

PROJECT SUMMARY (F/S)

Compiled March 1990
Revised March 1991

CSA CRI 302/86

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT															
1. COUNTRY	Costa Rica	1. SITE OR AREA			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 type="checkbox"/> Discontinued or Cancelled														
2. NAME OF STUDY	Maintenance Project of the Port of Caldera	Caldera Port on the northwest Pacific coast																		
3. SECTOR	Transportation/ Port	2. PROJECT COSTS (US\$1=53.15Colones)			(Description)															
4. REFERENCE NO.		<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>(US\$1,000) 1)</td> <td style="text-align: center;">24,000</td> <td style="text-align: center;">5,000</td> <td style="text-align: center;">19,000</td> </tr> <tr> <td>2)</td> <td></td> <td></td> <td></td> </tr> <tr> <td>3)</td> <td></td> <td></td> <td></td> </tr> </table>						Total Cost	Local Cost	Foreign Cost	(US\$1,000) 1)	24,000	5,000	19,000	2)				3)	
	Total Cost	Local Cost	Foreign Cost																	
(US\$1,000) 1)	24,000	5,000	19,000																	
2)																				
3)																				
5. TYPE OF STUDY	F/S	3. CONTENTS OF MAJOR PROJECT(S)			Suspended after the completion of F/S, due to the deteriorated economic situation.															
6. COUNTERPART AGENCY	Ministry of Public Works and Transport (MOPT)	Purchase of a dredging ship and other construction machines related : 1 set Breakwater (construction and transfer) : 362m Dredging : 72,000cu.m																		
7. OBJECTIVES OF STUDY	Countermeasures for sedimentation, and a short-term development plan for 1992	Implementation Period: Jun.1988 - Dec.1990																		
8. DATE OF S/W	Feb.1985	4. FEASIBILITY AND ITS ASSUMPTIONS																		
9. CONSULTANT(S)	Overseas Coastal Area Development Institute of Japan and Central Consultant, Inc.	<table style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;">EIRR</td> <td style="text-align: center;">FIRR</td> </tr> <tr> <td></td> <td style="text-align: center;">23.7%</td> <td style="text-align: center;">8.26%</td> </tr> </table> Feasibility: Yes						EIRR	FIRR		23.7%	8.26%								
	EIRR	FIRR																		
	23.7%	8.26%																		
10. STUDY TEAM	No. of Members 8 Period Sep.1985 - Jul.1986 (10 months) <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: right;">Total M/M</td> <td style="text-align: right;">43.88</td> </tr> <tr> <td style="text-align: right;">Japan</td> <td style="text-align: right;">24.80</td> </tr> <tr> <td style="text-align: right;">Field</td> <td style="text-align: right;">19.08</td> </tr> </table>	Total M/M	43.88	Japan			24.80	Field	19.08	Conditions and Development Impacts: In the EIRR calculation, the reduced cost of dredging work is considered to be one of the merits of the project. The cost of constructing a basin for small ships (a non-profit facility) and quaywalls is excluded. The grain cargoes of Puntarenas Port would be handled at Caldera Port in the near future. The function of the Caldera port would be greatly improved by the implementation of this project.										
Total M/M	43.88																			
Japan	24.80																			
Field	19.08																			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER																		
12. EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: right;">Total</td> <td style="text-align: right;">159,960 (¥000)</td> </tr> <tr> <td style="text-align: right;">Contracted</td> <td style="text-align: right;">141,935</td> </tr> </table>	Total	159,960 (¥000)	Contracted	141,935	- OJT on tidal current observation - Seminar on Ports and Harbours held in Japan - Current Meter was given to Costa Rica after the study.														
Total	159,960 (¥000)																			
Contracted	141,935																			
		2. MAJOR REASONS FOR PRESENT STATUS			Worsening of national financial condition															
		3. PRINCIPAL SOURCES OF INFORMATION																		
					(1)															

和名 カルデラ港維持整備計画

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

PROJECT SUMMARY (F/S)

Compiled March 1988
Revised March 1991

CSA DOM 301/84

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Dominican Republic	1. SITE OR AREA		1. PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" 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	Radio and Television Development Project	2. PROJECT COSTS	(US\$1=245yen=3.23pesos)	(Description)	The project is expected to be implemented by FY 1990 Japanese grant.
3. SECTOR	Communications & Broadcasting/ Broadcasting		Total Cost Local Cost Foreign Cost 1) 12,338 730 11,608 (US\$1,000) 2) 3)		
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)			
5. TYPE OF STUDY	F/S	1) Broadcasting antennas radio(FM) 1 set TV(2DP) 1 set			
6. COUNTERPART AGENCY	Radio Television Commission	2) Transmission equipment radio(FM) 2 sets TV 2 sets			
7. OBJECTIVES OF STUDY	Expansion and improvement of educational radio and TV broadcasting	3) STL(RTVD Santo Domingo - Aldela Bandela) radio(FM) 2 sets of 960MHz transmitting and receiving equipment TV - SHF 2 sets of transmitting and receiving equipment			
8. DATE OF S/W	Apr. 1984	4) Local TV relay stations replacement of receiving equipment at 8 TV relay stations		Implementation Period:	1989 - 2000
9. CONSULTANT(S)	Integrated Technology Inc.	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR FIRR 13.8%		
10. STUDY TEAM	No. of Members 17 Period Aug.1984 - Jul.1985 (11 months) Total M/M 34.47 Japan 22.04 Field 12.43	Feasibility: Yes		2. MAJOR REASONS FOR PRESENT STATUS	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Topographic cross-section mapping	Conditions and Development Impacts: Conditions: 1) Projection of school enrollments based on the population forecast (2000) and the improved rate of enrollment 2) Elimination of adult illiterate population (1985, 0.54 million) by 2000 3) Reduction of unenrolled children in primary school (from 0.25 million in 1985 to 70,000) Development impacts: - Elimination of illiteracy among school children and adult population - Contribution to advanced manpower training in various fields		3. PRINCIPAL SOURCES OF INFORMATION	(1)
12. EXPENDITURE	Total 112,659 (¥000) Contracted 98,721	5. TECHINCAL TRANSFER	Acceptance of trainees (JICA counterpart training program)		

和名 ラジオ・テレビ放送網拡充計画

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

PROJECT SUMMARY (M/P + F/S)

Compiled March 1990
Revised March 1991

CSA DOM 201A/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Dominican Republic	1. SITE OR AREA	San Pedro de Macoris, 60km east of Saint Domingo			1. PRESENT STATUS <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Development Project of the Port of San Pedro de Macoris	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	(US\$1=3.08Pesos)			
3. SECTOR	Transportation/ Port		Total Cost	Local Cost	Foreign Cost	(Description) Followed by F/S.
4. REFERENCE NO.		(US\$1,000)	1) 65,000	21,000	42,000	
5. TYPE OF STUDY	M/P+(F/S)		2)			
6. COUNTERPART AGENCY	Ministry of Public Works and Communications	3. MAJOR PROJECT(S) PROPOSED				
7. OBJECTIVES OF STUDY	Formulation of Master Plan in the target year of 2000 Formulation of short-term development plan in 1995 and execution of feasibility study	The study formulated a master plan (until 2005) and a short-term development plan (until 1995).				
8. DATE OF S/W	Feb.1986	4. CONDITIONS AND DEVELOPMENT IMPACTS				
9. CONSULTANT(S)	Overseas Coastal Area Development Institute of Japan Nippon Tetrapod Co., Ltd.	-Provision of the industrial infrastructure and development of the industrial free zone through port construction -Stimulation of regional development in the five eastern provinces, and alleviation of population pressures in the national capital (Saint Domingo)				
10. STUDY TEAM	No. of Members 7 Period Sep.1986 - Nov.1987 (15 months) Total M/M 45.20 Japan 25.20 Field 20.00	5. TECHINCAL TRANSFER				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Application of the local consultant for the soil investigation and measurement in the site survey	1) OJT on soil investigation, and measurement 2) Training on methods and technology concerning port development planning				
12. EXPENDITURE	Total 145,122 (¥'000) Contracted 138,053	2. MAJOR REASONS FOR PRESENT STATUS				
		3. PRINCIPAL SOURCES OF INFORMATION				
		(1)				

和名 サンペドロデマコリス港開発計画

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

PROJECT SUMMARY (M/P + F/S)

Compiled March 1990
Revised March 1991

CSA DOM 201B/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Dominican Republic	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	Development Project of the San Pedro de Macoris	2. PROJECT COSTS	(US\$1=3.08pesos)			
3. SECTOR	Transportation/ Port		Total Cost	Local Cost	Foreign Cost	(Description) The Government of the Dominican Republic could not reach an agreement with IMF, and therefore has been unable to receive foreign finance.
4. REFERENCE NO.			1) 47,000	15,000	32,000	
5. TYPE OF STUDY	(M/P)+F/S		2)			
6. COUNTERPART AGENCY	Ministry of Public Works and Communications	3. CONTENTS OF MAJOR PROJECT(S)	3)			
7. OBJECTIVES OF STUDY	Formulation of Master Plan in the target year of 2000 Formulation of short-term development plan in 1995 and execution of feasibility study	- Quaywall 900 m (-5-11 m deep) Pavement 98,000 sq.m (yard and road area) Breakwater repaired 51 m others	Implementation Period: Jan.1992 - Dec.1994			
8. DATE OF S/W	Feb.1986	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR		
9. CONSULTANT(S)	Overseas Coastal Area Development Institute of Japan Nippon Tetrapod Co., Ltd.	Feasibility: Yes	20.0%	7.0%		
10. STUDY TEAM	No. of Members 7 Period Sep.1986 - Nov.1987 (15 months) Total M/M 45.20 Japan 25.20 Field 20.00	Conditions and Development Impacts: Savings of ships' waiting costs and land transport costs are considered as benefits in order to calculate EIRR. Construction cost for the mooring facilities and repair cost for the breakwater are excluded when calculating FIRR.				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Application of the local consultant for the soil investigation and measurement in the site survey	5. TECHINCAL TRANSFER				
12. EXPENDITURE	Total 145,122 (¥000) Contracted 138,053	1) OJT on soil investigation, and measurement 2) Training on methods and technology concerning port development planning				
					2. MAJOR REASONS FOR PRESENT STATUS	
					Worsened economic circumstances necessitated the delay.	
					3. PRINCIPAL SOURCES OF INFORMATION	
					(1)	

