	Ministry of Energy, Water Resources and Postal Services	(1) Storage dam (rockfill dam, 75 m high and dam volume of 1.5 x 106 cq.m)			
7. OBJECTIVES OF STUDY	Water Resources Development Water Transmission Facilities	(2) Transmission facilities (2,100 m long, 800 mm)			
8. DATE OF S/W	Feb.1988	(3) Purification plant crapit filtration: capacity 30,000 cq.m/day.			
9. CONSULTANT(S)	Nippon Koei Co., Ltd. Nihon Suldo Consultants Co., Ltd.	Implementation Period: Sep.1990 - Dec.1994			
10. STUDY TEAM	No. of Members 10 Period Apr.1988 - Jun.1989 (15 months) Total M/M 66.96 Japan 16.92 Field 50.04	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR 8.7%	FIRR 6.8%	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	- Geological investigation - Laboratoory test	Feasibility:			
12. EXPENDITURE	Total 309,419 (¥'000) Contracted 283,375	Conditions and Development Impacts: The existing supply system of Port Louis City: Capital of Mauritius has no raw water storage facilities (in its resources) and suffers from water shortage in every dry season. When this project is realized, the project will solve the current water shortage problem and will meet the water demands up to year 2030. It will contribute to stabilization of the urban society and development of the economy.			
		5. TECHINCAL TRANSFER			
		Technology transfer was achieved on methods for survey and planning of dam, transmission and purification facilities through joint work in the field and training in Japan.			
					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
					(Description) The government of Mauritius is taking steps to undertake D/D.
					2. MAJOR REASONS FOR PRESENT STATUS GOM has strong intension to realize project at the earliest time for solving the severe water shortage in Port Louis City in dry season.
					3. PRINCIPAL SOURCES OF INFORMATION (1)

PROJECT SUMMARY (Other)

AFR NER 601/77

Compiled Mar.1991
Revised

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Niger	1. SITE OR AREA	Niamey (the capital of Niger) and Cotonou in Benin			1. PRESENT STATUS <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Plan de consolidation et d'aménagement de la capacité de transport	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	Total Cost	Local Cost	Foreign Cost	
3. SECTOR	Transportation/ General	(US\$1,000)	1)	2)		(Description)
4. REFERENCE NO.		3. MAJOR PROJECT(S) PROPOSED	The study examined the possibility of strengthening the route between Niamey and Cotonou, which is the most important route in the development and diversification of transportation in the country. The study also examined other related requirements (e.g. construction of maintenance posts) for the execution of Japanese grant aid, and proposed the establishment of an automobile maintenance factory, among others.			1979 Mar. E/N of Japanese grant aid on road development (600 million yen)
5. TYPE OF STUDY	Other	4. CONDITIONS AND DEVELOPMENT IMPACTS	The project will contribute to the diversification of international transportation means.			1981 Mar. E/N of Japanese grant aid on transport capacity expansion (500 million yen)
6. COUNTERPART AGENCY	Ministry of Transportation	5. TECHNICAL TRANSFER				2. MAJOR REASONS FOR PRESENT STATUS
7. OBJECTIVES OF STUDY	Strengthening of transportation capacity between the capital and coastal cities of neighboring Benin	11. ASSOCIATED AND/OR SUBCONTRACTED STUDY				3. PRINCIPAL SOURCES OF INFORMATION
8. DATE OF S/W		12. EXPENDITURE	Total Contracted 17,813 (¥000)			
9. CONSULTANT(S)						
10. STUDY TEAM	No. of Members 8 Period Jan.1977 - Apr.1977 (3 months) Total M/M Japan Field					

和名 輸送力整備増強計画

PROJECT SUMMARY (M/P)

AFR NGA 101/81

Compiled Mach 1986
Revised March 1991

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS													
1. COUNTRY	Nigeria	1. SITE OR AREA	Coast of Cross River Province and Lagos	1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued												
2. NAME OF STUDY	New Ocean Terminal Project	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	<table style="width: 100%; border: none;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">Total Cost</td> <td style="width: 15%; text-align: center;">Local Cost</td> <td style="width: 15%; text-align: center;">Foreign Cost</td> </tr> <tr> <td>(US\$1,000)</td> <td style="text-align: center;">1) 882,800</td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">2) 1,093,800</td> <td></td> <td></td> </tr> </table>		Total Cost	Local Cost	Foreign Cost	(US\$1,000)	1) 882,800				2) 1,093,800			(Description) F/S completed	
	Total Cost	Local Cost	Foreign Cost														
(US\$1,000)	1) 882,800																
	2) 1,093,800																
3. SECTOR	Transportation/ Port	3. MAJOR PROJECT(S) PROPOSED	2 alternative locations for the New Ocean Terminal were identified, viz, 1) Lagos and 2) Eastern Coast (Cross River). The proposed port at Lagos is an excavated type of 1 entry 3 divergent channels, with commercial and industrial function, equipped with industrial and urban facilities. Target year is 2000. Excavated Port : 1900ha (land 973ha, water 927ha) Facilities : 64 berths for commerce, 26 berths for industry Industrial estate : 2340ha, urban estate : 2900ha Planned population : 20,000 Breakwater, rail, roads														
4. REFERENCE NO.		4. CONDITIONS AND DEVELOPMENT IMPACTS	Development Impacts: -alleviates present congestion at Lagos port -meets increasing demand in the future -streamlines freight distribution														
5. TYPE OF STUDY	M/P	5. TECHNICAL TRANSFER	Training counterpart on the methodologies of natural conditions survey and port planning etc.														
6. COUNTERPART AGENCY	Nigerian Ports Authority	12. EXPENDITURE	<table style="width: 100%; border: none;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">Total</td> <td style="width: 15%; text-align: center;">544,369 (¥000)</td> </tr> <tr> <td></td> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">413,697</td> </tr> </table>		Total	544,369 (¥000)		Contracted	413,697								
	Total	544,369 (¥000)															
	Contracted	413,697															
7. OBJECTIVES OF STUDY	Locating of the new port and study on the optional scale of port development	2. MAJOR REASONS FOR PRESENT STATUS															
8. DATE OF S/W	Oct. 1977																
9. CONSULTANT(S)	Overseas Coastal Area Development Institute of Japan Kokusai Kogyo Co., Ltd. Pacific Consultants International	3. PRINCIPAL SOURCES OF INFORMATION (1)															
10. STUDY TEAM	<table style="width: 100%; border: none;"> <tr> <td style="width: 15%;">No. of Members</td> <td style="width: 15%;">16</td> </tr> <tr> <td>Period</td> <td>Jan. 1978 - Jan. 1982 (48 months)</td> </tr> <tr> <td>Total M/M</td> <td>148.15</td> </tr> <tr> <td>Japan</td> <td>87.73</td> </tr> <tr> <td>Field</td> <td>60.42</td> </tr> </table>			No. of Members	16	Period	Jan. 1978 - Jan. 1982 (48 months)	Total M/M	148.15	Japan	87.73	Field	60.42				
No. of Members	16																
Period	Jan. 1978 - Jan. 1982 (48 months)																
Total M/M	148.15																
Japan	87.73																
Field	60.42																
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY																	

和名 新港建設計画

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

PROJECT SUMMARY (M/P)

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Rwanda	1. SITE OR AREA	42,000 sqkm in eastern Nepal		1. PRESENT STATUS <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Rural Water Supply Project in the Eastern Region	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	(US\$1=240Yen) Total Cost Local Cost Foreign Cost 1) 5,902 2,631 2)		
3. SECTOR	Public Utilities/ Water Supply	3. MAJOR PROJECT(S) PROPOSED	- Deep well 186 sites - Rainwater storage facilities 12 sites - Repair shop for well excavation and appurtenant equipment		(Description) This was the first project for groundwater development in the country. Seismic prospecting technology was highly welcomed by local personnel. Based on the study, a Japanese grant was approved for project implementation in December 1986 (400 million yen)
4. REFERENCE NO.					
5. TYPE OF STUDY	M/P				
6. COUNTERPART AGENCY	Ministry of Public Works and Energy				
7. OBJECTIVES OF STUDY	Domestic water supply				
8. DATE OF S/W	Jan. 1984	4. CONDITIONS AND DEVELOPMENT IMPACTS			
9. CONSULTANT(S)	Chuo Kaihatsu Corporation	Prevention of water borne disease through supply of safe, clean water to villages in eastern Rwanda (Kibungu), and elimination of severe labor burden required in transporting domestic water from distant sources. It is also anticipated that the project will promote other groundwater development throughout the country.			
10. STUDY TEAM	No. of Members 11 Period Oct. 1984 - July 1986 (22 months) Total M/M 59.5 Japan 3.5 Field 56.0				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHINICAL TRANSFER			
12. EXPENDITURE	Total 278,112 (¥'000) Contracted 209,968	1) OJT training of local personnel in seismic prospecting. 2) Training course (2 persons) in operation of drilling equipment 3) Supply and instruction in operation of well excavation (1 unit) and manual pump (10units) equipment			
		2. MAJOR REASONS FOR PRESENT STATUS			
		3. PRINCIPAL SOURCES OF INFORMATION		(1)	

PROJECT SUMMARY (Basic Study)

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF USE OF STUDY RESULTS		
1. COUNTRY	Senegal	1. SITE OR AREA	Tambacounda - Koudekourou			1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	L'operation de dressage de la carte photographique au moyen de la projection orthographique pour le projet de construction de la ligne de chemin de Faleme	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	Total Cost	Local Cost	Foreign Cost		
3. SECTOR	Transportation/ Railway	(US\$,1,000)	1)	2)		(Description) It is reported that the French team working on the mining development used the aerophoto maps during their feasibility study.	
4. REFERENCE NO.		3. MAJOR PROJECT(S) PROPOSED	The study prepared topographic aerophoto maps (scale:1/10,000) over the area of 250 sq.km, which will be used to plan the construction of a new railway line between Tambacounda and Faleme) to transport iron ores from the iron mine in Faleme now under development.				
5. TYPE OF STUDY	Basic Study	4. CONDITIONS AND DEVELOPMENT IMPACTS					
6. COUNTERPART AGENCY	Ministere des Travaux Publics de L'urbanisme des Transports	5. TECHINCAL TRANSFER	1) On-the-job training for counterparts 2) Participation of the counterparts in the JICA training program				
7. OBJECTIVES OF STUDY		2. MAJOR REASONS FOR PRESENT STATUS					
8. DATE OF S/W	Jul.1977	3. PRINCIPAL SOURCES OF INFORMATION	(1)				
9. CONSULTANT(S)	Kokusai Kougyo Co., Ltd.						
10. STUDY TEAM	No. of Members 14 Period Jan.1978 - Mar.1978 (3 months) Total M/M 39.8 Japan 14.6 Field 25.2						
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY							
12. EXPENDITURE	Total 175,302 (¥'000) Contracted 96,411						

PROJECT SUMMARY (F/S)

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Senegal	1. SITE OR AREA	Compagnie Senegalaise de Navigation Maritime (COSENAM)			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 type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Fleet Expansion Program	2. PROJECT COSTS	(US\$1=225.5Yen)			
3. SECTOR	Transportation/ Marine Transportation & Ships		Total Cost	Local Cost	Foreign Cost	(Description) The study was originally undertaken for yen credit application, but the attempt was subsequently discontinued.
4. REFERENCE NO.		(US\$1,000)	1) 23,946			
5. TYPE OF STUDY	F/S		2)			
6. COUNTERPART AGENCY	Ministry of Equipment	3)				
7. OBJECTIVES OF STUDY	Examination of technical and economic feasibility on the purchase and operation of multipurpose vessels	3. CONTENTS OF MAJOR PROJECT(S)	The study examined the purchase and operation of two freight vessels by the national shipping company (COSENAM, established in October 1979). The fleet will travel between Dakar and France and Belgium (18 trips per annum). - Multi-purpose vessels of 9,000DWT each (capacity of shipping 326 containers)			
8. DATE OF S/W		Implementation Period:				
9. CONSULTANT(S)	Japan Maritime Research Institute	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR		
10. STUDY TEAM	No. of Members 7 Period July.1980 - Dec.1980 (5 months) Total M/M 9.04 Japan 6.37 Field 2.67	Feasibility: Yes		7.32%		
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		Conditions and Development Impacts:	The specifications of vessels proposed by the Senegalese side (Alternative A) would cost 2,950 million yen per vessel with lower IRR of 5.89%. The revised plan (Alternative B) would cost 2,700 million yen per vessel with higher IRR of 7.32%. The establishment and operation of the national fleet will contribute to the balance of payments improvement. Most of the West African countries are trying to develop national shipping fleets, which are important both economically and politically.			
12. EXPENDITURE	Total 26,623 (¥'000) Contracted 16,230	5. TECHINICAL TRANSFER				
			2. MAJOR REASONS FOR PRESENT STATUS			
			3. PRINCIPAL SOURCES OF INFORMATION			
			(1)			

PROJECT SUMMARY (F/S)

Compiled March 1986
Revised March 1991

AFR SLE 301/80

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Sierra Leone	1. SITE OR AREA	Makeni to Kamakul (76.3 km)		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 type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Makeni-Kamakwie Road Project	2. PROJECT COSTS	(US\$1-1,059Leones)			
3. SECTOR	Transportation/ Road		Total Cost	Local Cost	(Description) Cancelled after the completion of F/S due to the economic difficulty. The Japanese Government approved a grant (377 million yen) for the purchase of construction equipment in June 1989.	
4. REFERENCE NO.			1) 15,858	1,395		
5. TYPE OF STUDY	F/S		(US\$1,000) 2) 16,889	4,684		
6. COUNTERPART AGENCY	Ministry of Works	3. CONTENTS OF MAJOR PROJECT(S)	Projects: Local Road (2 lanes, surface dressing) Bridges (normal bridges : pre-tension PC girder bridge) Mabore Bridge : post-tension PC girder bridge) Box Culverts : (Height : 5 to 10 ft., Width : 5 to 13 ft.) Traffic Control Facilities : at 180 points Scale: Design Speed : 80 km/h Section Length : 76.3 km Junctions, Bus Stops, Parking Lane, Road Markings, Signs, Safety Fences Note: Cost 1) is for Plan A as explained below and Cost 2) is for Plan B.			
7. OBJECTIVES OF STUDY	Road Improvement Project	Implementation Period:				
8. DATE OF S/W	Mar. 1979	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR		
9. CONSULTANT(S)	Nippon koei Co., Ltd.	Feasibility: Yes	14.4-15.2	15.2-16.0		
10. STUDY TEAM	No. of Members 6 Period Aug. 1979 - May. 1980 (9 months) Total M/M 39.9 Japan 22.1 Field 17.8	Conditions and Development Impacts:	Plan A : The existing road improved as a Class 1 road under the Sierra Leonean highway standards; all structures such as bridges and culverts to be newly constructed. Plan B : Certain sections improved as Class 2 roads in the first stage and total length of road made Class 1 ten years later (construction in stages) - only Mabore Bridge to be included in the second stage Construction of a two-lane highway will lead to mitigation of regional economic imbalance, slowing down of the influx of population into cities, saving of foreign currency (contribution towards attainment of agriculture self-sufficiency in Sierra Leone) and inducement of possibility for regional economic development in cooperation with neighbouring countries.		2. MAJOR REASONS FOR PRESENT STATUS Fund Procurement; high inflation rate(over 30%), lack of foreign currency	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Topographical survey : ¥ 550,000 Geological Survey : ¥ 1,000,000	5. TECHINCAL TRANSFER	1) OJT : Explanation of project planning of roads and bridges in Japan and of the procedure for reception of Japanese aid 2) Reception of Trainees : Lectures of road and bridge (public facilities) project planning and demonstrations of projects 3) Others : participation of staff of the Sierra Leonean Roads Department in the topographical and geological		3. PRINCIPAL SOURCES OF INFORMATION (1)	
12. EXPENDITURE	Total 103,538 (¥'000) Contracted 92,527					