和名 サンペドロデマコリス港開発計画

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

PROJECT SUMMARY (M/P + F/S)

CSA ECU 201A /86

Compiled March 1990
Revised March 1991

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Ecuador	1. SITE OR AREA	Area of 41,200ha including Guayaquil City and its suburbs			1. PRESENT STATUS <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Guayaquil City Urban Transportation Plan	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	(US\$1=50Suc.) Total Cost Local Cost Foreign Cost			
3. SECTOR	Transportation/ Urban Transportation		1) 1,123,000			(Description) Followed by F/S.
4. REFERENCE NO.		3. MAJOR PROJECT(S) PROPOSED	2)			
5. TYPE OF STUDY	M/P+(F/S)	1) Road Network Plan - Extension of proposed Road Network 71.8km long - Improvement of Intersections at 17 locations				
6. COUNTERPART AGENCY	Traffic Commission of the Province of Guayas	2) Extension of MRT Plan - Construction of a railway urban transportation system - Extension of 51km, and 51 stations				
7. OBJECTIVES OF STUDY	Establishment of the total transportation system	4. CONDITIONS AND DEVELOPMENT IMPACTS				
8. DATE OF S/W	Aug.1981	Development impacts: -Alleviation of traffic congestion -Development of northern and southern areas of the city -Improvement of travel convenience by the diversification of transportation means -Stimulation of growth of urban sub-centers by the mass transit system				
9. CONSULTANT(S)	Tonichi Engineering Consultants, Inc. Central Consultant, Inc.	5. TECHINICAL TRANSFER				
10. STUDY TEAM	No. of Members 11 Period Mar.1982 - Aug.1983 (18 months) Oct.1985 - Dec.1986 (14 months) Total M/M 89.90 Japan 38.70 Field 51.20	Urban transport Training in Japan for 2 staffs in Counterparts				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Soil Investigation, Boring 12 locations	3. PRINCIPAL SOURCES OF INFORMATION				
12. EXPENDITURE	Total 467,044 (¥000) Contracted 430,000	(1)				

和名 グアヤキル市都市交通計画

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

PROJECT SUMMARY (M/P + F/S)

CSA GTM 201A /84

Compiled March 1990
Revised March 1991

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Guatemala	1. SITE OR AREA	Archiguate and Pantaleon Rivers			1. PRESENT STATUS <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Flood Control Project (Archiguate and Pantaleon Rivers)	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	Total Cost	Local Cost	Foreign Cost	
3. SECTOR	Social Infrastructures/ River & Erosion Control		1) 63,200	27,000	36,200	(Description) Followed by F/S.
4. REFERENCE NO.		3. MAJOR PROJECT(S) PROPOSED	Long-term Plan: 1) Sabo plan (8 sabo dams) 2) Flood control measures (river improvement 14.4km, extension of polder embankment 5km)			
5. TYPE OF STUDY	M/P+(F/S)	4. CONDITIONS AND DEVELOPMENT IMPACTS	The estimated flood areas of two rivers total 16,000 ha. The project will protect an area of 3,271 ha (2,045 households) with a 30-year probable rate of flood. The annual benefit is estimated to be about US\$3.48 million.			
6. COUNTERPART AGENCY	Dept. of Road, Ministry of Public Works and Communications	5. TECHINCAL TRANSFER				
7. OBJECTIVES OF STUDY	Formulation of a long-term flood control plan and identification of a short-term plan	2. MAJOR REASONS FOR PRESENT STATUS				
8. DATE OF S/W	Apr. 1983	3. PRINCIPAL SOURCES OF INFORMATION				
9. CONSULTANT(S)	CTI Engineering Co.					
10. STUDY TEAM	No. of Members 12 Period Jul. 1983 - Feb. 1985 (20 months) Total M/M 99.28 Japan 16.01 Field 82.77					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Measurement					
12. EXPENDITURE	Total 266,215 (¥000) Contracted 239,058					

和名 治水計画

(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	Guatemala	1. SITE OR AREA	Archiguate and Pantaleon Rivers			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	Flood Control Project (Archiguate and Pantaleon Rivers)	2. PROJECT COSTS	Total Cost	Local Cost	Foreign Cost	
3. SECTOR	Social Infrastructures/ River & Erosion Control	(US\$1,000)	1) 20,500 2) 21,800 3)	9,000	11,500	(Description) Because of the low EIRR, the Government of Guatemala assigned lower priority to the proposed project. The Government plans to review the study in order to apply to Japanese grant aid, but so far no concrete step has been taken.
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)	Urgent Plan:			
5. TYPE OF STUDY	(M/P)+F/S		1)Alt.A	2)Alt.B		
6. COUNTERPART AGENCY	Dept. of Road, Ministry of Public Works and Communications		-Sabo plan	2 dams 1 dams	4 dams 5 dams	
7. OBJECTIVES OF STUDY	Formulation of a long-term flood control plan and identification of a short-term plan		-River Improvement	5 km 3.4 km	5 km 3.4 km	
8. DATE OF S/W	Apr. 1983	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR		
9. CONSULTANT(S)	CTI Engineering Co.	Feasibility: Yes	1) 7.3%	2) 4.4%		
10. STUDY TEAM	No. of Members 12 Period Jul., 1983 - Feb. 1985 (20 months) Total M/M 99.28 Japan 16.01 Field 82.77	Conditions and Development Impacts: The project will protect an area of 291 ha with a 10-year probable rate of flood. The estimated benefit is US\$1.46 million for both alternatives A and B.	Implementation Period: 1986 - 1990			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Measurement	5. TECHNICAL TRANSFER				
12. EXPENDITURE	Total 266,215 (¥'000) Contracted 239,058				2. MAJOR REASONS FOR PRESENT STATUS Low priority	
					3. PRINCIPAL SOURCES OF INFORMATION	

PROJECT SUMMARY (Basic Study)

CSA GTM 501/86

Compiled March 1990
Revised March 1991

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF USE OF STUDY RESULTS		
1. COUNTRY	Guatemala	1. SITE OR AREA	Guatemala City, surrounding Guatemala City valley and adjacent northeastern 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	Ground Water Development Project	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	(US\$1=10) Total Cost Local Cost Foreign Cost				
3. SECTOR	Social Infrastructures/ Water Resource Development		1) 38,688	12,495	(Description) - OECF mission was dispatched to Guatemala at the end of 1988. - E/N was signed in December 1990, and the preparation is under way for the loan agreement.		
4. REFERENCE NO.		2) (US\$1,000)					
5. TYPE OF STUDY	Basic Study	3. MAJOR PROJECT(S) PROPOSED	<ul style="list-style-type: none"> - Deep well excavation 38wells - Water distribution facilities 34.2km - Distribution tank 1,260cu.m-2,835cu.m - Power distribution facilities 23,000m - Existing well rehabilitation - Work shop 				
6. COUNTERPART AGENCY	EMPAGUA (Guatemala Municipal Water Service Corporation)	4. CONDITIONS AND DEVELOPMENT IMPACTS					
7. OBJECTIVES OF STUDY		<ul style="list-style-type: none"> - Direct benefit is the qualitative and quantitative improvement of EMPAGUA's service. - Indirect effects include (i) improved sanitation through clean water supply; (ii) reduced labor burden for women and children heretofore forced to carry water over long distances; and (iii) expanded employment opportunities through project related construction. 					
8. DATE OF S/W	Dec.1984	5. TECHINCAL TRANSFER					
9. CONSULTANT(S)	Chuo Kaihatsu Corporation	1) Counterpart OJT on the analysis of aerophotos, etc. 2) Training in Japan in F/S methodology					
10. STUDY TEAM	No. of Members 8 Period Jul.1985 - Sep.1986 (15 months) Total M/M 50.11 Japan 17.44 Field 32.67	3. PRINCIPAL SOURCES OF INFORMATION					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Geological survey and boring	(1)					
12. EXPENDITURE	Total 311,081 (¥000) Contracted 241,154	2. MAJOR REASONS FOR PRESENT STATUS					
		Project will contribute effectively to the prompt alleviation of water shortage in the Guatemala municipal area.					

和名 グアテマラ市地下水開発計画

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

PROJECT SUMMARY (F/S)

Compiled March 1990
Revised March 1991

CSA GTM 301/88

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Guatemala	1. SITE OR AREA	Santo Tomas on the Caribbean coast.			1. PRESENT STATUS <input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Completed <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Promoting <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Development Project of the Port of Santo Tomas de Castilla	2. PROJECT COSTS	Total Cost	Local Cost	Foreign Cost	
3. SECTOR	Transportation/ Port		1) 97,031	30,348	66,683	(Description) The Government of Guatemala requested OECF finance in 1988 and the OECF mission visited the country in the same year. The preparation by the Government of Guatemala has been slowed down since then.
4. REFERENCE NO.			2)			
5. TYPE OF STUDY	F/S		3)			
6. COUNTERPART AGENCY	Port of Santo Tomas Authority	3. CONTENTS OF MAJOR PROJECT(S)	1) A container terminal - Length: 500 m (-11m) - Area: 25 ha - Handling equipment: 3 gantry cranes, 6 strand carriers, 1 forklift 2) A petroleum terminal - Length: 270 m (-11m)			
7. OBJECTIVES OF STUDY	Formulation of Stage III development plan	Implementation Period:	1992 - 1994			
8. DATE OF S/W		4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR		
9. CONSULTANT(S)	Overseas Coastal Area Development Institute of Japan Yachiyo Engineering Co.	Feasibility:	23.4%		7.3%	
10. STUDY TEAM	No. of Members 10 Period May 1987 - Jul.1988 (5 months) Total M/M 47.85 Japan 24.33 Field 23.52	Conditions and Development Impacts:	1) Saving of the cost of waiting 2) Reduction of transport costs by the use of larger vessels 3) Reduction of transport costs by eliminating the need to use other ports			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHINICAL TRANSFER	Participation of counterparts in the JICA training program			
12. EXPENDITURE	Total 158,211 (¥'000) Contracted 150,278					
					2. MAJOR REASONS FOR PRESENT STATUS	
					3. PRINCIPAL SOURCES OF INFORMATION	
					(1)	

和名 サント・トーマス港開発計画

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

PROJECT SUMMARY (F/S)

CSA GTM 302/89

Compiled March 1991
Revised

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																			
1. COUNTRY	Guatemala	1. SITE OR AREA	La Aurora airport in Guatemala city and St. Elena airport in Peten 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	Development Project of La Aurora and Santa Elena Airports	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>60,261</td> <td>37,124</td> <td colspan="2">23,137</td> </tr> <tr> <td>2)</td> <td>18,815</td> <td>6,688</td> <td colspan="2">12,127</td> </tr> <tr> <td>3)</td> <td></td> <td></td> <td colspan="2"></td> </tr> </table>						Total Cost	Local Cost	Foreign Cost		1)	60,261	37,124	23,137		2)	18,815	6,688	12,127		3)		
	Total Cost	Local Cost	Foreign Cost																						
1)	60,261	37,124	23,137																						
2)	18,815	6,688	12,127																						
3)																									
3. SECTOR	Transportation/ Air Transportation & Airport	3. CONTENTS OF MAJOR PROJECT(S)	1.Improvement of runway, taxiway and apron 2.Improvement of drainage and other infrastructures 3.Improvement and expansion of terminal buildings 4.Improvement of aviation support facilities, including visual aids 5.Improvement of electrical power supply and other airport supporting facilities Note: Cost 1) is for La Aurora Airport and Cost 2) for Santa Elena Airport Implementation Period: 1991 - 1993			(Description) A definite schedule of implementation is not yet decided due to political and financial reasons. However, in view of the urgency of improving radar systems to ensure the safe operation of La Aurora airport, the request for Japanese grant aid was forwarded through the Embassy in May, 1990. The Ministry of Transportation, Communication and Public Works divided the proposed short-term plan into two phases and is now making preparations to apply to OECF finance for the Phase I improvement. The urgent need for improving the operation of La Aurora Airport was unfortunately substantiated by an airplane crash in May 1990.																			
4. REFERENCE NO.		4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR																					
5. TYPE OF STUDY	F/S	Feasibility: Yes																							
6. COUNTERPART AGENCY	Directorate General of Civil Aviation	Conditions and Development Impacts:	1.To improve safety and operational capacity by improvement of runway, taxiway and apron 2.To improve safety and operational efficiency by drainage and other infrastructures improvement 3.To provide better services and meet traffic demand by improvement of terminal buildings 4.To improve safety and operational efficiency by improvement of electric supply and other airport supporting facilities																						
7. OBJECTIVES OF STUDY	Improvement and expansion of La Aurora and Santa Elena airports	5. TECHINCAL TRANSFER	OJT during field survey periods, and training of 2 counterpart engineers invited by JICA and JTCA																						
8. DATE OF S/W	Aug. 1988	2. MAJOR REASONS FOR PRESENT STATUS																							
9. CONSULTANT(S)	Nippon Koei Co., Ltd.	3. PRINCIPAL SOURCES OF INFORMATION		(1)																					
10. STUDY TEAM	No. of Members 8 Period Jan.1989 - Feb.1990 (14 months) Total M/M 46.72 Japan 27.65 Field 19.07																								
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY																									
12. EXPENDITURE	Total 180,576 (¥'000) Contracted 169,031																								

PROJECT SUMMARY (Other)

Compiled March 1986
Revised March 1991

CSA MEX 601/77

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF USE OF STUDY RESULTS													
1. COUNTRY	Mexico	1. SITE OR AREA	Suburban railways of Mexico City; 5 lines with total extension of 77km			1. PRESENT STATUS	<input type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input checked="" type="checkbox"/> Discontinued												
2. NAME OF STUDY	Mexico City Suburban Railways Construction Project	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	(US\$1=23pesos)																
3. SECTOR	Transportation/ Railway		Total Cost	Local Cost	Foreign Cost	(Description) This study was to review, from the technical and economic standpoints, the basic plan for new suburban railway lines which was being prepared by the Mexican Government as part of the overall urban transport improvement policy for Mexico City, and to undertake a pre-feasibility study of the construction plan. Based on the results of this study, Mexican Government came to the conclusion that the estimated costs of construction would be too large for the already financially-strapped National Railways to bear, and decided on the alternative of subway construction which was being promoted by the Federal District Government. In other words, the proposals of this study were not adopted for implementation, but served as one of the bases for the important policy decision by the Mexican Government. The progress of the subway construction since then has been as follows: <table border="1"> <thead> <tr> <th>Year</th> <th>No. of lines</th> <th>Length</th> <th>Daily Passenger Traffic(million trips)</th> </tr> </thead> <tbody> <tr> <td>1977</td> <td>2</td> <td>37km</td> <td>1.81</td> </tr> <tr> <td>1988</td> <td>8</td> <td>141km</td> <td>4.04</td> </tr> </tbody> </table> As for the suburban railway system, the construction of six new radial lines are now planned to connect Mexico City with suburbs within a 100km radius from the city.		Year	No. of lines	Length	Daily Passenger Traffic(million trips)	1977	2	37km	1.81	1988	8	141km	4.04
Year	No. of lines	Length	Daily Passenger Traffic(million trips)																
1977	2	37km	1.81																
1988	8	141km	4.04																
4. REFERENCE NO.																			
5. TYPE OF STUDY	Other	3. MAJOR PROJECT(S) PROPOSED	Alternatives: A B Civil engineering Works (stations) 9,022 7,821 Electric engineering Works (power transmission) 2,221 1,395 Signal and telecommunication equipment (including interference countermeasures) 1,731 1,416 Rolling stock (318 - 369 cars) 6,107 4,952 Rolling Stock bases 1,327 1,296 (in million pesos)																
6. COUNTERPART AGENCY	Secretaria de Comunicaciones y Transportes																		
7. OBJECTIVES OF STUDY	Review of the Mexican Government's basic plan for new railway lines, and technical advice on construction works																		
8. DATE OF S/W	Aug. 1977	4. CONDITIONS AND DEVELOPMENT IMPACTS	Note: The costs of Alternative A correspond to the figures for 1) and Alternative B for 2) above. It is assumed that the construction cost for grade separation be paid by the government fund, and moreover, that the cost be excluded from the construction costs to be covered by fare revenues. Railways will contribute to the amelioration of air pollution caused by the exhaust from motorized traffic in the metropolitan area.																
9. CONSULTANT(S)	Japan Railway Technical Service (JARTS)																		
10. STUDY TEAM	No. of Members 12 Period Sep.1977 - Mar.1978 (7 months) Total M/M 20.70 Japan 10.70 Field 10.00	5. TECHNICAL TRANSFER	Some counterparts participated in the JICA training program.																
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	None																		
12. EXPENDITURE	Total 50,856 (¥000) Contracted 38,688																		
						2. MAJOR REASONS FOR PRESENT STATUS	Because of the huge construction costs necessary for new suburban railway lines, the Mexican Government chose the alternative of subways.												
						3. PRINCIPAL SOURCES OF INFORMATION	(1) (2)												

PROJECT SUMMARY (Other)

Compiled March 1990
Revised March 1991

CSA MEX 602/79

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Mexico	1. SITE OR AREA	Suburbs of Mexico 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	*Suburban Railway Project (follow-up)	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	Total Cost	Local Cost	(Description) 1) Section between Mexico City and Queretaro (244km) 1981 Construction works started. 1982 - 86 Due to the decline of oil prices, construction works were virtually suspended. 1991 Dec. Construction works are expected to be completed. 2) Section between Mexico City and Irapuato (95km) 1990 Jun. Construction works are expected to begin. 1992 Dec. Construction works are expected to be completed.	
3. SECTOR	Transportation/ Railway	(US\$1,000)	1) 2)	Foreign Cost		
4. REFERENCE NO.		3. MAJOR PROJECT(S) PROPOSED				
5. TYPE OF STUDY	Other	As part of the railway modernization policy, the Mexican Government is planning the electrification of the entire railway system. The Government requested Japanese technical cooperation concerning feasibility studies on two of the high priority sections selected for electrification: Namely, the section between Mexico City and Queretaro (244km) and the section between Mexico City and Irapuato (95km). In response to the request, the Japanese Government sent a team of experts to assist the undertaking of the feasibility studies.				
6. COUNTERPART AGENCY	Secretaria de Comunicaciones y Transportes	4. CONDITIONS AND DEVELOPMENT IMPACTS				
7. OBJECTIVES OF STUDY	Technical advice and guidance on the physical planning and the operation and management for the trunk line electrification plan of the Mexican National Railway					
8. DATE OF S/W					2. MAJOR REASONS FOR PRESENT STATUS	
9. CONSULTANT(S)	Japan Railway Technical Service (JARTS)					
10. STUDY TEAM	No. of Members 4 Period Jun.1979 - Aug.1979 (2 months) Total M/M Japan Field				3. PRINCIPAL SOURCES OF INFORMATION	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	None					
12. EXPENDITURE	Total Contracted 7,326 (¥000)	5. TECHINCAL TRANSFER			(1) (2)	

和名 近郊鉄道計画(アフターケア)

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

PROJECT SUMMARY (Other)