PROJECT SUMMARY (F/S)

Compiled March 1986
Revised March 1991

AFR SWZ 301/79

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Swaziland	1. SITE OR AREA	Sikupe 75 km north of national capital		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 type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	New International Airport Construction Project	2. PROJECT COSTS	(US\$1=240Yen)		
3. SECTOR	Transportation/ Air Transportation & Airport		Total Cost	Local Cost	Foreign Cost
4. REFERENCE NO.			1) 28,332	8,630	
5. TYPE OF STUDY	F/S		2)		
6. COUNTERPART AGENCY	Civil Aviation Branch, Ministry of Works, Power and Communications	3. CONTENTS OF MAJOR PROJECT(S)	3)		
7. OBJECTIVES OF STUDY	To examine technical, economic and financial feasibility of airport development	Contents	Facility size/quantity		
8. DATE OF S/W	July.1979	Runway	2,450 m x 45 m		
9. CONSULTANT(S)	Japan Airport Consultants, Inc.	Apron	24,000 sq.m		
10. STUDY TEAM	No. of Members 11 Period Oct.1979 - Mar.1980 (5 months) Total M/M 26.24 Japan 20.17 Field 6.07	Terminal Bldg.	6,700 sq.m		
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	none	Nav aids and communications	CAT I total system		
12. EXPENDITURE	Total 76,637 (¥'000) Contracted 64,343	Utilities (power, water, sewer)	Total system		
		Access road	6.5 km long (7.4 m wide)		
		Implementation Period:	Jan.1981 - Dec.1995		
		4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR	
			17.4%	1.4%	
		Feasibility: Yes			
		Conditions and Development Impacts:			
		Premises: 1) Ultimately targetted for the year 2005;			
		2) Forecast demand of 303,000/895,000 passengers and 821/1,643 cargo tonnage in the year 1995/2005 for Phase I/II;			
		3) Due to difficulty in expanding existing airport, new airport is to be constructed at a new site.			
		Effects: 1) Enhance aircraft operation;			
		2) Increase in foreign exchange earning;			
		3) Increase in employment opportunities.			
		5. TECHNICAL TRANSFER			
		OJT : Familiarized counterpart officials with economic analysis procedures.			
		2. MAJOR REASONS FOR PRESENT STATUS	1. Financing difficulty 2. Yen credit unprecedented (Population less than 1 million)		
		3. PRINCIPAL SOURCES OF INFORMATION	(1)		

和名 新国際空港建設計画

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

PROJECT SUMMARY (M/P)

Compiled March 1986
Revised March 1991

AFR TZA 101/76

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS		
1. COUNTRY	Tanzania	1. SITE OR AREA	the distance between Lake Natron (150km northwest of Arusha) and Port Tanga		1. PRESENT STATUS <input type="checkbox"/> In Progress or In Use <input checked="" type="checkbox"/> Delayed <input type="checkbox"/> Discontinued	
2. NAME OF STUDY	Natural Soda Development in Lake Natron and Related Transportation Facilities	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	Total Cost	Local Cost		Foreign Cost
3. SECTOR	Transportation/ General	(US\$1,000)	1) 318,600	2)	(Description) The study was submitted as a pre-feasibility study, leaving uncertainty over market prospects, the production target and price setting. Subsequently, the Government of Tanzania decided to scale down the natural soda development project on the basis of the F/S undertaken by UNIDO, and established a factory (annual production of 1,000 - 1,500 tons) with their fund. If finance is available, the Government intends to implement according to the UNIDO proposal (annual production of 30,000 tons both for domestic and international markets; investment costs of US\$ 10 million).	
4. REFERENCE NO.		3. MAJOR PROJECT(S) PROPOSED	Major projects proposed for the development of natural soda around Lake Natron			
5. TYPE OF STUDY	M/P	<ul style="list-style-type: none"> - Construction of a soda refinery - Development of Tanga Port - Improvement of railway and construction of a new line - Construction of a new road between a refinery and Arusha - Construction of silos - Purchase of a locomotive, wagons and 30-ton semi-trailers 				
6. COUNTERPART AGENCY	Ministry of Water Resources and Energy	4. CONDITIONS AND DEVELOPMENT IMPACTS				
7. OBJECTIVES OF STUDY	Reexamination of natural soda development and identification of transportation alternatives	Development of natural soda around Lake Natron will enable the export of refined natural soda, improving the balance of payment situations. The development of a transport corridor connecting Arusha, Kilimanjaro and Tanga will stimulate regional development.				
8. DATE OF S/W		5. TECHINCAL TRANSFER				
9. CONSULTANT(S)	International Development Center of Japan	On-the-job training for counterparts				
10. STUDY TEAM	No. of Members 22 Period Jul.1976 - Aug.1976 (1 months) Total M/M 45 Japan 45 Field	2. MAJOR REASONS FOR PRESENT STATUS				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		The reason for the scale-down: The annual world demand for natural soda when the study was being conducted was about 25 million tons, and approximately 2.5 million tons were internationally traded. It was considered difficult for Tanzania to develop marketing outlets for its originally planned supply of 1 million tons.				
12. EXPENDITURE	Total 88,439 (¥'000) Contracted 53,634	3. PRINCIPAL SOURCES OF INFORMATION				
		(1) (2)				

和名 ナトロン湖天然ソーダ灰開発計画および関連輸送施設調査

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

PROJECT SUMMARY (F/S)

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Tanzania	1. SITE OR AREA	Road with 330km long from Kibiti adjacent to Dar es Salaam to Lindi in the Southern area of Tanzania		
2. NAME OF STUDY	Southern Coastal Link Road Project	2. PROJECT COSTS	(US\$1=11.4Shs)		
3. SECTOR	Transportation/ Road		Total Cost	Local Cost	Foreign Cost
4. REFERENCE NO.			1) 26,324.49	13,288.772	
5. TYPE OF STUDY	F/S		2)		
6. COUNTERPART AGENCY	The government of Tanzania		3)		
7. OBJECTIVES OF STUDY	To examine both economic and technical feasibility of the project for constructing the existing Southern Coastal Link Road into an all-weather road	3. CONTENTS OF MAJOR PROJECT(S)	Road (total length of 330km including bridges with a total length of 2,429m)		
8. DATE OF S/W	Sep. 1975		-Kibiti-Nyamwage 36km		
9. CONSULTANT(S)	Japan Overseas Consultants Co., Ltd., Fukuyama Consultants International Co., Ltd. and other 3 companies.		-Nyamwage-Nangurukuru 100km		
10. STUDY TEAM	No. of Members 26 Period Aug. 1975 ~ Sep. 1977 (25 months) Total M/M Japan Field		-Nangurukuru-Kiranjerange 86km		
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY			-Kiranjerange-Lindi 75km		
12. EXPENDITURE	Total 310,652 (¥000) Contracted 284,722		-Nangurukuru-Kilwa Masoko 30km		
		4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR	
		Feasibility: Yes	8.55%		
		Conditions and Development Impacts:			
		Conditions:			
		(1) Rufiji River Bridge Construction should precede the road construction.			
		(2) The project road was divided into the five sections.			
		(3) To be opened as two-lane engineered gravel road and to be paved later on with an increase in traffic.			
		(4) Project life of 30 years.			
		Development Impacts:			
		cut down on running cost; curtail the trip time; integrate the southern part with Metropolitan Dar es Salaam; promote the regional development, agriculture and forestry; ease the mind of people; and enhance the cultural level.			
		Developing the south which has so far been isolated from Dar es Salaam administratively, economically and culturally resulted in the economic growth of Tanzania as a whole.			
		5. TECHNICAL TRANSFER			
		Implementation Period:	1978 - 1995		
		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		
		(Description)	<p>1980 May OECF loan for the purchase of construction equipment and vehicles (2,963 million yen)</p> <p>1981 Construction commenced</p> <p>Out of 330km, about 90km was completed by early 1990. The section from Nangurukuru to Kibiti (50km) was completed with assistance of two Japanese experts and seven Japanese volunteers.</p> <p>Saudi Arabia provided finance (US\$1.18 million) for the section from Somanga to Kibiti, but additional \$900 million is necessary to complete it.</p> <p>Finland offered to finance the section between Nangurukuru and Lindi (150km), but withdrew the offer when the feasibility study by the World Bank found it not feasible.</p>		
		2. MAJOR REASONS FOR PRESENT STATUS			
		3. PRINCIPAL SOURCES OF INFORMATION	(1) (2)		

PROJECT SUMMARY (F/S)

Compiled March 1986
Revised March 1991

AFR TZA 302/78

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Tanzania	1. SITE OR AREA	Southern coast from Dar es Salam to Mtwara		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 type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Purchasing of an Additional Passenger-cum-Cargo Vessel for Tanzania Coastal Shipping Line	2. PROJECT COSTS	(US\$1=194.6yen)			
3. SECTOR	Transportation/ Marine Transportation & Ships		Total Cost	Local Cost	(Description) The OECF loan agreement (1,700 million yen) was formalized in June 1979. Subsequently, the Government of Tanzania changed its policy, and decided to buy a freighter and a tanker plying between Dar es Salam and Zanzibar with the loan. Therefore, the project was judged practically discontinued.	
4. REFERENCE NO.			4,959	4,959		
5. TYPE OF STUDY	F/S		1) (US\$1,000)	2) 3)	3. PRINCIPAL SOURCES OF INFORMATION (1) (2)	
6. COUNTERPART AGENCY	National Transport Corporation, Ministry of Communication and transportation	3. CONTENTS OF MAJOR PROJECT(S)	Construction of one freight carrier -1,000 DWT -67.5m in length -15 knots -freight capacity: 410 tons -passenger capacity: 400 persons			
7. OBJECTIVES OF STUDY	Improvement of domestic transportation				Implementation Period: 10 months	
8. DATE OF S/W		4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR	2. MAJOR REASONS FOR PRESENT STATUS Change of priority	
9. CONSULTANT(S)	The Shipping Research Centre of Japan		12.33%	3.09%		
10. STUDY TEAM	No. of Members 9 Period May 1978 - Feb.1979 (9 months) Total M/M 5.36 Japan 4.63 Field 0.73		Feasibility: Yes Conditions and Development Impacts: Conditions: -Project life of 20 years -Transport fares to be raised 20% every four years -Estimated gross revenue 1.49 million Sh. and gross expenditure 0.98 million Sh. Development Impacts: -Improvement of the transportation capacity along the southern coast		3. PRINCIPAL SOURCES OF INFORMATION	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHINICAL TRANSFER	OJT			
12. EXPENDITURE	Total 25,830 (¥'000) Contracted 7,372					

和名 貨客船建造計画

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

PROJECT SUMMARY (M/P)

Compiled March 1986
Revised March 1991

AFR TZA 102 /80

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Tanzania	1. SITE OR AREA	The area designated for a national park (1,613 sq.m), Mgambo, Kigoma province		1. PRESENT STATUS <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Proposed Mahale Mountains National Park	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	(US\$1=225Yen) Total Cost Local Cost Foreign Cost		
3. SECTOR	Tourism/ General		1) 4,030		(Description) The proposals of the study was incorporated into the 3rd Five Year Development Plan, and the 11th national park was established, although the implementation of the proposed projects has been slower than envisaged. The Government of Tanzania applied for Japanese grant aid but was not successful. However, Japanese experts dispatched to Tanzania assisted the implementation of small-scale measures.
4. REFERENCE NO.		3. MAJOR PROJECT(S) PROPOSED	1) Facilities for park operation: 7 locations 2) Traffic routes: 3 routes on the lake 4 routes on the land surface 3) Communication: 3 systems 4) Kigoma headquarters 5) Local base at Birenge		
5. TYPE OF STUDY	M/P	4. CONDITIONS AND DEVELOPMENT IMPACTS	Development Impacts: 1) Establishment of the 11th national park 2) Protection of wild life and environment and surveillance on poaching 3) Tourism promotion		
6. COUNTERPART AGENCY	Wild Life Dept., Ministry of Natural Resources and Tourism	5. TECHINCAL TRANSFER			
7. OBJECTIVES OF STUDY	Formulation of the national park development for the environmental protection	12. EXPENDITURE	Total 45,968 (¥'000) Contracted 17,530		
8. DATE OF S/W	Jul.1978	2. MAJOR REASONS FOR PRESENT STATUS			
9. CONSULTANT(S)	JCP Co.	3. PRINCIPAL SOURCES OF INFORMATION	(1) (2)		
10. STUDY TEAM	No. of Members 8 Period Aug.1979 - May 1980 (9 months) Total M/M 11.20 Japan 4.93 Field 6.27				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY					

PROJECT SUMMARY (F/S)

Compiled March 1986
Revised March 1991

AFR ZAR 302/78

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Zaire	1. SITE OR AREA	Matadi (work in Japan only)	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	Projet de la construction du pont sur le fleuve Zaire a Matadi	2. PROJECT COSTS	Total Cost Local Cost Foreign Cost		
3. SECTOR	Transportation/ General	(US\$1,000)	1) _____ 2) _____ 3) _____	(Description) November 1977 Contact mission dispatched, August 1978 L/A revised February to April 1978 : contract prepared August 1978 Bids invited November 1978 Bidding December 1978 Contract approved by OECF February 1979 Construction started May 1983 Construction Completed	
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)			
5. TYPE OF STUDY	F/S	1. Selection of a structure for the Matadi Bridge ---Optimum type chosen 2. Basic design for the Matadi Bridge 1) Design for the entire structure 2) Basic design for the superstructure 3) Basic design for the substructure 3. Basic design for access roads, etc. 4. Estimation of temporary construction and investigation costs 5. Calculation of construction cost and time 6. Preparation of documents on conditions for construction work, etc. 7. Preparation of reports			
6. COUNTERPART AGENCY	O.E.B.k, Department des Transports	Implementation Period:			
7. OBJECTIVES OF STUDY	Basic designing having an accuracy that allows for the immediate preparation of executing construction work	4. FEASIBILITY AND ITS ASSUMPTIONS			
8. DATE OF S/W	Nov. 1977	EIRR FIRR			
9. CONSULTANT(S)	Japan Railway Technical Service	Feasibility:			
10. STUDY TEAM	No. of Members 33 Period Feb.1978 ~ Jun.1978 (4 months) Total M/M 71.24 Japan 71.24 Field	Conditions and Development Impacts: Development Impact : Matadi port, the only international port in Zaire, plays an important role in the economy of Zaire in that copper is exported from there via a domestic transport route. The port is 150km away from the Atlantic Ocean up the Zaire River, and it is in the river where many problems occur. To cope with this situation, there is a plan to construct at Banana a new port facing the Atlantic Ocean and to extend the railway between Kinshasa and Matadi to the Atlantic coast. As part of this plan, this project (the Matadi Bridge Project) is to construct a road-rail bridge. Completion of this bridge would greatly contribute to the economic development of Zaire.			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER			
12. EXPENDITURE	Total 150,804 (¥'000) Contracted 93,516	Until 1988, there was a continuous transfer of technology by Japanese experts stationed in Zaire.			
				2. MAJOR REASONS FOR PRESENT STATUS	
				3. PRINCIPAL SOURCES OF INFORMATION	
				(1)	