Compiled March 1986
Revised March 1991

CSA MEX 603/80

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF USE OF STUDY RESULTS		
1. COUNTRY	Mexico	1. SITE OR AREA	Section between Mexican city and Irapuato (351.2km)			1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Proyecto de electrificación de la línea troncal de México a Irapuato	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS					
3. SECTOR	Transportation/ Railway	(US\$1,000)	1)			(Description) The recommendations of this study was used by the Mexican Government for preparing tender documents and evaluating the bids. The progress of construction works is as follows: 1) Section between Mexico City and Queretaro (244km) 1981 Construction works started. 1982 - 86 Due to the decline of oil prices, construction works were virtually suspended. 1991 Dec. Construction works are expected to be completed. 2) Section between Mexico City and Irapuato (95km) 1990 Jun. Construction works are expected to begin. 1992 Dec. Construction works are expected to be completed.	
4. REFERENCE NO.			2)				
5. TYPE OF STUDY	Other	3. MAJOR PROJECT(S) PROPOSED					
6. COUNTERPART AGENCY	Secretaría de Comunicaciones y Transportes	The Japanese team provided technical advice and guidance on technical standards, specifications and bidding documents for detailed design, covering the following major areas.					
7. OBJECTIVES OF STUDY	Technical advice and guidance on technical standards and specification for detailed study on electrification of the section between Mexican City and Irapuato, as part of the trunk line electrification plan of	1) Preparation of train operation plans 2) Introduction of locomotives 3) Track design 4) Upgrading of signal facilities a) Signal automation (double-track type) b) CTC for all sections c) Introduction of ATC on all sections 6) Upgrading of telecommunication systems 7) Upgrading of systems for rolling stock inspection and repair					
8. DATE OF S/W	Mar. 1980	4. CONDITIONS AND DEVELOPMENT IMPACTS					
9. CONSULTANT(S)	Japan Railway Technical Service (JARTS)						
10. STUDY TEAM	No. of Members 23 Period May. 1980 - Mar. 1981 (10 months) Total M/M 32.87 Japan 18.50 Field 14.37						
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER					
12. EXPENDITURE	Total 111,252 (¥000) Contracted 87,967	On-the-job training for Mexican counterparts through joint work.					
						2. MAJOR REASONS FOR PRESENT STATUS	
						3. PRINCIPAL SOURCES OF INFORMATION	
						(1) (2)	

和名 幹線鉄道電化計画

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

PROJECT SUMMARY (Other)

Compiled March 1990
Revised March 1991

CSA MEX 604/81

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Mexico	1. SITE OR AREA			1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Development Plan of Industrial Ports	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	Total Cost	Local Cost	Foreign Cost	(Description) The progress of development in the selected ports has been as follows: 1) <u>Altamira Port</u> 1985 Multi-purpose berth (No.1 Berth) completed for use 1990 Feb. No.2 Berth completed for use 1990 May Construction of No.3 Berth scheduled to start and to be completed in 1992. (Infrastructural development to be financed by own funds, and necessary equipment by World Bank.) 2) <u>Lazaro Cardenas Port</u> 1985 General cargo berth completed for use No.3 Berth (multi-purpose) will be constructed dependent on the future increase of cargo throughput. 3) <u>Oschon Port</u> Development is suspended. 4) <u>Salina Cruz Port</u> The construction of the breakwater was completed, but the development of the port is suspended. However, the development of oil-exporting port facilities have been under way. Development of the commercial port function will be dependent on the findings of the on-going JICA-financed study on the development of Pacific coastal ports.
3. SECTOR	Transportation/ Port	(US\$1,000)	1) 2)			
4. REFERENCE NO.		3. MAJOR PROJECT(S) PROPOSED				
5. TYPE OF STUDY	Other	The Japanese expert team provided technical advice and guidance on the port development necessary for coastal industrial growth, covering such areas as planning of physical facilities (including cargo facilities at multi-purpose wharves), cargo handling operations, and alternatives of physical development.				
6. COUNTERPART AGENCY	Comision Nacional Coordinadora del Desarrollo, Secretaria de Presidente, (SCT)					
7. OBJECTIVES OF STUDY	Technical advice on all aspects of port development for coastal industrial growth					
8. DATE OF S/W		4. CONDITIONS AND DEVELOPMENT IMPACTS				
9. CONSULTANT(S)	Overseas Coastal Development Institute of Japan (OCDI)					
10. STUDY TEAM	No. of Members Period Jul.1980 - Mar.1982 (20 months) Total M/M Japan Field					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHINCAL TRANSFER				
12. EXPENDITURE	Total 50,192 (¥000) Contracted	On-the-job training was provided to Mexican counterparts concerning planning, design, investigation, management, manpower training and other areas necessary for port development. This technical transfer contributed to the formulation of master plans and action plans for the selected ports.				
					2. MAJOR REASONS FOR PRESENT STATUS	
					3. PRINCIPAL SOURCES OF INFORMATION	(1) (2)

和名 臨海工業地帯建設にかかる技術協力計画

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

PROJECT SUMMARY (F/S)

Compiled March 1986
Revised March 1991

CSA MEX 301 /83

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Mexico	1. SITE OR AREA	A line linking major cities between Apaseo el Grande and Francisco del Rincon (167km)		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	Guanajuato New Railway Development Project	2. PROJECT COSTS				
3. SECTOR	Transportation/ Railway		Total Cost	Local Cost	(Description) The implementation of the proposed project was suspended in October 1983, when the then Governor of Guanajuato was replaced together with his technical staff. Because the construction of highways and the electrification of national railways are currently under way, the present Government of Guanajuato State is unlikely to reconsider the project. Therefore, the project is judged as cancelled.	
4. REFERENCE NO.		(US\$1,000)	1) 386,000	2) 237,000		
5. TYPE OF STUDY	F/S		3) 149,000			
6. COUNTERPART AGENCY	Gobierno del Estado de Guanajuato	3. CONTENTS OF MAJOR PROJECT(S)			(Description) The implementation of the proposed project was suspended in October 1983, when the then Governor of Guanajuato was replaced together with his technical staff. Because the construction of highways and the electrification of national railways are currently under way, the present Government of Guanajuato State is unlikely to reconsider the project. Therefore, the project is judged as cancelled.	
7. OBJECTIVES OF STUDY	Construction of a new railway line for passenger transport in the Bajio Industrial Corridor in Guanajuato State.	(100 million pesos)				
8. DATE OF S/W	Dec. 1982	Civil engineering works	169			
9. CONSULTANT(S)	Japan Railway Technical Service (JARTS)	Electric engineering works	86		2. MAJOR REASONS FOR PRESENT STATUS 1) Departure of the Governor of Guanajuato State 2) Financial difficulty in Mexico	
10. STUDY TEAM	No. of Members 12 Period Mar. 1983 - Nov. 1983 (8 months)	Rolling stock bases and workshops	34			
	Total M/M 75.11 Japan 46.80 Field 28.31	Land acquisition (compensation)	12			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		Rolling stock	131		3. PRINCIPAL SOURCES OF INFORMATION (1) (2)	
12. EXPENDITURE	Total 149,529 (¥'000) Contracted 140,700	4. FEASIBILITY AND ITS ASSUMPTIONS				
		EIRR FIRR			3. PRINCIPAL SOURCES OF INFORMATION (1) (2)	
		≥10.0% <10.0%				
		Feasibility: Yes			3. PRINCIPAL SOURCES OF INFORMATION (1) (2)	
		Conditions and Development Impacts:				
		Assumptions:			3. PRINCIPAL SOURCES OF INFORMATION (1) (2)	
		- Partial opening of the line in 1990				
		- Opening of the entire line in 1995			3. PRINCIPAL SOURCES OF INFORMATION (1) (2)	
		- Completion of double tracking in 2000				
		Expected development impacts:			3. PRINCIPAL SOURCES OF INFORMATION (1) (2)	
		Balanced development of new residential cities and new industrial parks in the Bajio Industrial Corridor of Guanajuato State.				
		5. TECHNICAL TRANSFER			3. PRINCIPAL SOURCES OF INFORMATION (1) (2)	
		One counterpart participated in the JICA training program. On-the-job training for undertaking feasibility studies.				

和名 グァナフアト州高速鉄道開発計画

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

PROJECT SUMMARY (F/S)

Compiled March 1986
Revised March 1991

CSA MEX 302/83

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Mexico	1. SITE OR AREA	Tuxpan, Veracruz State		1. PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Processing <input checked="" type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Development Project of the Industrial Port of Tuxpan	2. PROJECT COSTS	(US\$1=250Yen)			
3. SECTOR	Transportation/ Port		Total Cost	Local Cost	(Description) The project was suspended after the completion of the feasibility study. The project was identified as part of the industrial port development plan by the Mexican Government. Tuxpan Port was considered as one of the development projects to support and expedite the petroleum development planned in Chicontepec Basin. Because petroleum-producing strata in the Basin were found to be very deep, the petroleum development was suspended in 1982. In response to the onset of severe economic crisis in 1982, the then President De la Madri announced in January 1983 that the industrial port development would be limited to Altamira Port and Lazaro Cardenas Port. This policy has been continued by the President Sarinas who took power in December 1988. Under the circumstances, the development of Tuxpan Port as an industrial port is currently suspended. However, there is a plan to develop the commercial function of the port, and the Mexican Government is considering the possibility of applying to the World Bank financing.	
4. REFERENCE NO.			622,000	196,000		
5. TYPE OF STUDY	F/S		Foreign Cost	2. MAJOR REASONS FOR PRESENT STATUS The national financial and economic crisis in 1982 - 1983 suspended petroleum development in Chicontepec Basin, and the policy changed over industrial port development.		
6. COUNTERPART AGENCY	Comision Nacional Coordinadora de Puertos, Secretaria de Comunicaciones y Transportes	3. CONTENTS OF MAJOR PROJECT(S)				
7. OBJECTIVES OF STUDY	Formulation of a master plan through 2000, the formulation of a short-term development plan, and the execution of a feasibility study	Facilities	Scale of Development		3. PRINCIPAL SOURCES OF INFORMATION (1) (2)	
8. DATE OF S/W	May 1982	Breakwater	4,900m			
9. CONSULTANT(S)	Overseas Coastal Development Institute of Japan (OCDI)	Quaywall	5,625m		5. TECHINCAL TRANSFER On-the-job training was provided to counterparts through joint work of data collection and analysis and report writing.	
10. STUDY TEAM		Dredging	68.6 million cum			
		Others			Implementation Period: Apr.1984 - Dec.1986	
					4. FEASIBILITY AND ITS ASSUMPTIONS EIRR FIRR 14.0%	
					Feasibility: Yes	
					Conditions and Development Impacts: Assumptions: - Industrial, commercial and fishery port functions are taken into consideration. Industrial and commercial cargo forecasts for 1988 are 20.54 million tons and 1.2 million tons, respectively. - Industries consist of iron and steel, machinery, automobile, ship-building, petrochemical, petroleum refining, food processing, paper and pulp, and fish processing. The area of about 3,000 ha is considered necessary for industrial location.	
					Development Impacts: New industrial location will create direct employment of about 15,000. A new urban agglomeration will emerge in the hinterland to support the industrial development and direct employment creation. The population of the new urban center is estimated to be 190,000, requiring 4,000 ha for settlement.	
					11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	
					12. EXPENDITURE Total 173,817 (¥'000) Contracted 169,244	

和名 トクスパン工業港開発計画

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

PROJECT SUMMARY (F/S)

Compiled March 1988
Revised March 1991

CSA MEX 303/85

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT																	
1. COUNTRY	Mexico	1. SITE OR AREA			1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled																
2. NAME OF STUDY	Development Project of the Port Manzanillo	Manzanillo, Colima State																				
3. SECTOR	Transportation/ Port	2. PROJECT COSTS (US\$1=192pesos=240yen)			(Description) The project is now under implementation as shown below: 1986 Land development behind Berth B and construction of Berth C started 1987 Cargo handling facilities behind Berth B, Berth C and petroleum tanks and associated facilities completed 1988 Land development and surface pavement behind Berth C completed 1990 A container yard and a berth behind Berth C (land reclamation started in 1990, and the berth expected to be completed in 1991) The Mexican side completed the detailed design, but the application for an OECF loan fell through. Construction has been partly financed by the World Bank sector loan, but mostly by own funds.																	
4. REFERENCE NO.		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 20%; text-align: center;">Total Cost</td> <td style="width: 20%; text-align: center;">Local Cost</td> <td style="width: 30%; text-align: center;">Foreign Cost</td> </tr> <tr> <td>1)</td> <td style="text-align: center;">32,800</td> <td style="text-align: center;">20,800</td> <td style="text-align: center;">12,000</td> </tr> <tr> <td>2)</td> <td></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)	32,800	20,800	12,000	2)				3)			
	Total Cost	Local Cost	Foreign Cost																			
1)	32,800	20,800	12,000																			
2)																						
3)																						
5. TYPE OF STUDY	F/S	3. CONTENTS OF MAJOR PROJECT(S)																				
6. COUNTERPART AGENCY	Comision Nacional Coordinadora de Puertos, Secretaria de Comunicaciones y Transportes	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: left;">Facilities</td> <td style="width: 50%; text-align: left;">Scale or capacity</td> </tr> <tr> <td>Dredging</td> <td>1,170,000 cum</td> </tr> <tr> <td>Quaywall</td> <td>900 m</td> </tr> <tr> <td>Railway</td> <td>1,500 m</td> </tr> <tr> <td>Road</td> <td>7,500 m</td> </tr> <tr> <td>Storage</td> <td>15,000 sqm</td> </tr> <tr> <td>Water and electricity supply facilities</td> <td>1 system</td> </tr> </table>					Facilities	Scale or capacity	Dredging	1,170,000 cum	Quaywall	900 m	Railway	1,500 m	Road	7,500 m	Storage	15,000 sqm	Water and electricity supply facilities	1 system		
Facilities	Scale or capacity																					
Dredging	1,170,000 cum																					
Quaywall	900 m																					
Railway	1,500 m																					
Road	7,500 m																					
Storage	15,000 sqm																					
Water and electricity supply facilities	1 system																					
7. OBJECTIVES OF STUDY	Formulation of a master plan through 2000, the formulation of a short-term development plan, and the execution of a feasibility study	Implementation Period: Jan.1985 - Dec.1989																				
8. DATE OF S/W	Jun.1984	4. FEASIBILITY AND ITS ASSUMPTIONS																				
9. CONSULTANT(S)	Overseas Coastal Development Institute of Japan (OCDI)	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 40%;"></td> <td style="width: 20%; text-align: center;">EIRR</td> <td style="width: 40%; text-align: center;">FIRR</td> </tr> <tr> <td></td> <td style="text-align: center;">16.04%</td> <td style="text-align: center;">7.21%</td> </tr> </table>				EIRR	FIRR		16.04%	7.21%												
	EIRR	FIRR																				
	16.04%	7.21%																				
10. STUDY TEAM	No. of Members 8 Period Sep.1984 - Oct.1985 (3 months) <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Total M/M</td> <td style="width: 70%;">59.54</td> </tr> <tr> <td> Japan</td> <td>41.80</td> </tr> <tr> <td> Field</td> <td>17.74</td> </tr> </table>	Total M/M	59.54	Japan	41.80	Field	17.74	Feasibility: Yes Conditions and Development Impacts: Assumptions: Cargo throughput projected for 1990 and 2000 are 2.3 and 3.08 million tons, respectively. The existing facilities including those under construction are to be utilized efficiently. Development Impacts: The proposed port development will stimulate the growth of production and population in Manzanillo. The Manzanillo area will become one of the major bases of physical distribution in Mexico. This will contribute to dampen a further expansion of Mexico City.														
Total M/M	59.54																					
Japan	41.80																					
Field	17.74																					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHINCAL TRANSFER																				
12. EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Total</td> <td style="width: 70%;">153,736 (¥'000)</td> </tr> <tr> <td>Contracted</td> <td>147,906</td> </tr> </table>	Total	153,736 (¥'000)	Contracted	147,906	One of the counterparts participated in the JICA training program on methods of feasibility analysis.																
Total	153,736 (¥'000)																					
Contracted	147,906																					
		2. MAJOR REASONS FOR PRESENT STATUS																				
		3. PRINCIPAL SOURCES OF INFORMATION																				
		(1) (2)																				

PROJECT SUMMARY (F/S)

Compiled March 1990
Revised March 1991

CSA MEX 304/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT											
1. COUNTRY	Mexico	1. SITE OR AREA	Industrial City of Lazaro Cardenas which is centrally located in the Pacific coast												
2. NAME OF STUDY	Repair Dockyard in Lazaro cardenas	2. PROJECT COSTS	(US\$=150yen)												
			Total Cost	Local Cost	Foreign Cost										
		(US\$1,000)	1) 101,700	49,000	52,700										
			2)												
			3)												
3. SECTOR	Transportation/ Port	3. CONTENTS OF MAJOR PROJECT(S)	<table border="0"> <tr> <td>Facilities</td> <td>Scale</td> </tr> <tr> <td>Floating dock</td> <td>230m x 55m</td> </tr> <tr> <td>Work Bay</td> <td>230m x 40m</td> </tr> <tr> <td colspan="2">Repair berth and other associated facilities</td> </tr> </table>			Facilities	Scale	Floating dock	230m x 55m	Work Bay	230m x 40m	Repair berth and other associated facilities			
Facilities	Scale														
Floating dock	230m x 55m														
Work Bay	230m x 40m														
Repair berth and other associated facilities															
4. REFERENCE NO.		Implementation Period:	Jan.1990 - Dec.1996												
5. TYPE OF STUDY	F/S	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR											
6. COUNTERPART AGENCY	Banco Mexicano SOMEX		11.0%	9.9%											
7. OBJECTIVES OF STUDY	Feasibility analysis of a repair dockyard and technical transfer to Mexican counterparts	Feasibility:	Yes												
8. DATE OF S/W	Sep.1986	Conditions and Development Impacts:													
9. CONSULTANT(S)	Overseas Ship-Building Cooperation Center	Assumptions:	<ul style="list-style-type: none"> - Repair demand is projected for 1995, 2005 and 2015. - Gross income is estimated on the basis of past performance, with modification from Japanese data. Project period is 30 years. - The floating dock and (funadai method) are adopted after comparative analysis of four alternatives of lifting ships. - Development of related infrastructure, such as access channel, access road and water supply to the dockyard, is to be financed by the public sector. 												
10. STUDY TEAM	<table border="0"> <tr> <td>No. of Members</td> <td>9</td> </tr> <tr> <td>Period</td> <td>Mar.1987 - Mar.1988 (13 months)</td> </tr> <tr> <td>Total M/M</td> <td>40.67</td> </tr> <tr> <td>Japan</td> <td>26.13</td> </tr> <tr> <td>Field</td> <td>15.54</td> </tr> </table>	No. of Members	9	Period	Mar.1987 - Mar.1988 (13 months)	Total M/M	40.67	Japan	26.13	Field	15.54	5. TECHNICAL TRANSFER	On-the-job training for counterparts		
No. of Members	9														
Period	Mar.1987 - Mar.1988 (13 months)														
Total M/M	40.67														
Japan	26.13														
Field	15.54														
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	None														
12. EXPENDITURE	<table border="0"> <tr> <td>Total</td> <td>127,908 (¥000)</td> </tr> <tr> <td>Contracted</td> <td>109,909</td> </tr> </table>	Total	127,908 (¥000)	Contracted	109,909										
Total	127,908 (¥000)														
Contracted	109,909														
		1. PRESENT STATUS		<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="radio"/> Completed <input checked="" type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="checkbox"/> Discontinued or Cancelled <input type="radio"/> Processing											
		(Description)		<p>SOMEX initially expected to select one of its 117 subsidiary enterprises for operation and management of the proposed dockyard. However, privatization of those enterprises was completed in October 1988.</p> <p>Along with the election of the new President in December 1988, top management of SOMEX was also replaced, necessitating the suspension of the proposed project.</p>											
		2. MAJOR REASONS FOR PRESENT STATUS													
		3. PRINCIPAL SOURCES OF INFORMATION		(1) (2)											