和名 マタディ橋梁建設計画

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

PROJECT SUMMARY (M/P)

Compiled March 1990
Revised March 1991

AFR ZAR 101/86

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Zaire	1. SITE OR AREA	Kinshasa city and Bas Zaire			1. PRESENT STATUS <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Plan-directeur relatif a l'aménagement du système de transport allant de la ville de Kinshasa a Banana	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	(US\$1=50.6z) Total Cost Local Cost Foreign Cost 1) 1,185 2)			
3. SECTOR	Transportation/ General	3. MAJOR PROJECT(S) PROPOSED	Route planning for west-east traffic bypass			(Description) Based on the study, a feasibility study was undertaken on the railway construction between Kisenso and Kimbanseke, but the project implementation was cancelled. The government of Zaire has stronger interest in road development, and JICA agreed to undertake a feasibility study on the east-west arterial road in Kinshasa City in 1989.
4. REFERENCE NO.		4. CONDITIONS AND DEVELOPMENT IMPACTS	Plans for each traffic facility between Kinshasa-Banana were totally reviewed and the roles of each project were determined. The direction for improving the traffic infrastructure in the study area was made clear.			
5. TYPE OF STUDY	M/P	5. TECHINCAL TRANSFER	(1) Acceptance of trainees : Training was held in Japan for formulation of traffic plan and countermeasures. (2) Local consultants were used for traffic survey and aggregation.			
6. COUNTERPART AGENCY	Department of Foreight affairs and International Cooperation	2. MAJOR REASONS FOR PRESENT STATUS	Difficulty in procuring funds due to enlarged foreign debts Total investment volume must be diminished.			
7. OBJECTIVES OF STUDY	(1) Peoparation of master plan for the transport system between Kinshasa-Banana (2) Preparation of master plan for the urban transport system in Kinshasa city.	3. PRINCIPAL SOURCES OF INFORMATION	(1)			
8. DATE OF S/W	Jun.1984					
9. CONSULTANT(S)	Yachiyo Engineering Co., Ltd.					
10. STUDY TEAM	No. of Members 13 Period Nov.1984 - Aug.1986 (22 months) Total M/M 76.48 Japan 41.02 Field 35.46					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Traffic Survey					
12. EXPENDITURE	Total 274,974 (¥'000) Contracted 242,680					

和名 キンシャサ〜バナナ間交通体系総合調査

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

PROJECT SUMMARY (F/S)

Compiled March 1990
Revised March 1991

AFR ZAR 303/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Zaire	1. SITE OR AREA	The districts of Ndili and Kimbanseke in southwestern Kinshasa		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 type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Railway Construction Project between Kisenso and Kimbanseke	2. PROJECT COSTS	(US\$1=150Yen)			
3. SECTOR	Transportation/ Railway		Total Cost	Local Cost	(Description) The new railway line is expected to serve as additional means of urban transport within Kinshasa City, on condition that the section within the city of the existing Kinshasa-Matadi railway line be developed to the urban transport standard. West Germany is now assisting the development of the section (double tracking, introduction of CTC, etc.), but implementation is expected to take long time.	
4. REFERENCE NO.		(US\$1,000)	1) 33,000	2) 7,000		
5. TYPE OF STUDY	F/S		3)			
6. COUNTERPART AGENCY	Department des Transports et communications	3. CONTENTS OF MAJOR PROJECT(S)				
7. OBJECTIVES OF STUDY	F/S for constructing a new commuter railway line (5km) in Kinshasa	-New railway line (nonelectrified single track of 5km) -3 new stations				
8. DATE OF S/W	Jun. 1986	Implementation Period: Jan. 1989 - Dec. 1990				
9. CONSULTANT(S)	Japan Railway Technical Service, Yachiyo Engineering Co., Ltd.	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR	2. MAJOR REASONS FOR PRESENT STATUS	
10. STUDY TEAM	No. of Members 11 Period Nov. 1986 - Dec. 1987 (14 months) Total M/M 51.70 Japan 27.56 Field 24.14	Feasibility: Yes	16.4%	5.7%		
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		Conditions and Development Impacts: 1. Precondition for calculating IRR Passenger traffic was estimated based on a forecast for the years 1990, 2000, and 2010. It is necessary to confirm that reinforcement of the urban railway in Kinshasa has been completed and that it is able to offer suitable services as an urban railway. 2. Development Impacts Expected development impacts consist of improvement of connections between Ndjili-Kimbanseke and the center of Kinshasa, resulting in sound urban development of the district of Kimbanseke.			3. PRINCIPAL SOURCES OF INFORMATION	
12. EXPENDITURE	Total 218,868 (¥'000) Contracted 201,167	5. TECHINCAL TRANSFER				
		(1) OJT on methods for demand forecast, transport planning, facility planning, and economic and financial analysis. (2) Acceptance of trainees				

和名 キセンソ・キンバンセケ鉄道建設計画

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

PROJECT SUMMARY (F/S)

Compiled March 1991
Revised

AFR ZAR 304/89

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT																
1. COUNTRY	Zaire	1. SITE OR AREA	Kinshasa City		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	Construction Project of the East-West Road in Kinshasa City	2. PROJECT COSTS	<table border="1"> <tr> <td></td> <td>Total Cost</td> <td>Local Cost</td> <td>Foreign Cost</td> </tr> <tr> <td>1)</td> <td>147,273</td> <td>95,727</td> <td>51,546</td> </tr> <tr> <td>2)</td> <td>47,242</td> <td></td> <td></td> </tr> <tr> <td>3)</td> <td></td> <td></td> <td></td> </tr> </table>				Total Cost	Local Cost	Foreign Cost	1)	147,273	95,727	51,546	2)	47,242			3)		
	Total Cost	Local Cost	Foreign Cost																	
1)	147,273	95,727	51,546																	
2)	47,242																			
3)																				
3. SECTOR	Transportation/ Road	3. CONTENTS OF MAJOR PROJECT(S)	Arterial Road Construction Project of the East-West Road runs between MATADI Road and LUMUMBA Road in Kinshasa City. Staged construction plan is proposed including access road and intersection as mentioned below; Urgent Projects up to 1995 : Construction of 2-lane Road up to 2005 : Widening to 4-lane Road and Access Road up to 2013 : Widening to 6-lane Road and Construction of major Flyover Cost 1) above is the total cost up to 2005. Cost 2) is the cost of urgent projects up to 1995.		(Description)															
4. REFERENCE NO.		Implementation Period:	1992 - 1995																	
5. TYPE OF STUDY	F/S	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR																
6. COUNTERPART AGENCY	The Bureau d'Etudes D'amangements of Durbanisme of the Department of Public	Feasibility:	18.29%																	
7. OBJECTIVES OF STUDY	Arterial Road Construction	Conditions and Development Impacts:	Condition: Smoothed execution of: 1.Land Expropriation by Zaire Government 2.Scheduled Road Improvement Plan by IBRD/OVO																	
8. DATE OF S/W	Nov. 1988	Development Impact:	1.Induced Land Use along Project Road 2. Improvement of Road Congestion and savings of VOC 3.Road Transport Services for the poor 4.Employment effect during construction Period.																	
9. CONSULTANT(S)	Mitsui Consultants Co., Ltd.	5. TECHINCAL TRANSFER	1. On the job Training 2.Counterparts training in Japan 3.Employment of Local Consultants																	
10. STUDY TEAM	<table border="1"> <tr> <td>No. of Members</td> <td>10</td> </tr> <tr> <td>Period</td> <td>Mar.1989 - Mar.1990 (12 months)</td> </tr> <tr> <td>Total M/M</td> <td>40.03</td> </tr> <tr> <td>Japan</td> <td>15.00</td> </tr> <tr> <td>Field</td> <td>25.03</td> </tr> </table>	No. of Members	10	Period		Mar.1989 - Mar.1990 (12 months)	Total M/M	40.03	Japan	15.00	Field	25.03	11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	1.Traffic Survey 2.Topographic Survey 3.Soil/ drilling survey and Test						
No. of Members	10																			
Period	Mar.1989 - Mar.1990 (12 months)																			
Total M/M	40.03																			
Japan	15.00																			
Field	25.03																			
12. EXPENDITURE	<table border="1"> <tr> <td>Total</td> <td>180,530 (¥'000)</td> </tr> <tr> <td>Contracted</td> <td>159,093</td> </tr> </table>	Total	180,530 (¥'000)	Contracted	159,093	12. MAJOR REASONS FOR PRESENT STATUS														
Total	180,530 (¥'000)																			
Contracted	159,093																			
		3. PRINCIPAL SOURCES OF INFORMATION																		

和名 キンシャサ市内東西幹線道路建設計画

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

PROJECT SUMMARY (F/S)

Compiled March 1986
Revised March 1991

AFR ZMB 301/81

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Zambia	1. SITE OR AREA	Whole countries		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	Microwave Radio Relay Project	2. PROJECT COSTS	Total Cost	Local Cost		
3. SECTOR	Communications & Broadcasting/ Telecommunication	(US\$1,000)	1) 48,784	2) 11,479	3) 37,305	(Description) 1983 Dec. OECF loan agreement (749 million yen) 1984 Nov. D/D completed 1987 Jun. Construction completed
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)				
5. TYPE OF STUDY	F/S	Construction for the Microwave Radio Relay				
6. COUNTERPART AGENCY	POSTEL	(1) Lusaka-Copperbelt Route (1800ch+TV) (2) Chingola-Solwezi Route (960ch+TV) Kasama-Manasa Route (Ditto) (3) Kasama-Mporokoso Route (120ch) Chipala-Lundazi Route (Ditto)				
7. OBJECTIVES OF STUDY	The improvement and expansion of the existing system and the establishment of the rural telecommunications system in Zambian national telecommunications networks	Implementation Period: May 1985 - Dec.1986				
8. DATE OF S/W	Dec.1980	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR		
9. CONSULTANT(S)	NTC		10.38%	8.78%		
10. STUDY TEAM	No. of Members 12 Period Jan.1981 - Apr.1981 (3 months) Total M/M 13.57 Japan 9.0 Field 4.57	Feasibility: Yes Conditions and Development Impacts: 1) Replacement of the over-aged microwave radio system between Lusaka and Copperbelt. 2) Multiplex channel expansion for the above route. 3) Expansion of television signal transmission system to the provincial centers. 4) Construction of the rural microwave telecommunication network in the Northern, Luapula and Eastern provinces.				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER				
12. EXPENDITURE	Total 43,141 (¥000) Contracted 31,263	1) Trainee acceptance : 3 counterparts were invited to Japan, and studied technical system 2) Preparation of report 3) On job training (ETC counterparts)				
					2. MAJOR REASONS FOR PRESENT STATUS	
					High priority	
					3. PRINCIPAL SOURCES OF INFORMATION	
					(1)	

和名 マイクロウェーブ回線網建設計画

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

PROJECT SUMMARY (F/S)

Compiled March 1988
Revised March 1991

AFR ZMB 302/85

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Zambia	1. SITE OR AREA	North-east of Lusaka		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	Lusaka International Airport Development Project	2. PROJECT COSTS	(US\$1=275Yen)			
3. SECTOR	Transportation/ Air Transportation & Airport		Total Cost	Local Cost		
4. REFERENCE NO.			1) 58,700	21,000	(Description) 1990 Dec. The arrival hall of the terminal building and the modernization of telecommunication equipment were completed with Italian and OPEC finance.	
5. TYPE OF STUDY	F/S		2)			
6. COUNTERPART AGENCY	Department of Civic Aviation, Ministry of Power, Transport and communications.	3. CONTENTS OF MAJOR PROJECT(S)	3)			
7. OBJECTIVES OF STUDY	1) Examine technical, economic and financial feasibility of Project 2) Technology transfer to counterpart officials	Contents	Facility size/quantity			
8. DATE OF S/W	Jul. 1984	Runway, taxiway repair	10km extension			
9. CONSULTANT(S)	Japan Airport Consultants, Inc.	Apron expansion	35,000 sq.m approx.			
10. STUDY TEAM	No. of Members 8 Period Dec. 1984 - Dec. 1985 (13 months) Total M/M 43.67 Japan 28.67 Field 16.0	Passenger terminal building improvement	13,000 sq.m			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Geological survey	Cargo terminal building improvement	6,400 sq.m			
12. EXPENDITURE	Total 151,654 (¥000) Contracted 149,727	VIP building construction	1,400 sq.m			
		Telecommunications facility renovation	Total system			
		Implementation Period:	1987 - 1989			
		4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR	2. MAJOR REASONS FOR PRESENT STATUS	
			12.5%	2.3%		
		Feasibility: Yes				
		Conditions and Development Impacts:			3. PRINCIPAL SOURCES OF INFORMATION (1)	
		Premises for IRR calculation : air transport demand forecast is made for a period of 1990-2010 at 5-year interval. Total national demand is forecast by regression analysis using EC countries gross domestic product as explanatory variable, and the national demand is distributed into regional demand considering urbanization and regional development trends and potentials of each respective region. Project is planned in two stages. Phase I targetted for 2000 and Phase II for 2010. Development effects expected include increase in tourism income and in employment opportunities, as well as possible foreign capital investment in Zambia.				
		5. TECHNICAL TRANSFER				
		1) One counterpart participated in JICA counterpart training program. 2) Local consultants participation : Airport civil work facility survey is jointly conducted under Japanese supervision.				

和名 ルサカ国際空港整備計画

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

PROJECT SUMMARY (Other)

Compiled March 1990
Revised March 1991

AFR ZIM 601/80

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Zimbabwe	1. SITE OR AREA	Section between Salisbury and Dapka		1. PRESENT STATUS <input type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input checked="" type="checkbox"/> Discontinued
2. NAME OF STUDY	(Electrification of National Railways)	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	Total Cost	Local Cost	
3. SECTOR	Transportation/ Railway	(US\$1,000)	1)	2)	(Description)
4. REFERENCE NO.		3. MAJOR PROJECT(S) PROPOSED			
5. TYPE OF STUDY	Other	In response to the application for OECF finance on the electrification of the railway, the study examined the possibility of cooperation and evaluated two alternatives. Alternative 1: 20 new railcars and replacement of 14 diesel locomotives with electric locomotives Alternative 2: 20 new railcars			
6. COUNTERPART AGENCY	Ministry of Transport and Energy	4. CONDITIONS AND DEVELOPMENT IMPACTS			
7. OBJECTIVES OF STUDY	Examination of the possibility of Japan's cooperation with the proposed railway electrification project	1) Reduction of diesel oil imports 2) Reduction of fuel costs by replacing with cheaper electricity 3) Reduction of maintenance costs on locomotives (including the reduction of manpower requirements) 4) Decrease of accidents and the speeding of the railway operation 5) Efficient use of energy			
8. DATE OF S/W		5. TECHINCAL TRANSFER			
9. CONSULTANT(S)		2. MAJOR REASONS FOR PRESENT STATUS			
10. STUDY TEAM	No. of Members 7 Period Nov.1980 - Dec.1980 (1 months) Total M/M Japan Field	3. PRINCIPAL SOURCES OF INFORMATION			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY					
12. EXPENDITURE	Total Contracted 9,382 (¥000)				

和名 国鉄電化計画

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

PROJECT SUMMARY (F/S)

Compiled March 1986
Revised March 1991

AFR ZIM 301 /82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Zimbabwe	1. SITE OR AREA	Mazowe District and Harare			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	Installation Project of INTELSAT Standard A Earth Station	2. PROJECT COSTS	(US\$1=250Yen)			
3. SECTOR	Communications & Broadcasting/ Telecommunication		Total Cost	Local Cost	Foreign Cost	(Description) 1983 Jul. D/D completed 1984 Apr. OECF loan agreement (2,536 million yen) 1986 Mar.-Apr. A Japanese O/M expert dispatched 1986 Sep.-1987 Sep. A Japanese expert dispatched
4. REFERENCE NO.			1) 22,000	3,000		
5. TYPE OF STUDY	F/S		2)			
6. COUNTERPART AGENCY	Ministry of Information, Post and Telecommunication	3. CONTENTS OF MAJOR PROJECT(S)	3)			
7. OBJECTIVES OF STUDY		1) Standard A-type earth station -9 antennas for the Pacific Ocean -6 antennas for the Indian Ocean				
8. DATE OF S/W	Oct.1982	2) Domestic micro-links -600 circuits				
9. CONSULTANT(S)	KDD	Implementation Period: Feb.1984 - Apr.1985				
10. STUDY TEAM	No. of Members 8 Period Nov.1982 - Mar.1983 (4 months) Total M/M 16.0 Japan 10.5 Field 5.5	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR		
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		Feasibility: Yes		20.6%		
12. EXPENDITURE	Total 53,571 (¥000) Contracted 41,037	Conditions and Development Impacts: Conditions: -Satellite communication is used for the bulk of direct international telecommunication -Telecommunication demands are projected for 2000 with 1990 as base year -The satellite earth station for the Pacific region is to be implemented by the end of 1984, and the one for the Indian Ocean by the end of 1988. Development Impacts: -Elimination of economic, political and social disadvantages of the dependency on the foreign telecommunication networks -Reduction of waiting time and telephone charges, convenience of direct dialling, the increase of telecommunication, etc.				
		5. TECHNICAL TRANSFER				
		1) Acceptance of trainees (JICA training program) 2) OJT				
					2. MAJOR REASONS FOR PRESENT STATUS	
					3. PRINCIPAL SOURCES OF INFORMATION	
					(1)	

和名 インテルサット標準A地球局建設計画

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

PROJECT SUMMARY (M/P)

Compiled March 1986
Revised March 1991

AFR ZIM 101/83

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Zimbabwe	1. SITE OR AREA	Southeastern part of midlands Province and Western part of Masvingo Province			1. PRESENT STATUS <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Rural Water Supply Programme in Communal Lands in Parts of Masvingo and Midlands Provinces	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	(US\$1=Z\$1)			
3. SECTOR	Public Utilities/ Water Supply		Total Cost	Local Cost	Foreign Cost	(Description) Projects in Midlands Province were financed by Japanese grant (Boring of 100 wells, two thirds of the 1st year projects). Those in Masviago province were financed by EEC grant.
4. REFERENCE NO.		(US\$1,000)	1) 53,079	33,218	19,861	
5. TYPE OF STUDY	M/P		2)			
6. COUNTERPART AGENCY	Ministry of Water resourcras and Development	3. MAJOR PROJECT(S) PROPOSED				
7. OBJECTIVES OF STUDY	Reservation of sanitary clear Water resouces by the development of underground water	Annual construction of 295 deep wells for 10 years, i.e. 2950 in total, in expectation of supporting 250 people per well.				
8. DATE OF S/W	Oct. 1982	4. CONDITIONS AND DEVELOPMENT IMPACTS				
9. CONSULTANT(S)	Sanyu Consultants Inc.	A project to supply sanitary clean water to small groups of people scattered in the grassy sabannah. The report emphasized the following: (1) 10 years later, when the project is completed, the cattle will come up in number to 85% of people. Since no further increase in water from wells is expected, control of the number will be required. (2) With the increase in wells and population, it is necessary to establish rules to use water from wells.				
10. STUDY TEAM	No. of Members 7 Period Dec.1982 - Aug.1983 (9 months) Total M/M 37.2 Japan 13.4 Field 23.8	5. TECHINCAL TRANSFER				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		Supply of equipment and instruction : Supply of 2 units of boring rigs and technical instruction at site to the local engineers.				
12. EXPENDITURE	Total 118,296 (¥000) Contracted 98,508	3. PRINCIPAL SOURCES OF INFORMATION				
		(1)				

和名 村落給水計画

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

PROJECT SUMMARY (F/S)

Compiled March 1988
Revised March 1991

CSA ARG 301/79

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Argentina	1. SITE OR AREA	Horn Medenos, Province of Buenos Aires		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 type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Deep Water Port Construction Project at Punta Medanos	2. PROJECT COSTS	Total Cost	Local Cost		
3. SECTOR	Transportation/ Port	(US\$1,000)	1) 923,472			(Description)
4. REFERENCE NO.			2)			
5. TYPE OF STUDY	F/S		3)			
6. COUNTERPART AGENCY	Ministerio de Economia, Secretaria de Estado de Intereses Maritimos (SEIM)	3. CONTENTS OF MAJOR PROJECT(S)				
7. OBJECTIVES OF STUDY	Technical study on the location of port and its planning	Planning for a deep sea for grain export, iron ore and coal import. Breakwater: north 4100m, south 1900m Breakwater: 2 total length 800m Piers : 10 for fishery, 2 x 400m for grain export Quays : 500m for containers, 500m for iron ores exclusive quays for steel mill and industry Fishery related: freezing and cold storage facilities, market, factories				
8. DATE OF S/W	May 1979	4. FEASIBILITY AND ITS ASSUMPTIONS		EIRR	FIRR	
9. CONSULTANT(S)	Japan Ports Association, Overseas Coastal Area Development Institute of Japan	Feasibility: Conditions and Development Impacts: - Coping with containerization - Fishery port is expected to contribute to the development of the coast and to alleviate the congestion of Port Mar del Plata.				
10. STUDY TEAM	No. of Members 4 Period Apr.1979 - Jul.1979 (3 months) Total M/M 4.10 Japan 2.30 Field 1.80	5. TECHINCAL TRANSFER				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY						
12. EXPENDITURE	Total 14,324 (Y'000) Contracted 6,587					
					2. MAJOR REASONS FOR PRESENT STATUS	
					3. PRINCIPAL SOURCES OF INFORMATION	
					(1)	

和名 プンタ・メダノス深水港建設

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

PROJECT SUMMARY (M/P)

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Argentina	1. SITE OR AREA	the entire country (2.78 million ha)			1. PRESENT STATUS <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Study on Economic Development	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	Total Cost	Local Cost	Foreign Cost	
3. SECTOR	Development Plan/ Integrated Regional Development Plan	(US\$1,000)	1)	2)		(Description) <p>Based on the recommendations of the study, a number of Japanese experts in various fields of industry and fisheries have been sent to Argentina. The technical cooperation project on packaging technology which began in March 1989 was based on one of the study's recommendations.</p> <p>After the completion of the study, the administration of President Alfonsín was replaced by that of President Menem, and the study's policy recommendations were not immediately put to use. However, in August 1990, the Argentine Ministry of Foreign Affairs asked the relevant Ministries to review the study report, and published a follow-up report of the enquiry. In September of the same year, the Sociedad Rural (an association of leading agricultural entrepreneurs) sponsored a seminar on the study findings and invited the leader and coordinator of the study team. President Menem participated in the seminar together with his cabinet ministers, and announced that his administration planned to consider the study's recommendations for the country's policy reorientation.</p>
4. REFERENCE NO.		3. MAJOR PROJECT(S) PROPOSED				
5. TYPE OF STUDY	M/P	In response to the specific requests from the Argentine side, the study examined the following five sectors and offered proposals which would be effective to reduce their constraints and to contribute to the reactivation of the Argentine economy.				
6. COUNTERPART AGENCY	Planning Secretariat, Presidency of the Nation	1) Macroeconomy (macroeconomic policies, the role of economic development plans, etc.)				
7. OBJECTIVES OF STUDY	To suggest development policies and measures concerning five sectors of macroeconomic management, agriculture, industry, transportation and export.	2) Agriculture (crops, livestock and fisheries)				
8. DATE OF S/W	Aug. 1985	3) Industry (general policy, petrochemical industry, electronics industry, agroindustry and small and medium industries)				
9. CONSULTANT(S)	International Development Center of Japan	4) Transportation (general policy, utilization of Parana and La Plata Rivers for grain transportation, containerization, cargo terminal in Buenos Aires, and alternative accesses toward the Pacific)				
10. STUDY TEAM	No. of Members 31 Period Aug. 1985 - Jan. 1987 (18 months) Total M/M 95.36 Japan 45.36 Field 50.00	5) Export (export promotion policies and measures, role of international trading companies, etc.)				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		4. CONDITIONS AND DEVELOPMENT IMPACTS				
12. EXPENDITURE	Total 262,407 (¥'000) Contracted 316,373	By noting the historical and institutional differences between Argentina and Japan, the study suggested policy alternatives and institutional measures concerning five sectors, which were derived from the Japanese experiences of postwar economic development.				
		5. TECHINICAL TRANSFER				2. MAJOR REASONS FOR PRESENT STATUS
		Four counterparts participated in the JICA training program. The seminar is held in Buenos Aires.				3. PRINCIPAL SOURCES OF INFORMATION
						(1)

PROJECT SUMMARY (F/S)

Compiled March 1990
Revised March 1991

CSA ARG 302/86

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT																					
1. COUNTRY	Argentina	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 type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Discontinued or Cancelled																				
2. NAME OF STUDY	Preliminary Design for the Amplification of an Inspection and Repairing Workshop for Electric Rolling Stock	A site 10km away from Plaza Constitucion along the General Roca Line																								
3. SECTOR	Transportation/ Railway	2. PROJECT COSTS (US\$1=251Yen)			(Description) The project was suspended after completion of the F/S. The electrification of the General Roca Line was commenced in 1981 and completed in 1985. The system (25kv. 50Hz) was new in Argentine Railways(FA), and there was no facility for inspection and repair of the introduced railcars. FA thus planned to establish a new inspection and repair facility by Japanese technical assistance along with the completion of Phase 1 works of the Roca Line. Due to the worsening of the economic situation, the electrification program was scaled down and the construction of the facility which was expected to begin in 1985 was de facto cancelled. As an alternative, FA began to consider the improvement of the existing facility at Escalada, but this alternative did not go beyond the preliminary consideration. The Roca Line has been in operation for 5 years, and most of the railcars have run more than 600,000 km, requiring overhauling to maintain the safe operation. However, no steps have been taken so far to carry out this overhauling in terms of equipment, parts, and manpower, and FA is requesting Japanese assistance in this regard.																					
4. REFERENCE NO.		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%;">Total Cost</td> <td style="width: 15%;">Local Cost</td> <td style="width: 15%;">Foreign Cost</td> <td style="width: 10%;"></td> </tr> <tr> <td>1)</td> <td>19,282</td> <td>17,016</td> <td>2,266</td> <td></td> </tr> <tr> <td>2)</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>3)</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>						Total Cost	Local Cost	Foreign Cost		1)	19,282	17,016	2,266		2)					3)				
	Total Cost	Local Cost	Foreign Cost																							
1)	19,282	17,016	2,266																							
2)																										
3)																										
5. TYPE OF STUDY	F/S	3. CONTENTS OF MAJOR PROJECT(S)																								
6. COUNTERPART AGENCY	Argentine Railway(F.S.)	Expansion of an existing workshop so as to enable the inspection and repair of 320 electric railcars (additional installation of sheds and machines)																								
7. OBJECTIVES OF STUDY	F/S for reinforcing a workshop for the inspection and repair of electric railcars for AC-electrified sections on the General Roca Line, and a preliminary design of an optimum plan.	Implementation Period: Feb.1985 - Sep.1986																								
8. DATE OF S/W	Jul.1984	4. FEASIBILITY AND ITS ASSUMPTIONS																								
9. CONSULTANT(S)	Japan Railway Technical Service	EIRR FIRR Feasibility: Conditions and Development Impacts: Development impacts: Reinforcement of inspection and repair facilities for electric railcars will ensure punctual and safe train operation.																								
10. STUDY TEAM	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">No. of Members</td> <td style="width: 15%;">10</td> </tr> <tr> <td>Period</td> <td>Feb.1985 - Sep.1986 (19 months)</td> </tr> <tr> <td>Total M/M</td> <td>63.93</td> </tr> <tr> <td> Japan</td> <td>39.63</td> </tr> <tr> <td> Field</td> <td>24.30</td> </tr> </table>	No. of Members	10	Period	Feb.1985 - Sep.1986 (19 months)	Total M/M	63.93	Japan	39.63	Field	24.30	5. TECHINCAL TRANSFER														
No. of Members	10																									
Period	Feb.1985 - Sep.1986 (19 months)																									
Total M/M	63.93																									
Japan	39.63																									
Field	24.30																									
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		Technical transfers occurred through working together with counterparts on site investigations, reports, etc.																								
12. EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Total</td> <td style="width: 15%;">191,378 (¥000)</td> </tr> <tr> <td>Contracted</td> <td>184,115</td> </tr> </table>	Total	191,378 (¥000)	Contracted	184,115	2. MAJOR REASONS FOR PRESENT STATUS																				
Total	191,378 (¥000)																									
Contracted	184,115																									
		Owing mainly to economic factors, there has been no progress in electrification.																								
		3. PRINCIPAL SOURCES OF INFORMATION																								

PROJECT SUMMARY (M/P)

Compiled March 1990
Revised March 1991

CSA ARG 102/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Argentina	1. SITE OR AREA	Province of Mendoza (about 150,000 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	Development Plan for the Telecommunication and Broadcasting Networks in the Province of Mendoza	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	(US\$1=1.25 Austral)			
3. SECTOR	Communications & Broadcasting/ General		Total Cost	Local Cost	Foreign Cost	(Description) The government of the Province of Mendoza uses the study results as the indicators of guiding the private sector. In addition, a member of the JICA survey mission instructed them on the spot in 1989 at their request that Japanese government should teach them finance, demand forecast, revenue and expenditure estimate and so on.
4. REFERENCE NO.		(US\$1,000)	1) 291,540			
5. TYPE OF STUDY	M/P		2) 28,279			
6. COUNTERPART AGENCY	Direccion de Comunicaciones, Ministerio de Obras y Servicios Publicos, Provincia de Mendoza	3. MAJOR PROJECT(S) PROPOSED				
7. OBJECTIVES OF STUDY	Proposing a long-term development and improvement plan for the telecommunications networks and an outline for a long-term development and improvement plan for the broadcasting networks up to the year of	1) Telecommunications facility development plan corresponding to the social and economic growth				
8. DATE OF S/W	Feb.1986	2) Telecommunications facility plan in rural areas				
9. CONSULTANT(S)	Japan Telecommunications Engineering and Consulting Service	3) FM introduction plan				
10. STUDY TEAM	No. of Members 10 Period Jul.1986 - Mar.1987 (9 months) Jun.1987 - Nov.1987 Total M/M 76.23 Japan 41.70 Field 34.53	4) TV expansion plan				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		4. CONDITIONS AND DEVELOPMENT IMPACTS	Contributions to rural development through the expansion of cost-effective telecommunications and broadcasting			
12. EXPENDITURE	Total 228,872 (¥000) Contracted 207,116	5. TECHINCAL TRANSFER	1) Joint implementation of every field survey 2) Training of four counterparts in Japan (Drawing up reports, Telecommunications two persons, Broadcasting one person) 3) Provision of computers and field strength measuring apparatuses			
					2. MAJOR REASONS FOR PRESENT STATUS	Financing
					3. PRINCIPAL SOURCES OF INFORMATION	(1)