PROJECT SUMMARY (Other)

Compiled March 1990
Revised March 1991

CSA MEX 605/88

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Mexico	1. SITE OR AREA	Mexico City 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	Air Pollution Control Plan in the Federal District	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	Total Cost	Local Cost	Foreign Cost	
3. SECTOR	Administration/ Environmental Problems	(US\$1,000)	1) 2)			
4. REFERENCE NO.		3. MAJOR PROJECT(S) PROPOSED	<p>The study did not identify specific projects <i>per se</i>, but reviewed various measures for air pollution control which the Mexican Government has been either implementing or plans to implement, and evaluated the expected effects of these measures. On the basis of the findings, the study made the following recommendations.</p> <ol style="list-style-type: none"> 1) Introduction of the secondary air supply device for used cars 2) Further desulphurization of gasoline 3) Improvement of rules and regulations in accordance with the Environmental Law 4) Strengthening of the air pollution monitoring network 5) Institution building and manpower training 6) Strengthening of surveillance over sources of pollutants 			
5. TYPE OF STUDY	Other	4. CONDITIONS AND DEVELOPMENT IMPACTS	<p>On-going and planned measures for air pollution control in Mexico are as follows:</p> <ol style="list-style-type: none"> 1) Thermal power generation: change of fuels from heavy oil to natural gas, and increased smoke elimination and desulfurization 2) Factories: change of fuels from heavy oil to natural gas, increased use of low-sulphur fuels, and increased use of low-NO_x burners 3) Motorized vehicles: introduction of clear gasoline and tertiary catalytic devices, strengthening of the emission standards and the automobile inspection system 			
6. COUNTERPART AGENCY	Departamento del Distrito Federal, Direccion General de Reordenacion Urbana y Pro. Ecologica	5. TECHNICAL TRANSFER	<ul style="list-style-type: none"> - On-the-job training on measuring and detection of atmospheric pollution, factory exhaust gas and so on. - A seminar on air pollution control was held for some 200 participants from DDF, SEDUE and environmental NGOs. - Three counterparts participated in the JICA training program. 			
7. OBJECTIVES OF STUDY	Recommendation of measures for air pollution control	6. MAJOR REASONS FOR PRESENT STATUS	<p>Control measures on factory emission, which is easier to implement than those on automobiles, are relatively weak in Mexico. In this regard, it is considered necessary to identify specific and realistic measures in order to ensure the technical aspects of "the improvement of rules and regulations" as mentioned in the recommendation 3).</p>			
8. DATE OF S/W	Jul. 1986	3. PRINCIPAL SOURCES OF INFORMATION	(1) (2)			
9. CONSULTANT(S)	Pacific Consultants International (PCI)					
10. STUDY TEAM	<p>No. of Members 15 Period Feb. 1987 - Dec. 1988 (23 months)</p> <p>Total M/M 72.61 Japan 32.47 Field 40.14</p>					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Chassis dynamo test Traffic volume estimation (aerophoto reading)					
12. EXPENDITURE	<p>Total 448,778 (¥000) Contracted 239,000</p>					

和名 メキシコ市大気汚染対策

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

PROJECT SUMMARY (Basic Study)

Compiled March 1990
Revised March 1991

CSA PAN 501/80

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Panama	1. SITE OR AREA	Northwest region along the Caribbean coast (8,000 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 of the Caribbean Coastal Area	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS				
3. SECTOR	Social Infrastructures/ Survey & Mapping	(US\$1,000) 1) 2)	3. MAJOR PROJECT(S) PROPOSED National base maps (scale:1/50,000, 12 plates)			(Description)
4. REFERENCE NO.		3. MAJOR PROJECT(S) PROPOSED				
5. TYPE OF STUDY	Basic Study					
6. COUNTERPART AGENCY	Instituto Geografico Nacional					
7. OBJECTIVES OF STUDY	Preparation of basic information for development planning	4. CONDITIONS AND DEVELOPMENT IMPACTS Maps will be used as the basis for planning hydropower generation, and road and railway construction.			2. MAJOR REASONS FOR PRESENT STATUS	
8. DATE OF S/W	Jun.1978					
9. CONSULTANT(S)	International Engineering Consultants Association					
10. STUDY TEAM	No. of Members 20 Period Jan.1979 - May 1980 (7 months) Total M/M Japan Field	5. TECHINICAL TRANSFER OJT and lectures on aerophotography and cartography			3. PRINCIPAL SOURCES OF INFORMATION	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY						
12. EXPENDITURE	Total 442,096 (¥000) Contracted					

和名 カリブ海沿岸地区地図作成事業

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

PROJECT SUMMARY (F/S)

Compiled March 1990
Revised March 1991

CSA PAN 301/84

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Panama	1. SITE OR AREA	Entire 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 type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Short-Wave Broadcast Station Project	2. PROJECT COSTS	Total Cost Local Cost Foreign Cost		
3. SECTOR	Communications & Broadcasting/ Broadcasting	(US\$1,000)	1) _____ 2) _____ 3) _____	(Description)	
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)			
5. TYPE OF STUDY	F/S	Necessary experimental equipment and facilities are proposed to undertake the following services. 1) Domestic broadcasting (short-wave) 2) International broadcasting (short-wave) 3) International broadcast relay			
6. COUNTERPART AGENCY	Ministry of Interior and Justice	Implementation Period:			
7. OBJECTIVES OF STUDY	Construction planning for the experimental short-wave broadcasting	4. FEASIBILITY AND ITS ASSUMPTIONS			
8. DATE OF S/W	Nov. 1983	EIRR FIRR			
9. CONSULTANT(S)		Feasibility:			
10. STUDY TEAM	No. of Members Period Jun. 1984 - Jan. 1985 (7 months) Total M/M Japan Field	Conditions and Development Impacts: 1) There are about 60 AM or FM stations operating in Panama, but because of the difficult terrains, the coverage of these stations are inadequate. The short-wave station will improve the situation. 2) Panama can participate in the international broadcasting network. 3) Panama will become one of the regional relay centers connecting South and North America.			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHINICAL TRANSFER			
12. EXPENDITURE	Total Contracted 53,132 (F'000)				
				2. MAJOR REASONS FOR PRESENT STATUS	
				3. PRINCIPAL SOURCES OF INFORMATION	

和名 短波放送施設建設計画

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

PROJECT SUMMARY (F/S)

Compiled March 1990
Revised March 1991

CSA PAN 303/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Panama	1. SITE OR AREA	Area along the Bay at the southern Panama metropolitan area		1. PRESENT STATUS <input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input checked="" type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Corredor Sur Development Project in the Panama Metropolitan Area (ESTAMPA III)	2. PROJECT COSTS	Total Cost	Local Cost	
3. SECTOR	Transportation/ Urban Transportation		(US\$1,000)	Foreign Cost	
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)	1) 258,000		
5. TYPE OF STUDY	F/S	Contents :	2)		
6. COUNTERPART AGENCY	Ministry of Public Works	Corredor Sur I (in the build-up area)	3)		
7. OBJECTIVES OF STUDY		Corredor Sur II (suburban area)	Expansion into 6 lanes, new construction		
8. DATE OF S/W	Feb. 1987	Major access road	New construction of 6 lanes and 4 lanes		
9. CONSULTANT(S)	Yachiyo Engineering Co., Ltd.	Extension of Corredor Sur	Expansion into 6 lanes, new construction		
10. STUDY TEAM	No. of Members 11 Period Jul. 1986 - Feb. 1988 (20 months) Total M/M 60.63 Japan 3.71 Field 56.92	Implementation Period:	1988 - 1999		
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Traffic Survey, geological and soil survey, topographic and aerial survey, and mapping	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR	
12. EXPENDITURE	Total 278,876 (¥000) Contracted 259,501	Feasibility: Yes	30%		
		Conditions and Development Impacts:	Conditions for IRR calculation: EIRR was calculated with the benefits of reduction in operating costs and travelling time.		
		Development effects :	Establishment of the west-east axis in the Panama metropolitan area		
		5. TECHINCAL TRANSFER	1) OJT : Calculation by the use of personal computer 2) Accepted trainees: Three (3) 3) Report : Joint works for preparation of English reports in Panama 4) Use of local consultant: Topographic survey, geological and soil survey 5) Provision an instruction of equipment : Personal computers		
			2. MAJOR REASONS FOR PRESENT STATUS		
			3. PRINCIPAL SOURCES OF INFORMATION		
			(1)		

和名 パナマ市南部回廊建設計画

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

PROJECT SUMMARY (Other)

Compiled March 1990
Revised March 1991

CSA PRY 601/76

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Paraguay	1. SITE OR AREA	Acaai - La Colmena in the south of Asuncion			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 Colmena Highway (follow-up)	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	Total Cost	Local Cost	Foreign Cost	
3. SECTOR	Transportation/ Road		(US\$1,000) 1) 6,257	1,870		(Description) Sept. 1977 OECF loan agreement (1,850 million yen) Apr. 1979 Construction commenced Apr. 1982 Construction completed
4. REFERENCE NO.		3. MAJOR PROJECT(S) PROPOSED	Following the F/S undertaken by a USA consulting firm on the road between Carapeguara and La Colmena, the study reviewed the F/S on the section between Acaai and La Colmena and proposed the following development. -Road construction (28.5 km, surface treatment by the two-layer method) -Bridge construction (replacement of 8 bridges, new construction of culverts at 3 bridges)			
5. TYPE OF STUDY	Other	4. CONDITIONS AND DEVELOPMENT IMPACTS	The project will enable the closer integration of 40-year-old La Colmena settlement communities to metropolitan Asuncion.			
6. COUNTERPART AGENCY	Dept. of Road, Ministry of Public Works and Communications	5. TECHNICAL TRANSFER				
7. OBJECTIVES OF STUDY	Review of the F/S	2. MAJOR REASONS FOR PRESENT STATUS				
8. DATE OF S/W		3. PRINCIPAL SOURCES OF INFORMATION	(1) (2)			
9. CONSULTANT(S)	Central Consultant, Inc.					
10. STUDY TEAM	No. of Members 2 Period Sep. 1976 - Jan. 1977 (4 months) Total M/M Japan Field					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY						
12. EXPENDITURE	Total 5,872 (¥000) Contracted 5,770					