和名 メンドーサ州電気通信・放送網整備拡充計画

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

PROJECT SUMMARY (F/S)

CSA BOL 302/77

Compiled March 1988
Revised March 1991

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT													
1. COUNTRY	Bolivia	1. SITE OR AREA	Viru Viru in Santa Cruz, Bolivia														
2. NAME OF STUDY	Viru Viru International Airport Development	2. PROJECT COSTS	(US\$1=260Yen)														
3. SECTOR	Transportation/ Air Transportation & Airport		Total Cost	Local Cost	Foreign Cost												
4. REFERENCE NO.			(US\$1,000)	1) 76,648	2) 24,527												
5. TYPE OF STUDY	F/S	3. CONTENTS OF MAJOR PROJECT(S)	<table border="1"> <thead> <tr> <th>Facilities to be developed</th> <th>Size/ Quantity</th> </tr> </thead> <tbody> <tr> <td>Runway, Taxiway, Apron</td> <td>3500m x 45m, 720m, 70000sq.m</td> </tr> <tr> <td>Passenger Terminal Bldg.</td> <td>16,000sq.m</td> </tr> <tr> <td>Telecommunications (CAT-I)</td> <td>complete system</td> </tr> <tr> <td>Airfield Lighting (CAT-I)</td> <td>complete system</td> </tr> <tr> <td>Power supply & distribution (CAT-I)</td> <td>complete system</td> </tr> </tbody> </table>			Facilities to be developed	Size/ Quantity	Runway, Taxiway, Apron	3500m x 45m, 720m, 70000sq.m	Passenger Terminal Bldg.	16,000sq.m	Telecommunications (CAT-I)	complete system	Airfield Lighting (CAT-I)	complete system	Power supply & distribution (CAT-I)	complete system
Facilities to be developed	Size/ Quantity																
Runway, Taxiway, Apron	3500m x 45m, 720m, 70000sq.m																
Passenger Terminal Bldg.	16,000sq.m																
Telecommunications (CAT-I)	complete system																
Airfield Lighting (CAT-I)	complete system																
Power supply & distribution (CAT-I)	complete system																
6. COUNTERPART AGENCY	AASANA/Administration of Airport and Supplementary Services for Air Navigation	Implementation Period:	Jun.1978 - Dec.1980														
7. OBJECTIVES OF STUDY	To forecast air transport demand and examine technical and economic feasibility of the Project.	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR													
8. DATE OF S/W	Mar. 1977		15.0%	4-7%													
9. CONSULTANT(S)	Japan Airport Consultants, Inc.	Feasibility:	Yes														
10. STUDY TEAM	No. of Members 17 Period Apr.1977 - Dec.1977 (8 months) Total M/M 32.6 Japan 16.0 Field 16.6	Conditions and Development Impacts:	Quantifiable benefits include those attributable to: 1) upgraded service level, 2) time saving by improved luggage handling, 3) shortened travel time by opening of direct routes, 4) accommodating passenger demands that would have been unaccommodated without the project, 5) reduced airport maintenance cost, 6) saving in road tunnel construction. Development effects include: 1) contribution to socio-economic development of Bolivia; 2) increased importance of the airport situated in the center of South America as a relay point of north-south international air routes; 3) contribution to enhancement of regional development potential through provision of higher-quality air cargo service to the Santa Cruz area.														
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER	1) OJT: Study tour of NTIA, TIA, Tokyo ATC Center, etc. 2) Local consultants' participation: Geological Survey, boring tests, material tests, road design 3) Others: Participation in JICA's Aerodrome Seminar														
12. EXPENDITURE	Total 124,077 (¥'000) Contracted 70,820	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													
			(Description)														
			Feb.1978 D/D completed May 1979 OECF loan agreement (10,800 million yen) Mar.1983 OECF loan agreement (6,689 million yen) Jul.1984 Operation started														
			2. MAJOR REASONS FOR PRESENT STATUS														
			1) Greatness of Effect: Relative advantage over the neighbouring countries in cargo handling capability provided by the only international-standard airport. 2) High Priority: Improvement was urgently needed because of the operational restrictions imposed at the national capital airport of La Paz Inc'l due to its high-altitude site level. 3) Strong Promotional Organization: Joint Committee for the development was established with the strong support of Santa Cruz Development Authority. 4) Others: In competing with La Paz, citizens of Santa Cruz earnestly desired establishment of the high-level international airport.														
			3. PRINCIPAL SOURCES OF INFORMATION														
			part of														

PROJECT SUMMARY (Basic Study)

Compiled March 1990
Revised March 1991

CSA BOL 501/77

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Bolivia	1. SITE OR AREA	Chapare Area (20,000 sq.m)		1. PRESENT STATUS <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Topographic Mapping Project on Chapare Area	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	Total Cost	Local Cost	
3. SECTOR	Social Infrastructures/ Survey & Mapping	(US\$1,000)	1)		
4. REFERENCE NO.		2)			
5. TYPE OF STUDY	Basic Study	3. MAJOR PROJECT(S) PROPOSED	National base map (scale: 1/50,000; 44 plates)		
6. COUNTERPART AGENCY	Instituto Geographico Militar				
7. OBJECTIVES OF STUDY	To prepare basic information for development planning				
8. DATE OF S/W	Jun. 1974	4. CONDITIONS AND DEVELOPMENT IMPACTS	Maps are expected to serve as bases for development planning		
9. CONSULTANT(S)	International Engineering Consultants Association				
10. STUDY TEAM	No. of Members Period May 1975 - Mar. 1978 (35 months) Total M/M Japan Field				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHINCAL TRANSFER	OJT on aerophoto mapping techniques		
12. EXPENDITURE	Total 565,818 (¥000) Contracted				
			2. MAJOR REASONS FOR PRESENT STATUS		
			3. PRINCIPAL SOURCES OF INFORMATION		
			(Description) Maps have been utilized to formulate agricultural development for Chapare Area.		

和名 チャパレー地区地図作成事業

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

PROJECT SUMMARY (F/S)

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Bolivia	1. SITE OR AREA	Between Taperas and Robore, and between Ipias and Robore on the Eastern Line			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	Railway Construction / Rehabilitation Project (Eastern Line: Taperas-Robore and Ipias-Robore)	2. PROJECT COSTS	(US\$1=19.99 pesos)			
3. SECTOR	Transportation/ Railway		Total Cost	Local Cost	Foreign Cost	(Description) March 1980 Application for a yen-denominated loan February 1982 Completion of F/S March 1982 Pledge June 1982 Dispatch of an OECF mission A/M August 1982 Exchange of E/N March 1983 Signing of L/A June 1983 Effectuation of L/A May 1984 Completion of D/D June 1984 Dispatch of an OECF mission A/M September 1985 Conclusion of contract on construction and start of construction February 1988 Completion of construction February 1988 Start of operation
4. REFERENCE NO.			1) 33,865	11,883	21,982	
5. TYPE OF STUDY	F/S		2) (US\$1,000)			
6. COUNTERPART AGENCY	Bolivian National Railways(ENFE)	3. CONTENTS OF MAJOR PROJECT(S)	3)			
7. OBJECTIVES OF STUDY	F/S for the rehabilitation of the Eastern and Western Lines and preparation of a detailed rehabilitation plan for the section between El Porton and Robore on the Eastern Line					
8. DATE OF S/W	Apr. 1979					
9. CONSULTANT(S)	Japan Railway Technical Service	4. FEASIBILITY AND ITS ASSUMPTIONS		EIRR 26.1%	FIRR 9.2%	
10. STUDY TEAM	No. of Members 103 Period Jun. 1979 - Mar. 1982 (21 months) Total M/M 201.47 Japan 129.93 Field 71.54	Feasibility: Yes				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		Conditions and Development Impacts: - The FIRR is 10.27 when based on the face revenue decrease estimated for the without case and the necessary rehabilitation cost. - This project would contribute to the reduction in expenses rather than an increase in revenues. - It would also contribute towards the stabilization of surface transport to and from Brazil.				
12. EXPENDITURE	Total 415,881 (¥000) Contracted 405,849	5. TECHNICAL TRANSFER				
		1) Training in civil engineering for counterpart personnel 2) Utilization of a local consultant for construction work				
					2. MAJOR REASONS FOR PRESENT STATUS High priority was put on this project, since there are no modes of surface transport other than the railway.	
					3. PRINCIPAL SOURCES OF INFORMATION (1)	

PROJECT SUMMARY (F/S)

CSA BOL 304/82

Compiled March 1988
Revised March 1991

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT							
1. COUNTRY	Bolivia	1. SITE OR AREA	Whole country	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	National Telecommunication Network Project	2. PROJECT COSTS	(US\$1=24.5pesos=220yen)	(Description)							
3. SECTOR	Communications & Broadcasting/ Telecommunication		<table style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;">Total Cost</td> <td style="text-align: center;">Local Cost</td> <td style="text-align: center;">Foreign Cost</td> </tr> <tr> <td style="text-align: right;">(US\$1,000)</td> <td style="text-align: center;">1) 51,196</td> <td style="text-align: center;">2) 15,556</td> <td style="text-align: center;">3) 35,640</td> </tr> </table>				Total Cost	Local Cost	Foreign Cost	(US\$1,000)	1) 51,196
	Total Cost	Local Cost	Foreign Cost								
(US\$1,000)	1) 51,196	2) 15,556	3) 35,640								
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)		The Government of Bolivia requested Japanese Loan on March 1988, but because of the deterioration of the economic conditions, the OECF loan was approved for structural adjustment.							
5. TYPE OF STUDY	F/S	1) Construction of microwave network system: - Microwave system: 21 sections - UHF system: 19 sections - VHF system: 69 sections 2) Establishment of toll public telephone facilities in remote area: - Toll public telephone facilities: 59 3) Construction of local telephone offices and outside plants: - Total number of line units: 13,900									
6. COUNTERPART AGENCY	ENTEL	Implementation Period: 1983 - 1986									
7. OBJECTIVES OF STUDY	Telecommunications network improvement and expansion in medium and small cities mainly in the southwestern region of Bolivia	4. FEASIBILITY AND ITS ASSUMPTIONS									
8. DATE OF S/W	Jul. 1981			2. MAJOR REASONS FOR PRESENT STATUS							
9. CONSULTANT(S)	Nippon Telecommunication Consulting Co., Ltd.	EIRR 9.87% FIRR 7.65% Feasibility: Yes									
10. STUDY TEAM	No. of Members 14 Period Jan. 1982 - Sep. 1982 (8 months) Total M/M 27.00 Japan 15.17 Field 11.83	Conditions and Development Impacts: By the implementation of this project, the subscriber trunk dialling system will become available for mutual connections among seven major cities of Bolivia and among 12 medium and small local cities in the southwestern region of the country. At the same time, the telecommunications network in remote areas in the southwestern region will be remarkably improved.		3. PRINCIPAL SOURCES OF INFORMATION							
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER									
12. EXPENDITURE	Total 81,766 (¥'000) Contracted 49,194	1) Trainee acceptance: 2 counterparts invited to Japan 2) On the job training (ENTEL counterparts)		(1)							

PROJECT SUMMARY (M/P + F/S)

Compiled March 1990
Revised March 1991

CSA BOL 201A/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF USE OF STUDY RESULTS		
1. COUNTRY	Bolivia	1. SITE OR AREA	El Alto Airport, La Paz			1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	El Alto Airport Modernization Project	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	(US\$1=150Yen)			(Description) Followed by F/S.	
3. SECTOR	Transportation/ Air Transportation & Airport		Total Cost	Local Cost	Foreign Cost		
4. REFERENCE NO.		(US\$1,000)	1) 138,000	26,000	112,000		
5. TYPE OF STUDY	M/P+(F/S)		2)				
6. COUNTERPART AGENCY	Administración de Aeropuertos y Servicios Auxiliares a la Navegación Aérea	3. MAJOR PROJECT(S) PROPOSED	- Construction of passenger terminal apron (approx. 43000 sq.m) - Construction of passenger terminal building (approx. 17000 sq.m) - Others				
7. OBJECTIVES OF STUDY	Airport facilities	4. CONDITIONS AND DEVELOPMENT IMPACTS	Safety and efficiency improvement of air transportation are promoted by the improvement and expansion of existing old and small capacity facilities. This will increase trade and business opportunity, expand employment, and attract foreign tourists, contributing to the growth of the natural economy of Bolivia.				
8. DATE OF S/W	Aug. 1986	5. TECHINCAL TRANSFER	- Held seminar on computer analysis, economic/financial analysis, and evaluation of noise of aircraft. - Training for airport planning and inspection of airports in Japan. - Use of local consultants for geological investigation and survey. - Guidance of noise measurement of aircraft.				
9. CONSULTANT(S)	Pacific Consultants International	11. ASSOCIATED AND/OR SUBCONTRACTED STUDY					
10. STUDY TEAM	No. of Members 8 Period Jan. 1987 - Feb. 1988 (14 months) Total M/M 37.43 Japan 16.99 Field 20.44	12. EXPENDITURE	Total 151,820 (¥'000) Contracted 133,737				
					2. MAJOR REASONS FOR PRESENT STATUS		
					3. PRINCIPAL SOURCES OF INFORMATION	(1)	

和名 エル・アルト空港近代化計画

(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	Bolivia	1. SITE OR AREA	El Alto Airport, La Paz		
2. NAME OF STUDY	El Alto Airport Modernization Project	2. PROJECT COSTS	(US\$1=150Yen)		
3. SECTOR	Transportation/ Air Transportation & Airport		Total Cost	Local Cost	Foreign Cost
4. REFERENCE NO.		(US\$1,000)	1) 138,000	26,000	112,000
5. TYPE OF STUDY	(M/P)+F/S		2)		
6. COUNTERPART AGENCY	Administración de Aeropuertos y Servicios Auxiliares a la Navegación Aérea	3. CONTENTS OF MAJOR PROJECT(S)	3)		
7. OBJECTIVES OF STUDY	Improvement of airport facilities	- Construction of passenger terminal apron (approx. 43000sq.m)			
8. DATE OF S/W	Aug. 1986	- Construction of passenger terminal building (approx. 17000sq.m)			
9. CONSULTANT(S)	Pacific Consultants International	- Others			
10. STUDY TEAM	No. of Members 8 Period Jan. 1987 - Feb. 1988 (14 months)	Implementation Period: Jul. 1991 - Dec. 1993			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR	
12. EXPENDITURE	Total 151,820 (¥000) Contracted 133,737	Feasibility: Yes	18.2%	4.0%	
		Conditions and Development Impacts:			
		Conditions: Project life is 25 years after completion of the construction.			
		Development Impacts: Safety improvement of air transportation and efficient air transportation are promoted by improvement and expansion of existing old and small capacity facilities. Hereby, there is a reason to expect that resulting increase in trade and business opportunity, increase of employment and attraction of foreign tourists, will contribute to the growth of the national economy of Bolivia.			
		5. TECHNICAL TRANSFER			
		- Hold seminar on computer analysis, economic/financial analysis, and evaluation of noise of aircraft. - Training for airport planning and inspection of airports in Japan. - Use of local consultants for geological investigation and survey. - Guidance of noise measurement of aircraft.			
					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
					(Description)
					The Government of Bolivia requested an OECF loan of about US\$3.4 million for the implementation of urgent works (traffic control equipment, repair of runways, expansion of terminal buildings and replacement of fire engines.)
					2. MAJOR REASONS FOR PRESENT STATUS
					3. PRINCIPAL SOURCES OF INFORMATION
					(1)

PROJECT SUMMARY (F/S)

Compiled March 1990
Revised March 1991

CSA BOL 301/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT			
1. COUNTRY	Bolivia	1. SITE OR AREA	Road between San Borja and Trinidad			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	Mejoramiento de la carretera entre San Borja y Trinidad	2. PROJECT COSTS						
3. SECTOR	Transportation/ Road		Total Cost	Local Cost	Foreign Cost	(Description) Jan.1989 D/D completed Dec.1989 Requesting BID financing		
4. REFERENCE NO.		(US\$1,000)	1) 64,000	25,145	38,852			
5. TYPE OF STUDY	F/S	2) 65,300	24,489	40,826	3)			
6. COUNTERPART AGENCY	Servicio Nacional de Caminos	3. CONTENTS OF MAJOR PROJECT(S)						
7. OBJECTIVES OF STUDY	Technical survey, preliminary design and evaluation of socio-economic impacts	1) First Phase 1) Embankment over 222 km, related structures, preparation of pavement sub base, etc. 2) Asphalt pavement between San Borja and Puerto Barrador 3) A ferry terminal 2) Second Phase Asphalt pavement over 212 km from San Borja to Puerto Ganadero						
8. DATE OF S/W	Aug. 1985	Implementation Period:						
9. CONSULTANT(S)	Central Consultant, Inc. CTI Engineering Co.	4. FEASIBILITY AND ITS ASSUMPTIONS			EIRR	FIRR	2. MAJOR REASONS FOR PRESENT STATUS	
10. STUDY TEAM	No. of Members Period Nov.1985 - Jul.1987 (21 months) Total M/M Japan Field	Feasibility:						
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		Conditions and Development Impacts:						3. PRINCIPAL SOURCES OF INFORMATION
12. EXPENDITURE	Total Contracted 458,528 (Y'000)	Economic evaluation was done during the D/D study (See next page).			(1)			
		5. TECHNICAL TRANSFER						

和名 サンボルハ〜トリニダ道路改良

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

PROJECT SUMMARY (D/D)

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT															
1. COUNTRY	Bolivia	1. SITE OR AREA	Road between San Borja and Trinidad		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	Mejoramiento de la carretera entre San Borja y Trinidad	2. PROJECT COSTS	<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)</td> <td>61,771</td> <td>24,649</td> <td>37,122</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)	61,771	24,649	37,122	2)				3)	
	Total Cost	Local Cost	Foreign Cost																	
1)	61,771	24,649	37,122																	
2)																				
3)																				
3. SECTOR	Transportation/ Road	3. CONTENTS OF MAJOR PROJECT(S)	First Phase Construction: Road improvement and bridge construction (total length after improvement 229 km (including the ferry-serviced 7 km), 9 bridges)		(Description)															
4. REFERENCE NO.		Implementation Period: 1990 - 1993		Dec.1989 Requesting BID financing. Note: BID has long been financing the improvement of Route 3 which includes the San Borja-Trinidad section. The BID-financed construction of the Cotapata-Santa Barbara section is scheduled to begin in 1991, and the implementation of the San Borja-Trinidad section is expected to start after this project.																
5. TYPE OF STUDY	D/D	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR			FIRR	2. MAJOR REASONS FOR PRESENT STATUS													
6. COUNTERPART AGENCY	Servicio Nacional de Caminos	Feasibility: Yes	24.76%																	
7. OBJECTIVES OF STUDY	Basic design	Conditions and Development Impacts:	1) The project will complete the connection between La Paz and Santa Cruz, providing the large-scale ring road connecting the country's major cities. 2) The project will provide all-weather road in the section where travel is not possible during the rainy season, and stimulate the development of the surrounding hinterland. 3) Transportation of goods between the project area and La Paz are done by air, but the proposed road will improve surface transportation means and reduce transport costs.		3. PRINCIPAL SOURCES OF INFORMATION															
8. DATE OF S/W	Jul.1987	5. TECHINCAL TRANSFER	OJT on computerized efficient designing, hydrologic analysis, and drainage technology.				(1)													
9. CONSULTANT(S)	Central Consultant, Inc. Kokusai Kogyo Co.	10. STUDY TEAM	<table border="1"> <tbody> <tr> <td>No. of Members</td> <td>7</td> </tr> <tr> <td>Period</td> <td>Sep.1987 - Jan.1989 (16 months)</td> </tr> <tr> <td>Total M/M</td> <td>46.54</td> </tr> <tr> <td>Japan</td> <td>14.57</td> </tr> <tr> <td>Field</td> <td>31.97</td> </tr> </tbody> </table>		No. of Members	7			Period	Sep.1987 - Jan.1989 (16 months)	Total M/M	46.54	Japan	14.57	Field	31.97				
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Period	Sep.1987 - Jan.1989 (16 months)																			
Total M/M	46.54																			
Japan	14.57																			
Field	31.97																			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Measurement and geological survey	12. EXPENDITURE	<table border="1"> <tbody> <tr> <td>Total</td> <td>245,542 (¥000)</td> </tr> <tr> <td>Contracted</td> <td>232,720</td> </tr> </tbody> </table>		Total	245,542 (¥000)	Contracted	232,720												
Total	245,542 (¥000)																			
Contracted	232,720																			

PROJECT SUMMARY (M/P)

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Brazil	1. SITE OR AREA	Belo Horizonte-Itutinga-Sao Paulo; and Itutinga-Volta Redonda		1. PRESENT STATUS <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Plano de construcao da nova ligacao ferroviaria	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	(US\$1=9.07Cr.) Total Cost Local Cost Foreign Cost		
3. SECTOR	Transportation/ Railway		1) 890		(Description) As a result of the international bidding held in 1976, the award went to U.K. The lack of funds, however, caused a long delay in construction. IRJ (International Railway Journal) of August, 1989, said to the following effect: "The lack of funds slowed construction, also curtailed the original project, which envisaged about 900km of double-track electrified line linking Belo Horizonte to Rio de Janeiro and Sao Paulo. Today's railway is a 320km single-track line connecting Jeceaba, near Belo Horizonte, to Barra Mansa near Rio de Janeiro, an increase of 70% in the freight transport capacity between these two points".
4. REFERENCE NO.		3. MAJOR PROJECT(S) PROPOSED	Plan for constructing a new electrified railway line: the first phase, a 389km-section between Belo Horizonte and Volta Redonda; and the second phase, a 432km-section between Itutinga and Sao Paulo. The features of the first phase are: Operation and rolling stock: max. speed of 60km/h; 9,000-ton hauling capacity per train; 18 trains per day in each direction when opened to traffic, and 105 in 2002. Structures and track: 171 tunnels, 86.9km; 124 bridges, 40.5km; track, broad gauge Electrification: 2 x 25kv, AT feeding system Signalling and operation control: Automatic blocking, CTC		
5. TYPE OF STUDY	M/P	4. CONDITIONS AND DEVELOPMENT IMPACTS	The transport capacity available is unable to meet increasing demands to carry iron ores produced in and around Belo Horizonte, Minas Gerais. It is expected that a planned new electrified railway line will help ensure the required capacity to transport iron ores to steel mills in Volta Redonda and San Paulo, and also promote the export to other countries from Sepetiba port.		
6. COUNTERPART AGENCY	REFFSA, and ENGEER	5. TECHNICAL TRANSFER	OJT on railway technologies to counterparts (train operation planning, tracks, electrification, signalling and telecommunications, and rolling stock, and earth conductivity testing).		
7. OBJECTIVES OF STUDY	Plan for the construction of a new electrified railway line to carry iron ores	12. EXPENDITURE	Total 58,231 (¥000) Contracted		
8. DATE OF S/W	March 1975	3. PRINCIPAL SOURCES OF INFORMATION	(1)		
9. CONSULTANT(S)	The Japan Electrical Consulting Co.,Ltd. Pacific Consultants International, Inc.	2. MAJOR REASONS FOR PRESENT STATUS	Due to the lack of funds, part of the planned line is completed, 14 years later than scheduled.		
10. STUDY TEAM	No. of Members 15 Period May 1975 - Dec.1975 (7 months) Total M/M 83.00 Japan 50.00 Field 33.00				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY					

PROJECT SUMMARY (F/S)

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT																								
1. COUNTRY	Brazil	1. SITE OR AREA	The State of Espirito Santo			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	Praia Mole Port Construction Project	2. PROJECT COSTS	(US\$1=Cr\$12.8)																										
3. SECTOR	Transportation/ Port.		Total Cost	Local Cost	Foreign Cost	(Description)																							
4. REFERENCE NO.		(US\$1,000)	1) 374,296	2) 311,722	3)																								
5. TYPE OF STUDY	F/S	3. CONTENTS OF MAJOR PROJECT(S)				E/N: concluded in Nov. '81 (¥22,000 Million) L/A: concluded in Dec. '81 (¥11,985 Million) Project Cost Determined Total Project Cost ¥102.5 Billion Local Cost ¥87.2 Billion Fund Raising Yen Loan ¥22 Billion Local Fund ¥80.5 Billion <table border="1"> <thead> <tr> <th>Project Site(Area)</th> <th>In the Study</th> <th>Realized</th> </tr> </thead> <tbody> <tr> <td></td> <td>the State of Espirito Santo, Vitoria City</td> <td>the State of Espirito Santo, Vitoria City, the State of Para, Belen City</td> </tr> <tr> <td></td> <td>Breakwater</td> <td>Breakwater</td> </tr> <tr> <td></td> <td>Timber Berth</td> <td>Coal System</td> </tr> <tr> <td></td> <td>Coal Berth</td> <td>Steal Products System</td> </tr> <tr> <td></td> <td>Oil Berth</td> <td>Cargo Handling Facilities</td> </tr> <tr> <td></td> <td>Small Size Shop Berth</td> <td></td> </tr> </tbody> </table>			Project Site(Area)	In the Study	Realized		the State of Espirito Santo, Vitoria City	the State of Espirito Santo, Vitoria City, the State of Para, Belen City		Breakwater	Breakwater		Timber Berth	Coal System		Coal Berth	Steal Products System		Oil Berth	Cargo Handling Facilities		Small Size Shop Berth	
Project Site(Area)	In the Study	Realized																											
	the State of Espirito Santo, Vitoria City	the State of Espirito Santo, Vitoria City, the State of Para, Belen City																											
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	Timber Berth	Coal System																											
	Coal Berth	Steal Products System																											
	Oil Berth	Cargo Handling Facilities																											
	Small Size Shop Berth																												
6. COUNTERPART AGENCY	PORTOBRAS	Breakwater	7,100m	Timber Berth	960m	Implementation Period: Feb.1978 - Aug.1983																							
7. OBJECTIVES OF STUDY	To study the feasibility on Praia Mole port construction project	Coal Berth	590m	Oil Berth	1set																								
8. DATE OF S/W	Nov. 1976	Small Size Ship Berth	350m	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR 18.3%	FIRR 6.5%	2. MAJOR REASONS FOR PRESENT STATUS																						
9. CONSULTANT(S)	Overseas Coastal Area Development Institute of Japan	Feasibility: Yes	Conditions and Development Impacts: Cargo volume is estimated taking into consideration such cargoes as half-completed products of and materials for the Tubaraon steel factory. In the FIRR estimation, construction costs up to the second stage of the project are calculated. As a result it becomes clear that it would be necessary to receive government subsidies or to expect up to 20% of the actual port tariff revenues. By promoting the construction of public berths in the present port which has been developed for the exclusive use of the Tubaraon steel factory, the new port would act as a commercial port producing more transportation and economic activities, thus improving the general quality of life in the region.																										
10. STUDY TEAM	No. of Members 9 Period Oct.1976 - Aug.1977 (12 months) Total M/M 21.50 Japan 12.20 Field 9.30	5. TECHNICAL TRANSFER	Giving counterparts ports and harbours planning technic by On-Job-Training			3. PRINCIPAL SOURCES OF INFORMATION																							
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY																													
12. EXPENDITURE	Total Contracted 88,730 (¥'000)				(1)																								

PROJECT SUMMARY (M/P)

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Brazil	1. SITE OR AREA	The Cerrado Area of half a million square kilometers in the states of Minas Gerais and Goias.		1. PRESENT STATUS <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Regional Development of the Three States: Espirito Santo, Minas Gerais and Goias	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	US\$1-Cr\$20 Total Cost Local Cost Foreign Cost		
3. SECTOR	Development Plan/ Integrated Regional Development Plan		1) 1,328,000		(Description) Based on the findings of the study, the improvement and development of inland transportation facilities and the port facilities are under way in order to facilitate the agricultural development in the central region. For instance, the production of soy bean in Brazil reached 20 million tons in 1989, and the contribution of the Cerrado Area has been increasing. As of August 1990, the staff of Rio Dose is following up the improvement of the export corridor to transport soy bean and other agricultural products to Vitoria Port.
4. REFERENCE NO.			2)		
5. TYPE OF STUDY	M/P	3. MAJOR PROJECT(S) PROPOSED			
6. COUNTERPART AGENCY	Committee of Three States	The study proposed a transportation system for exporting crops grown in inland areas. The major components of the proposal are as follows.			
7. OBJECTIVES OF STUDY	Identification of export crop development potentials and of a related surface transportation system	Railway - Anapolis - Vitoria 1,819km (some section to be newly constructed)			
8. DATE OF S/W	May 1978	- Pirapora - Vitoria 1,113km (some section to be newly constructed)			
9. CONSULTANT(S)	International Development Center of Japan	- Lengthening(490m) of crossing tracks at stations, installation of new train-crossing stations, and modernization of the train blocking system			
10. STUDY TEAM	No. of Members 11 Period Jul.1978 - Jul.1979 (12 months) Total M/M 44.83 Japan 16.33 Field 28.50	Road - Construction of new feeder roads of 49,000km			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		Port - Expansion of port-head silos at Port Capuaba			
12. EXPENDITURE	Total 121,760 (¥000) Contracted 116,542	Storage - Production-area warehouses(9.83 million tons)			
		- Silos excluding port-head silos (1.05 million tons)			
		- Distribution-warehouses(1.92 million tons)			
		4. CONDITIONS AND DEVELOPMENT IMPACTS			
		The Cerrado area lying in the central region of Brazil is one of the important agricultural frontiers of the country. The study identified soybean, maize and sorghum as suitable crops for the area, when appropriate efforts are made to improve the soil productivity, among others. By the improvement of transportation and marketing networks, the production of these grains in the Area A (the Triangulo Mineiro and the southern part of Goias State) and the Area B (the area around Pirapora along the upper streams of Sao Francisco River) are estimated to reach the following levels by 1990.			
		Area A 5.81 million ha 12.6 million tons			
		Area B 0.94 2.0			
		Major development impacts:			
		1) Decentralization of economic activities			
		2) Development of agricultural frontiers (the Cerrado area)			
		3) Improvement of international balance of payments			
		4) Contribution of global food supply			
		5. TECHNICAL TRANSFER			
		Two counterparts participated in the JICA training program. On-the-job training through the joint undertaking of the study to identify and evaluate agricultural potentials in the Cerrado area.			
		2. MAJOR REASONS FOR PRESENT STATUS			
		The Government of Brazil considers the export corridor as crucial to the national development strategy, and is committed to its realization over a long period of time.			
		3. PRINCIPAL SOURCES OF INFORMATION			
		(1)			