和名 ラ・コルメナ道路アフターケア

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

PROJECT SUMMARY (F/S)

Compiled March 1986
Revised March 1991

CSA PRY 301/78

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Paraguay	1. SITE OR AREA				1. PRESENT STATUS <input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Discontinued or Cancelled <input type="checkbox"/> Processing
2. NAME OF STUDY	Fleet Expansion Project	2. PROJECT COSTS	(US\$1=200Yen)			
3. SECTOR	Transportation/ Marine Transportation & Ships		Total Cost	Local Cost	Foreign Cost	(Description) Jun.1979 OECF loan agreement on the national commercial fleet (7,500 million yen) Jan.1986 Entire fleet delivered Sep.1987 - Sep.1989 Technical assistance by Japanese experts
4. REFERENCE NO.		(US\$1,000)	1) 36,870	2) 2,312	3) 34,557	
5. TYPE OF STUDY	F/S	3. CONTENTS OF MAJOR PROJECT(S)	The study recommended measures to strengthen the national commercial fleet. Proposed acquisition of vessels are as follows: -Dry cargo barges: 20 360 DWT and 10 800 DWT -Petroleum barges: 4 vessels (2,000 cu.m each) -River and ocean freighter: 1 vessel (1,500 DWT) -Ocean freighter: 1 vessel (6,000 DWT)			
6. COUNTERPART AGENCY	F.M.E.(National Commercial Fleet)	Implementation Period:	2 Years			
7. OBJECTIVES OF STUDY		4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR		
8. DATE OF S/W		Feasibility:	Yes			
9. CONSULTANT(S)		Conditions and Development Impacts:	Conditions: -Project cycle of 25 years -Equal annual investment for 2 years and the commencement of operation in the 3rd year Development impacts: -The project will increase the share of the Paraguayan boats in river transportation.			
10. STUDY TEAM	No. of Members 7 Period Mar.1978 - Oct.1978 (7 months) Total M/M Japan Field	5. TECHINCAL TRANSFER				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		12. EXPENDITURE	Total Contracted 18,318 (¥000)			
12. EXPENDITURE						
						2. MAJOR REASONS FOR PRESENT STATUS
						3. PRINCIPAL SOURCES OF INFORMATION
						(2)

PROJECT SUMMARY (M/P + F/S)

Compiled March 1986
Revised March 1991

CSA PRY 201A/83

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Paraguay	1. SITE OR AREA			1. PRESENT STATUS <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	National Telecommunications & Broadcasts Development Project	Entire country			
3. SECTOR	Communications & Broadcasting/ General	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	Total Cost	Local Cost	Foreign Cost
4. REFERENCE NO.		(US\$1,000)	1)	2)	
5. TYPE OF STUDY	M/P+(F/S)	3. MAJOR PROJECT(S) PROPOSED	The telecommunication and broadcasting sector is yet inadequate in Paraguay, and the Government considers the sector's development as one of the most important development objectives. The study formulated a 15-year plan, covering domestic and international telecommunication, regulation and monitoring of radio waves, national educational TV and manpower training.		
6. COUNTERPART AGENCY	Administracion Nacional de Telecomunicaciones (ANTELCO)	4. CONDITIONS AND DEVELOPMENT IMPACTS	Condition: Discount rate taken from the interest rate of short-term loans (12 % per annum) Development impacts: - The master plan will provide the basis for the national development plan. - The plan will provide the basis for project formation. - The plan will serve as the common focus for the policy planners in the telecommunication sector.		
7. OBJECTIVES OF STUDY	Formulation of a long-term development plan(1983-1997) and a feasibility study of urgent projects	5. TECHINCAL TRANSFER			
8. DATE OF S/W	Sep/1980	11. ASSOCIATED AND/OR SUBCONTRACTED STUDY			
9. CONSULTANT(S)	NTT, KDD, NHK, Japan Telecommunications Engineering and Consulting Service	12. EXPENDITURE			
10. STUDY TEAM	No. of Members 31 Period Jul.1981 - Jun.1983 (24 months) Total M/M 40.24 Japan 40.24 Field				
			3. PRINCIPAL SOURCES OF INFORMATION		
			(1) (2)		
			2. MAJOR REASONS FOR PRESENT STATUS		

和名 電気通信・放送拡充計画

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

PROJECT SUMMARY (M/P + F/S)

Compiled March 1986
Revised March 1991

CSA PRY 201B /83

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Paraguay	1. SITE OR AREA		1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Discontinued or Cancelled <input type="checkbox"/> Processing
2. NAME OF STUDY	National Telecommunications & Broadcasts Development Project	2. PROJECT COSTS	(US\$1=230Yen)	(Description)	
3. SECTOR	Communications & Broadcasting/ General				
4. REFERENCE NO.				Apr.1982 OECF loan pledged (9,250 million yen) Nov.1985 OECF loan agreement automatic international dialling (1,420 million yen) Oct.1988 The operation of the earth station and the international telephone exchange Note: F/S on the 2nd earth station was undertaken, and the Government has been considering the application to yen credit, although the effort was interrupted by the coup d'etat in 1989.	
5. TYPE OF STUDY	(M/P)+F/S				
6. COUNTERPART AGENCY		3. CONTENTS OF MAJOR PROJECT(S)		2. MAJOR REASONS FOR PRESENT STATUS The Government of Paraguay implemented the project with assistance from West Germany prior to the yen credit.	
7. OBJECTIVES OF STUDY		1) Introduction of the automatic international dialling system in Asuncion and its suburbs (Lambre and Fernando de la Mora) 2) Introduction of the digital telephone exchange system in Asuncion and its suburbs 3) Introduction of rural telephone systems in five areas (Concepcion, Hohe-nau, San Pedro, Villarrica and Carapegua)			
8. DATE OF S/W	Sep/1980	4. FEASIBILITY AND ITS ASSUMPTIONS		3. PRINCIPAL SOURCES OF INFORMATION (1) (2)	
9. CONSULTANT(S)					
10. STUDY TEAM	No. of Members 31 Period Jul.1981 - Jun.1983 (24 months) Total M/M 40.24 Japan 40.24 Field	EIRR 27.86% FIRR 23.68% Feasibility: Yes Conditions and Development Impacts: Development impacts: 1) Improvement of telecommunication services 2) Rationalization of the ANTELCO operation 3) Equity in telecommunication services by the introduction of the ISD system. 4) Modernization of telecommunication 5) Improvement of basic human services in rural areas			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHINCAL TRANSFER			
12. EXPENDITURE	Total 220,326 (¥000) Contracted 98,239				

PROJECT SUMMARY (M/P + F/S)

Compiled March 1990
Revised March 1991

CSA PRY 202A/86

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Paraguay	1. SITE OR AREA	26 rivers in Asuncion		1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Storm Drainage System Improvement Project in Asuncion City	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	(US\$1=650G) Total Cost Local Cost Foreign Cost			
3. SECTOR	Social Infrastructures/ River & Erosion Control	(US\$1,000)	1) 165,720	2)	(Description) Followed by F/S.	
4. REFERENCE NO.		3. MAJOR PROJECT(S) PROPOSED				
5. TYPE OF STUDY	M/P+ (F/S)	1) Development plan 1986-1995 Combination of river improvement, drainage facilities and discharge control for three rivers (Ytay, Mburicao and Lambre)				
6. COUNTERPART AGENCY	CORPOSANA	2) Development plan 1996-2005 Combination of river improvement and drainage facilities for the rest of rivers				
7. OBJECTIVES OF STUDY	Year 2005 as the target, formation of flood control project covering 26 river basins of the Asuncion City	4. CONDITIONS AND DEVELOPMENT IMPACTS				
8. DATE OF S/W	Feb. 1985	See next page.				
9. CONSULTANT(S)	CTI Engineering Co., Ltd.	5. TECHINCAL TRANSFER				
10. STUDY TEAM	No. of Members 9 Period Jul.1985 - Jan.1987 (19 months) Total M/M 100.86 Japan 44.47 Field 56.39	2. MAJOR REASONS FOR PRESENT STATUS				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Survey	3. PRINCIPAL SOURCES OF INFORMATION				
12. EXPENDITURE	Total 314,473 (¥000) Contracted 273,592	(1),(2)				

和名 アスンシオン市雨水排水施設整備計画

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

PROJECT SUMMARY (F/S)