PROJECT SUMMARY (M/P)

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Brazil	1. SITE OR AREA	Brasilia			1. PRESENT STATUS <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Establishment of the Fire Fighting Training Center in Brasilia D.F.	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	Total Cost	Local Cost	Foreign Cost	
3. SECTOR	Social Infrastructures/ Architecture & Housing	(US\$1,000)	1)	2)		(Description) On the basis of the basic design, the Brazilian Government completed the D/D and carried out the construction works.
4. REFERENCE NO.		3. MAJOR PROJECT(S) PROPOSED	In preparation for the establishment of the Fire-Fighting Training Center in Brasilia, the basic design of the facilities and a manual for training programs are to be compiled. - Basic design of the facilities: Site: 500m x 500m Training Bldg., Indoor Training Ground, Fire-Fighting Training Bldg. for fires caused by oil, Outdoor Fire-Fighting Training Ground, Water Storage Tank, Diving Pool, Auditorium, Outdoor Circuit Training Ground and research facilities - Training program A manual for training methods			
5. TYPE OF STUDY	M/P	4. CONDITIONS AND DEVELOPMENT IMPACTS	The projected development impacts are the enhancement of educational training in Fire-Fighting and rescuing activities for newly-appointed firemen and fire officers in the education training facilities and the promotion of studies in the investigation of causes of fire in the research facilities, the combined effects of which will result in the modernization of fire fighting activities in Brasilia. The scope of technical cooperation is as follows: 1) Preparation of basic designs of educational and training facilities 2) Preparation of basic designs of research facilities 3) Recommendation and advice for establishment of educational and training programs 4) Recommendation and advice for establishment of research programs, procurement of necessary materials and equipment to the site, and acceptance of Brazilian trainees			
6. COUNTERPART AGENCY	Fire Headquarters of Federal District (CBDF)	5. TECHINCAL TRANSFER	1) Accepting trainees 2) Providing materials and equipment as well as guidance			
7. OBJECTIVES OF STUDY	Study and training for fire-fighting activities	3. PRINCIPAL SOURCES OF INFORMATION	(1)			
8. DATE OF S/W	Oct. 1979	2. MAJOR REASONS FOR PRESENT STATUS				
9. CONSULTANT(S)	Nikken Sekkei Ltd.					
10. STUDY TEAM	No. of Members 21 Period Nov. 1980 - Mar. 1981 (5 months) Total M/M 19.33 Japan 13.13 Field 6.20					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY						
12. EXPENDITURE	Total 72,456 (¥'000) Contracted 40,791					

PROJECT SUMMARY (M/P)

Compiled March 1990
Revised March 1991

CSA BRA 104/85

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Brazil	1. SITE OR AREA	Three states of Para, Maranhao and Golas (a total area of 0.9 million ha and a total population of 7.12 million)		
2. NAME OF STUDY	Regional Development Plan of the Greater Carajas Program	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS			
3. SECTOR	Development Plan/ Integrated Regional Development Plan	(US\$1,000) 1) Total Cost Local Cost Foreign Cost 2)		1. PRESENT STATUS <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued (Description) The findings of the Phase I study were utilized as basic information in the ministries in charge of planning, mining and energy, and agriculture. The private sector has been active in the development of mineral resources (e.g. iron ores), and of agricultural potentials (e.g. cereals, oilseeds and beef cattle). JICA financed the afforestation project along the Carrajas railway. Rio Dose, the counterpart company of the study, has been active in environmental conservation and is promoting eucalyptus planting and other measures.	
4. REFERENCE NO.		3. MAJOR PROJECT(S) PROPOSED			
5. TYPE OF STUDY	M/P	The study was undertaken in two phases: In the Phase I, the study examined the supply and demand trends in the world market up to the year 2000 over twenty-eight agricultural, livestock and forestry products and thirteen mining and manufacturing products which were considered to have high production potentials in the Greater Carajas Program Area. In the Phase II, the study ascertained development potentials of the selected commodities and products in the priority sub-regions of the Program Area.			
6. COUNTERPART AGENCY	Executive Secretariat, the Interministerial Council of the Greater Carajas Program	4. CONDITIONS AND DEVELOPMENT IMPACTS			
7. OBJECTIVES OF STUDY	Estimation of the export possibilities of products in the greater Carajas area and identification of regional development potentials	The study was conducted to cooperate with the Brazilian Government in their effort to formulate an integrated regional development plan for the Greater Carajas Program Area. The Presidential Directives (Nos. 1813 and 85387) issued in November 1980 announces the major objectives of the Greater Carajas Program as follows. 1) Expansion of agricultural lands by rational land use systems 2) Population absorption in the Program Area by promoting industrialization 3) Amelioration of regional disparities by the decentralization of industries and encouragement of increased private investments			
8. DATE OF S/W	Feb. 1982	5. TECHNICAL TRANSFER			
9. CONSULTANT(S)	International Development Center of Japan	Counterparts participated in the JICA training program. On-the-job training was provided through the joint undertaking of the studies to identify and evaluate agricultural and mining potentials in the Greater Carajas Program Area.			
10. STUDY TEAM	No. of Members 33 Period Sep. 1982 - Jul. 1985 (20 months) Total M/M 187.90 Japan 136.72 Field 51.18	3. PRINCIPAL SOURCES OF INFORMATION			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		(1)			
12. EXPENDITURE	Total 547,290 (¥000) Contracted 476,671	2. MAJOR REASONS FOR PRESENT STATUS			

和名 大カラジャス地域総合開発計画

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

PROJECT SUMMARY (M/P + F/S)

Compiled March 1990
Revised March 1991

CSA BRA 201A/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS		
1. COUNTRY	Brazil	1. SITE OR AREA	Itajai river basin with a catchment area of 15,220sq.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	Itajai River Basin Flood Control Project	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS				(US\$1=13.8Cz)
3. SECTOR	Social Infrastructures/ River & Erosion Control		Total Cost	Local Cost	(Description) - Feasibility study for the first priority project (river improvement in Blumenan-Gaspar river stretch) was carried out by JICA. - Feasibility study on flood control in the lower Itajai river basin was carried out by JICA.	
4. REFERENCE NO.			1) 300,000			
5. TYPE OF STUDY	M/P+(F/S)		2)			
6. COUNTERPART AGENCY	Departamento Nacional de Obras de Saneamento, Ministry of Agriculture	3. MAJOR PROJECT(S) PROPOSED	River improvement of 73km out of the total river course of 250km, in order to protect urban centers along the river.			
7. OBJECTIVES OF STUDY	Preparation of master plan for flood control in the basin					
8. DATE OF S/W	DEC.1985	4. CONDITIONS AND DEVELOPMENT IMPACTS	Protection level against flood will rise to 50-year probability from the current level of less than 2-year probability due to the implementation of the proposed project.			
9. CONSULTANT(S)	Nippon Koei Co., Ltd. Pacific Consultants International					
10. STUDY TEAM	No. of Members 14 Period Apr.1986 - Jan.1988 (22 months) Total M/M 100.06 Japan 44.57 Field 55.49					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHINCAL TRANSFER	Training for plan formulation was carried out to counterpart personnel.			2. MAJOR REASONS FOR PRESENT STATUS
12. EXPENDITURE	Total 359,012 (¥000) Contracted 340,694					3. PRINCIPAL SOURCES OF INFORMATION

和名 イタジャイ河流域治水計画

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

PROJECT SUMMARY (M/P + F/S)

Compiled March 1990
Revised March 1991

CSA BRA 201B /87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Brazil	1. SITE OR AREA	Blumenan-Gaspar river stretch located at 70km upstream from the river mouth		1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input 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	Itajai River Basin Flood Control Project	2. PROJECT COSTS	(US\$1=50Cz)			
3. SECTOR	Social Infrastructures/ River & Erosion Control		Total Cost	Local Cost	(Description)	
4. REFERENCE NO.			65,000			
5. TYPE OF STUDY	(M/P)+F/S	3. CONTENTS OF MAJOR PROJECT(S)			Detailed design and construction were implemented on a part of river stretch by Brazilian government.	
6. COUNTERPART AGENCY	Departamento Nacional de Obras de Saneamento, Ministry of Agriculture					
7. OBJECTIVES OF STUDY	Feasibility study on the river improvement project in Blumenan-Gaspar stretch	Implementation Period:	1991 - 1994		2. MAJOR REASONS FOR PRESENT STATUS	
8. DATE OF S/W	DEC.1985	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR		
9. CONSULTANT(S)	Nippon Koei Co., Ltd. Pacific Consultants International	Feasibility: Yes	12.74		3. PRINCIPAL SOURCES OF INFORMATION	
10. STUDY TEAM	No. of Members 14 Period Apr.1986 - Jan.1988 (22 months)	Conditions and Development Impacts:				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		- Project benefit is assumed to be annual mean flood damage to be mitigated by the proposed project. - Flood protection level will be rise up to 10-year probability by provisional plan and 50-year probability by long-term plan.			(1)	
12. EXPENDITURE	Total 359,012 (¥000) Contracted 340,694	5. TECHINCAL TRANSFER	Training fo river management is carried out for counterpart personnel through site inspection and lecture in Japan.			

和名 イタジャイ河流域治水計画

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

PROJECT SUMMARY (F/S)

Compiled March 1991
Revised

CSA BRA 302/89

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT																					
1. COUNTRY	Brazil	1. SITE OR AREA	Lower Itajai river basin with catchment area of 601sq.km and population of 147,000																						
2. NAME OF STUDY	Flood Control Project in the Lower Itajai River Basin	2. PROJECT COSTS	<table border="1"> <tr> <td></td> <td>Total Cost</td> <td>Local Cost</td> <td colspan="2">Foreign Cost</td> </tr> <tr> <td>1)</td> <td>130,150</td> <td>62,648</td> <td colspan="2">67,402</td> </tr> <tr> <td>2)</td> <td></td> <td></td> <td colspan="2"></td> </tr> <tr> <td>3)</td> <td></td> <td></td> <td colspan="2"></td> </tr> </table>				Total Cost	Local Cost	Foreign Cost		1)	130,150	62,648	67,402		2)					3)				
	Total Cost	Local Cost	Foreign Cost																						
1)	130,150	62,648	67,402																						
2)																									
3)																									
3. SECTOR	Social Infrastructures/ River & Erosion Control	3. CONTENTS OF MAJOR PROJECT(S)	<p>1. Construction of floodway (9km in length, design flood of 1230cu.m/s)</p> <p>2. River improvement work in Itajai river (23km in length, design flood of 2770cu.m/s)</p> <p>3. River improvement work in Itajai Mirim river (8km in length, design flood of 65cu.m/s)</p> <p>4. Improvement work of existing short-cut channel (4km in length, design flood of 670cu.m/s)</p> <p>5. Urban drainage works (construction of regulating ponds, pump stations, etc.)</p>																						
4. REFERENCE NO.		Implementation Period:	1994 - 1998																						
5. TYPE OF STUDY	F/S	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR																					
6. COUNTERPART AGENCY	Ministerio da agricultura, departamento nacional de obras de saneament	Feasibility:	Yes																						
7. OBJECTIVES OF STUDY	To carry out feasibility study on flood control project in lower Itajai River basin	Conditions and Development Impacts:	<p>Conditions:</p> <p>1. Land compensation for proposed floodway route area</p> <p>2. Obtaining of agreement from municipality of Novegantes regarding construction of floodway</p> <p>Development Impacts:</p> <p>1. Stabilization of livelihood in flood protection area</p> <p>2. Enhancement of land use in flood protection area</p> <p>3. Increase in job opportunity and activation of regional economy</p>																						
8. DATE OF S/W	Jul. 1988	5. TECHINCAL TRANSFER	Technical knowledge was transferred to counterpart personal regarding survey procedure, data analysis and planning procedure throughout field works																						
9. CONSULTANT(S)	Nippon Koei Co., Ltd. Pacific Consultants International	12. EXPENDITURE	<table border="1"> <tr> <td>Total</td> <td>304,002 (¥000)</td> </tr> <tr> <td>Contracted</td> <td>288,866</td> </tr> </table>			Total	304,002 (¥000)	Contracted	288,866																
Total	304,002 (¥000)																								
Contracted	288,866																								
10. STUDY TEAM	<table border="1"> <tr> <td>No. of Members</td> <td>12</td> </tr> <tr> <td>Period</td> <td>Oct. 1988 - May. 1990 (18 months)</td> </tr> <tr> <td>Total M/M</td> <td>64.0</td> </tr> <tr> <td>Japan</td> <td>24.0</td> </tr> <tr> <td>Field</td> <td>41.0</td> </tr> </table>	No. of Members	12	Period	Oct. 1988 - May. 1990 (18 months)	Total M/M	64.0	Japan	24.0	Field	41.0	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												
No. of Members	12																								
Period	Oct. 1988 - May. 1990 (18 months)																								
Total M/M	64.0																								
Japan	24.0																								
Field	41.0																								
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	-Topographic survey in lower Itajai River basin -Geo-Technical investigation in lower Itajai River basin	(Description)	In order to obtain project finance (probably OECF's fund in Japan) for follow-up works (D/D and project execution), the Government of Brazil is reassigning the priority among the possible projects for loan application.																						
		2. MAJOR REASONS FOR PRESENT STATUS	In the explanation meeting on draft report, it was stated by DNOS to take necessary actions as mentioned in the above																						
		3. PRINCIPAL SOURCES OF INFORMATION	(1)																						

PROJECT SUMMARY (M/P)

Compiled March 1986
Revised March 1991

CSA CHL 101/83

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Chile	1. SITE OR AREA	All of the lines of the Chilean State Railways			1. PRESENT STATUS <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	State Railways Modernization Project	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	(US\$1=245 yen=70 pesos) Total Cost Local Cost Foreign Cost			
3. SECTOR	Transportation/ Railway	3. MAJOR PROJECT(S) PROPOSED	1) _____ 2) _____ In project 1, recommendations were made mainly on the improvement of freight car operation and information systems. In project 2, recommendations were made mainly on the basis of drawing up commercial policies. Main recommendations: For freight service--- 1) Reinforcement of a transport setup between main base stations; 2) introduction of an administration system for revenue targets; 3) promotion of individual contract systems with influential forwarders; 4) increase in marine container transport; and 5) efficient freight car operation For passenger service--- 1) Reinforcement of long-distance truck line transport and intercity transport; 2) improvement of the seat reservation system, etc. For the telecommunications sector--- Immediate improvement of superannuated facilities			(Description) Recommendations made by the study were utilized in drawing up the operational policies of the Chilean State Railways.
4. REFERENCE NO.		4. CONDITIONS AND DEVELOPMENT IMPACTS	Improvement impacts: 1) Increase of efficiency in freight car operation and improvement of transport services 2) Sufficient display of the railway's functions in its competition with other modes of transport			
5. TYPE OF STUDY	M/P	5. TECHNICAL TRANSFER	1) Four counterparts personnel received training. 2) Report prepared in cooperation with counterparts.			
6. COUNTERPART AGENCY	Chilean State Railways	2. MAJOR REASONS FOR PRESENT STATUS				
7. OBJECTIVES OF STUDY	Suggestions and recommendations necessary for the modernization of freight car operation, freight transport system, and business activities dealing with passengers and freight.	3. PRINCIPAL SOURCES OF INFORMATION	(1)			
8. DATE OF S/W	Mar.1982					
9. CONSULTANT(S)	Japan Railway Technical Service					
10. STUDY TEAM	No. of Members 16 Period Jul.1982 - Jun.1983 (12 months) Total M/M 62.50 Japan 35.50 Field 27.00					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY						
12. EXPENDITURE	Total 201,430 (¥'000) Contracted 183,099					

和名 国鉄近代化計画

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

PROJECT SUMMARY (M/P)

Compiled March 1900
Revised March 1991

CSA CHL 102/86

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Chile	1. SITE OR AREA	Valparaiso Port, San Antonio 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 Plan of the Ports of Valparaiso and San Antonio	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	(US\$1=180pesos) Total Cost Local Cost Foreign Cost			
3. SECTOR	Transportation/ Port	(US\$1,000)	1) 392,000	185,500	207,000	(Description) - A F/S was done by a consultant of the United State funded by World Bank - After the F/S, the project was realized.
4. REFERENCE NO.		3. MAJOR PROJECT(S) PROPOSED				
5. TYPE OF STUDY	M/P	Rationalization of the cargo handling system Modernization of the facilities of the port				
6. COUNTERPART AGENCY	Ministry of Transport and Telecommunication					
7. OBJECTIVES OF STUDY	-Master Plan for 2010 -Reconstruction Plan after the earthquake damage (Both Ports) -Improvement Plan (Valparaiso Port)					
8. DATE OF S/W	1985	4. CONDITIONS AND DEVELOPMENT IMPACTS				
9. CONSULTANT(S)	Overseas Coastal Area Development Institute of Japan	The project would produce the ability to handle contained cargoes and bigger ships.				
10. STUDY TEAM	No. of Members 9 Period Mar.1986 - Aug.1986 (6 months) Total M/M 17.89 Japan 12.00 Field 5.89					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER				
12. EXPENDITURE	Total 218,684 (¥000) Contracted 51,285	Seminar (Introducing the present condition of Japanese ports and harbour construction)				
		2. MAJOR REASONS FOR PRESENT STATUS				
		It was recognized that the project would play an important role in promoting the national economic development.				
		3. PRINCIPAL SOURCES OF INFORMATION				
		(1)				

和名 バルパライソ港・サンアントニオ港整備計画

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

PROJECT SUMMARY (M/P)

Compiled March 1986
Revised March 1991

CSA COL 101/80

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF USE OF STUDY RESULTS		
1. COUNTRY	Colombia	1. SITE OR AREA	Southern center (350 ha) of Bogota City			1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Simon Bolivar Great Memorial Park Project	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS					
3. SECTOR	Social Infrastructures/ Urban Planning & Land Development		Total Cost	Local Cost	Foreign Cost	(Description) The recommendations of the study was incorporated into the city's master plan. A Japanese expert was dispatched to assist the planting of greenery in the park complex.	
4. REFERENCE NO.			1) 50,847				
5. TYPE OF STUDY	M/P		2)				
6. COUNTERPART AGENCY	Inmuebles Nacionales, Ministerio de Obras Publicas y Transportes	3. MAJOR PROJECT(S) PROPOSED					
7. OBJECTIVES OF STUDY	Comprehensive urban park development	The study proposed to establish a large-scale park complex in the southern part of the central area of Bogota City. Major components are as follows. -Memorial park: national festival plaza, international communication center, convention hall, outdoor theater, etc. -Athletic facilities: sports center -Educational and amusement facilities: historical museum, transport museum, natural history museum, botanical garden, amusement park, etc.					
8. DATE OF S/W	Jun. 1980	4. CONDITIONS AND DEVELOPMENT IMPACTS					
9. CONSULTANT(S)	JCP Co. Pacific Consultants International	Development impacts: -Expansion of park and green areas which function as social infrastructure servicing urban low-income strata -Stimulation of urban development in the vicinity of the park complex -Indirect impact on tourism promotion					
10. STUDY TEAM	No. of Members 9 Period Oct. 1980 - Sep. 1981 (12 months) Total M/M Japan 32.00 Field 24.82	5. TECHINCAL TRANSFER					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		1)OJT on park development 2)Acceptance of trainees (JICA counterpart training program) 3)Joint work with counterparts and local consultants					
12. EXPENDITURE	Total 142,302 (¥000) Contracted 132,228	2. MAJOR REASONS FOR PRESENT STATUS					
		3. PRINCIPAL SOURCES OF INFORMATION					
		(1)					

和名 シモンボリバル公園造成計画

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

PROJECT SUMMARY (F/S)

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Colombia	1. SITE OR AREA	Road between Buenaventura and Bogota		
2. NAME OF STUDY	Bogoda - Buenaventura Road Project	2. PROJECT COSTS	Total Cost	Local Cost	Foreign Cost
3. SECTOR	Transportation/ Road		1) 2,809,900	1,334,500	
4. REFERENCE NO.			2) (US\$1,000)		
5. TYPE OF STUDY	F/S		3)		
6. COUNTERPART AGENCY	Ministry of Public Works and Transportation	3. CONTENTS OF MAJOR PROJECT(S)	<p>-Two-lane road improvement widening 70 km landslide protection 100 km</p> <p>-New road bypass shortcutting the crossing of Magdalena River</p>		
7. OBJECTIVES OF STUDY	Formulation of road improvement between the capital and major cities on the east coast	Implementation Period:	Jun.1984 - Jun.1991		
8. DATE OF S/W	Feb. 1979	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR	
9. CONSULTANT(S)	Chodai Co. Kokusai Kogyo Co.	Feasibility: Yes			
10. STUDY TEAM	No. of Members 19 Period Jun.1979 - Mar.1981 (20 months) Total M/M 96.80 Japan 37.83 Field 58.97	Conditions and Development Impacts: Net benefits were calculated 82.4 million Colombian pesos with an interest rate of 12 % per annum. The B/C ratio would be 1.78. Development impacts are the reduction of travel time between Buenaventura and Bogota and economic development in the surrounding areas.			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Air photography O/D survey	5. TECHNICAL TRANSFER			
12. EXPENDITURE	Total 374,624 (Y'000) Contracted 155,806	1) OJT on O/D survey 2) Participation of counterparts in the JICA counterpart training program.			
		1. PRESENT STATUS		<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled	
		(Description)		<p>MOPT began rehabilitation works on the basis of the study's recommendations. MOPT attempted the domestic tender on the construction of tunnels and other related facilities, but postponed the implementation because of the shortage of finance.</p>	
		2. MAJOR REASONS FOR PRESENT STATUS			
		3. PRINCIPAL SOURCES OF INFORMATION		(1)	

PROJECT SUMMARY (M/P)

Compiled March 1988
Revised March 1991

CSA COL 102/84

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF USE OF STUDY RESULTS		
1. COUNTRY	Colombia	1. SITE OR AREA	Barranquilla 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	Comprehensive Urban Transport Study in Barranquilla Metropolitan Region	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	Total Cost	Local Cost	Foreign Cost		
3. SECTOR	Transportation/ Urban Transportation	(US\$1,000)	1)	2)		(Description) Based of the recommendations of the study, the following actions have been taken. 1)Adoption of short-term measures (e.g. traffic control). 2)Endorsement by the city council of the land use plan. 3)A feasibility study by JICA on the urban renewal of CBD 4)Establishment of a planning unit in the city government 5)Dispatch of a Japanese expert	
4. REFERENCE NO.		3. MAJOR PROJECT(S) PROPOSED					
5. TYPE OF STUDY	M/P	-Urban transport plan -Urban renewal plan					
6. COUNTERPART AGENCY	Municipality of Barranquilla						
7. OBJECTIVES OF STUDY	Formulation of a transport master plan for Barranquilla						
8. DATE OF S/W	Apr. 1983	4. CONDITIONS AND DEVELOPMENT IMPACTS					
9. CONSULTANT(S)	Chodai Co. Yachiyo Engineering Co.	Barranquilla will become a new growth center on the Caribbean coast through the implementation of the proposed urban transport development and urban renewal.					
10. STUDY TEAM	No. of Members 16 Period Jul.1983 - Mar.1985 (19 months) Total M/M 103.35 Japan 6.70 Field 96.65						2. MAJOR REASONS FOR PRESENT STATUS
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Person trip survey Cordon line survey O/D survey	5. TECHINCAL TRANSFER					The city government has strong interest in urban renewal.
12. EXPENDITURE	Total 348,986 (¥000) Contracted 193,948	1)OJT and a seminar on urban transport and development 2)Participation of counterparts in the JICA counterpart training program					3. PRINCIPAL SOURCES OF INFORMATION (1)

PROJECT SUMMARY (F/S)

Compiled March 1990
Revised March 1991

CSA COL 302/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Colombia	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		Central Area (150 ha) of Barranquilla				
Urban Development of the Central District of Barranquilla		2. PROJECT COSTS (US\$1=150Yen)			(Description) The Colombian Government established EDUBAR (Empresa Desarrollo Urbano de Barranquilla, government 51%, private sector 49%) in April 1990. This development corporation has acquired 11% of land in Barranquillita and been promoting renewal projects. The corporation is taking steps to apply to OECF finance for foreign currency portion, while negotiating with the National Dept. of Planning and one of the domestic banks (BCH) for local currency finance.	
3. SECTOR		(US\$1,000)				
Social Infrastructures/ Urban Planning & Land Development		1) Total Cost	Local Cost	Foreign Cost		
4. REFERENCE NO.		78,000	50,200	27,800		
5. TYPE OF STUDY		3) 2)				
F/S		3)				
6. COUNTERPART AGENCY		3. CONTENTS OF MAJOR PROJECT(S)				
National Dept. of Planning, Municipality of Barranquilla		-a bus terminal -a bypass along the river -reorganization of the public market place -reclamation of the Mercado Canal and development of an urban park				
7. OBJECTIVES OF STUDY		Implementation Period: Jul.1988 - Dec.1989				
Urban renewal for Barranquillita and Boriche in Barranquilla City		4. FEASIBILITY AND ITS ASSUMPTIONS				
8. DATE OF S/W		EIRR FIRR				
Dec.1985		17.2%				
9. CONSULTANT(S)		Feasibility: Yes				
Chodai Co. Yachiyo Engineering Co.		Conditions and Development Impacts:				
10. STUDY TEAM		The proposed renewal will revitalize the urban functions of the provincial capital, stimulate the growth of the surrounding areas, establish an efficient transport system, integration of inter-city and intra-city bus services, and create employment opportunities.				
No. of Members 12		2. MAJOR REASONS FOR PRESENT STATUS				
Period Jul.1986 - Feb.1988 (20 months)						
Total M/M 62.50						
Japan 4.30		Central and local governments and the private sector have strong interest in activating the functions of the provincial capital to stimulate the growth of the Caribbean coast.				
Field 58.20						
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		3. PRINCIPAL SOURCES OF INFORMATION				
12. EXPENDITURE		1)OJT on urban transport development and urban redevelopment 2)Participation of counterparts in the JICA training program.				
Total 243,846 (Y'000)						
Contracted 224,253		(1)				

和名 バランキージャ市中心地区再開発計画

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

PROJECT SUMMARY (M/P)

Compiled March 1986
Revised March 1991

CSA CRI 101/77

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Costa Rica	1. SITE OR AREA	Gran Puntarenas and Pacifico Central areas along the Pacific Coast		1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Regional Study of the Hinterland of Caldera and Puntarenas Ports	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	Total Cost	Local Cost	Foreign Cost	(Description) The findings of the study was utilized to formulate the development policy framework for the Gran Puntarenas area.
3. SECTOR	Development Plan/ Integrated Regional Development Plan	(US\$1,000)	1)	2)		
4. REFERENCE NO.		3. MAJOR PROJECT(S) PROPOSED				
5. TYPE OF STUDY	M/P	1) Gran Puntarenas Area: -El Rodare Balanca urban planning -Conservation of Puntarenas sand bar and urban renewal -Development of the distribution center near Caldera Port				
6. COUNTERPART AGENCY	National Planning Office	2) Pacifico Central Area: -Development of suburban horticulture				
7. OBJECTIVES OF STUDY	Identification of development potentials in the hinterlands of two ports and basic development strategies	3) Guacaste Region: -Surveys on vegetation and potentials -Development of animal husbandry				
8. DATE OF S/W	Nov. 1976	4) Entire Costa Rica -Productivity improvement of traditional agriculture				
9. CONSULTANT(S)	International Development Center of Japan	4. CONDITIONS AND DEVELOPMENT IMPACTS				
10. STUDY TEAM	No. of Members 10 Period Feb. 1977 - Nov. 1977 (9 months) Total M/M 26.3 Japan 16.5 Field 9.8	Development of intensive industrialization and agriculture and the promotion of tourism will lead the growth of the hinterlands of Caldera and Puntarenas Ports.			2. MAJOR REASONS FOR PRESENT STATUS	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHINCAL TRANSFER			3. PRINCIPAL SOURCES OF INFORMATION	
12. EXPENDITURE	Total 88,090 (¥000) Contracted 60,578	Participation of counterparts in the JICA training program.			(1)	

PROJECT SUMMARY (F/S)

Compiled March 1986
Revised March 1991

CSA CRI 301/81

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Costa Rica	1. SITE OR AREA	30km south of Punta Arenas City		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	Second Stage Expansion Project of the Port of Caldera	2. PROJECT COSTS	(US\$1=15Colones)			
3. SECTOR	Transportation/ Port		Total Cost	Local Cost	(Description) IDB financed the stage II construction of Caldera Port.	
4. REFERENCE NO.			30,450	11,950		
5. TYPE OF STUDY	F/S		Foreign Cost	18,500	(Description) IDB financed the stage II construction of Caldera Port.	
6. COUNTERPART AGENCY	Ministry of Public Works and Transport (MOPT)		1)	2)		
7. OBJECTIVES OF STUDY	Master Plan for 2000 Short-term Plan for 1990 and it's F/S	3. CONTENTS OF MAJOR PROJECT(S)	3)		(Description) IDB financed the stage II construction of Caldera Port.	
8. DATE OF S/W		Breakwater	150m			
9. CONSULTANT(S)	Overseas Coastal Area Development Institute of Japan	Container Berth (-12m)	250m		2. MAJOR REASONS FOR PRESENT STATUS	
10. STUDY TEAM		Dredging, Reclamation	820,000cu.m			
		Shore Protection	440m		3. PRINCIPAL SOURCES OF INFORMATION	
		Cargo Handling Facilities	1 set			
		Implementation Period:	Apr. 1983 - Dec. 1985		(1)	
		4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR		
			14.9%	5.6%	(1)	
		Feasibility:	Yes			
		Conditions and Development Impacts:	Full container ships were to begin to use the port from '85. The second-stage plan was to be completed by '86. Port facilities capable of handling 20,000 TEU containers are planned for '90, adopting the straddle carrier container terminal system. It is necessary that the actual tariff structure be improved or that the government take responsibility in giving back the loans for the project. Modernized container cargo handling system would reduce both cargo handling time and berth waiting time for ships and improve port transportation efficiency.			
		5. TECHNICAL TRANSFER				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY					(1)	
12. EXPENDITURE						
		Total	143,979 (¥000)		(1)	
		Contracted	133,418			

和名 カルデラ港建設計画

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