CSA PRY 303 /88

Compiled March 1990
Revised March 1991

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT		
1. COUNTRY	Paraguay	1. SITE OR AREA	Asuncion metropolitan 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	Transportation Facilities Improvement Project of the Asuncion Metropolitan Area	2. PROJECT COSTS	Total Cost	Local Cost			Foreign Cost
3. SECTOR	Transportation/ Urban Transportation		1) 88,000	39,500	48,500	(Description) The Government of Paraguay has been cautious in procuring foreign finance because of the accumulation of external debts. After the coup d'etat in February 1989, the Government has been taking steps toward the implementation of the project. OECF finance is expected after the loan on road construction machinery.	
4. REFERENCE NO.			2) (US\$1,000)				
5. TYPE OF STUDY	F/S		3)				
6. COUNTERPART AGENCY	Municipality of Asuncion	3. CONTENTS OF MAJOR PROJECT(S)	-Widening and improvement of Allarra Av. (11.7 km) -Improvement of R. Clancia (2.5 km) -Widening and improvement of M. Lynch (5.4km) -Extension of Espana Av. (0.5 km) -Improvement of the Minicentro -Construction of a bus terminal				
7. OBJECTIVES OF STUDY		Implementation Period:	1990 - 2000				
8. DATE OF S/W	May 1987	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR			
9. CONSULTANT(S)	Yachiyo Engineering Co.	Feasibility:	Yes				
10. STUDY TEAM	No. of Members 8 Period Sep.1987 - Oct/1988 (13 months) Total M/M 46.50 Japan 10.50 Field 36.00	Conditions and Development Impacts: Direct benefit: Reduction of transport costs Indirect effects: 1)Provision of safe traffic environment 2)Mitigation of traffic congestions due to flooding 3)Activation of commercial activities along the way 4)Acquisition of space for the future introduction of a mass transit system 5)Increase of employment	2. MAJOR REASONS FOR PRESENT STATUS				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Topographic survey Geological survey	5. TECHNICAL TRANSFER	3. PRINCIPAL SOURCES OF INFORMATION				
12. EXPENDITURE	Total 171,507 (¥'000) Contracted 152,275	1)OJT on computer software 2)Acceptance of trainees on urban transport (JICA Counterpart Training Program)	(1) (2)				

和名 アスンシオン首都圏交通施設整備計画

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

PROJECT SUMMARY (M/P)

Compiled March 1991
Revised

CSA PRY 102/89

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Paraguay	1. SITE OR AREA	Lake Ypacarai and its basin	1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Water Pollution Control Plan for the Lake Ypacarai and its Basin	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	Total Cost Local Cost Foreign Cost	(Description) The Government of Paraguay accepted the recommendations of the Study and now is preparing the establishment of the "Basin Management Authority", and requested the government of Japan the dispatch of an environment policy expert.	
3. SECTOR	Administration/ Environmental Problems	(US\$1,000)	1) 2)		
4. REFERENCE NO.		3. MAJOR PROJECT(S) PROPOSED			
5. TYPE OF STUDY	M/P	-Construction of a Sewerage Treatment Plant in the cities of the Basin -Construction of a Sludge Treatment Plant -Forest conservation and afforestation -Establishment of a flood control channel			
6. COUNTERPART AGENCY	Technical Planning Secretariat	4. CONDITIONS AND DEVELOPMENT IMPACTS			
7. OBJECTIVES OF STUDY	Study on Water Pollution Conditions in Lake Ypacarai and formulation of Water Pollution Control Plan	There are two principal conditions: -Establishment of an independent "Lake Ypacarai Basin Management Authority", -Formulation of environmental protection legislation (including new tax regulations) Expected impacts of the pollution control plan: -Water conservation as a source of potable, industrial and agricultural water -Environmental conservation for safe and comfortable living			
8. DATE OF S/W	Feb. 1987	5. TECHNICAL TRANSFER			
9. CONSULTANT(S)	CTI Engineering Co., Ltd. Kokusai Kogyo Co., Ltd.	-Technical transfer in the technique of water quality analysis for monitoring of water pollution -Methods of evaluation of water quality improvement technique			
10. STUDY TEAM	No. of Members 13 Period Dec. 1987 - Aug. 1989 (21 months) Total M/M 75.2 Japan 31.2 Field 44.0	3. PRINCIPAL SOURCES OF INFORMATION			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	River Cross, Lake Bottom Survey Aerophotography	(1)			
12. EXPENDITURE	Total 385,777 (¥'000) Contracted 264,905	2. MAJOR REASONS FOR PRESENT STATUS			

PROJECT SUMMARY (M/P + F/S)

Compiled March 1986
Revised March 1991

CSA PER 201A /83

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Peru	1. SITE OR AREA	Lima Capital area (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	Development Project of the Port of Callao	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	(US\$1=257Yen) Total Cost Local Cost Foreign Cost			
3. SECTOR	Transportation/ Port	(US\$1,000)	1) 2)	(Description) Followed by F/S.		
4. REFERENCE NO.		3. MAJOR PROJECT(S) PROPOSED				
5. TYPE OF STUDY	M/P+(F/S)	Major contents of the master plan -container berths 4 new berths -grain berths 2 new berths -general cargo berth 1 new berth 2 renovated berths -petroleum berth 1 new berth -breakwater, basin, handling equipment				
6. COUNTERPART AGENCY	Empresa Nacional de Puertos S.A.					
7. OBJECTIVES OF STUDY	-Formulation of a Master Plan through 2000 -Formulation of a Short-term Development Plan through 1987	4. CONDITIONS AND DEVELOPMENT IMPACTS			2. MAJOR REASONS FOR PRESENT STATUS	
8. DATE OF S/W	Apr. 1982	The project will solve the problem of long waiting time that occurs both due to superannuation and shortage of the port facilities of Callao and due to the defective handling operation system, and will help prepare the port to handle containers and larger ships.				
9. CONSULTANT(S)	Overseas Coastal Area Development Institute of Japan					
10. STUDY TEAM	No. of Members 12 Period Jul.1982 - Sep.1983 (16 months) Total M/M 101.93 Japan 75.8 Field 26.13	5. TECHINCAL TRANSFER			3. PRINCIPAL SOURCES OF INFORMATION	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		OJT of counterparts on the method of Port Planning and F/S.				
12. EXPENDITURE	Total 233,886 (¥'000) Contracted 280,126				(1)	

和名 カジャオ港整備計画

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

PROJECT SUMMARY (M/P + F/S)

Compiled March 1990
Revised March 1991

CSA PER 202A /86

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Peru	1. SITE OR AREA	Existing Lima Int'l Airport in Lima, Peru			1. PRESENT STATUS <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Development Project of Jorge Chavez Lima-Callao International Airport	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	Total Cost	Local Cost	Foreign Cost	
3. SECTOR	Transportation/ Air Transportation & Airport	3. MAJOR PROJECT(S) PROPOSED	1) 2) Runway overlay and improvement Passenger terminal expansion (35,000 sq.m) Renewal of obsolete equipment			(Description) Followed by F/S.
4. REFERENCE NO.		4. CONDITIONS AND DEVELOPMENT IMPACTS	Expected effects: contribution to national economy through foreign exchange earnings, time saving effects of air passengers, employment effects and economic multiplier effects			
5. TYPE OF STUDY	M/P+(F/S)	5. TECHINICAL TRANSFER	Two counterpart officials were familiarized with the methods and procedures of F/S.			
6. COUNTERPART AGENCY	Ministry of Transport and Communications	12. EXPENDITURE	Total 129,645 (Y'000) Contracted 116,180			
7. OBJECTIVES OF STUDY	To examine technical, economic and financial feasibility of the short-term(1995) development project	11. ASSOCIATED AND/OR SUBCONTRACTED STUDY				
8. DATE OF S/W	Nov.1984	10. STUDY TEAM	No. of Members 8 Period Jul.1985 - Jun.1986 (12 months) Total M/M 46.63 Japan 33.23 Field 13.40			
9. CONSULTANT(S)	Japan Airport Consultants, Inc.	9. CONSULTANT(S)				
		2. MAJOR REASONS FOR PRESENT STATUS				
		3. PRINCIPAL SOURCES OF INFORMATION	(1)			

和名 リマ国際空港整備計画

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

PROJECT SUMMARY (M/P + F/S)

Compiled March 1990
Revised March 1991

CSA PER 202B/86

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Peru	1. SITE OR AREA	Existing Lima Int'l Airport in Lima, Peru			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	Development Project of Jorge Chavez Lima-Callao International Airport	2. PROJECT COSTS	(US\$1=240Yen)			
3. SECTOR	Transportation/ Air Transportation & Airport		Total Cost	Local Cost	Foreign Cost	(Description) Delayed after the completion of F/S due to the change in development policy.
4. REFERENCE NO.		(US\$1,000)	1) 13,700	2) 3,800	3) 9,900	
5. TYPE OF STUDY	(M/P)+F/S	3. CONTENTS OF MAJOR PROJECT(S)	Runway overlay and improvement 3,507m x 45m Passenger terminal expansion 21,000sq.m Renewal of obsolete equipment			
6. COUNTERPART AGENCY	Ministry of Transport and Communications	Implementation Period:	1987 - 1995			
7. OBJECTIVES OF STUDY	To examine technical, economic and financial feasibility of the short-term(1995) development project	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR		
8. DATE OF S/W	Nov. 1984		33.6%	4.1%		
9. CONSULTANT(S)	Japan Airport Consultants, Inc.	Feasibility:	Yes			
10. STUDY TEAM	No. of Members 8 Period Jul.1985 - Jun.1986 (12 months) Total M/M 46.63 Japan 33.23 Field 13.40	Conditions and Development Impacts: Conditions of IRR calculation: Demand forecast was made for every 5 years between 1985 and 2005. International passengers were divided into Peruvians and foreigners, each divided into 5 regions. Economic indexes adopted were Gross Domestic Product of Peru in real terms, air fare index, and long-term foreign debts. Expected effects: contribution to national economy through foreign exchange earnings, time saving effects of air passengers, employment effects and economic repercussion affects.	2. MAJOR REASONS FOR PRESENT STATUS			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHINCAL TRANSFER	Two counterpart officials were familiarized with the methods and procedures of F/S.			
12. EXPENDITURE	Total 129,645 (Y'000) Contracted 116,180	3. PRINCIPAL SOURCES OF INFORMATION			(1)	

和名 リマ国際空港整備計画

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

PROJECT SUMMARY (Basic Study)

Compiled March 1990
Revised March 1991

CSA PER 501/86

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Peru	1. SITE OR AREA	Satipo Area (20,000 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	Topographic Mapping Project for Satipo Area, Department of Junin	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	Total Cost	Local Cost		
3. SECTOR	Social Infrastructures/ Survey & Mapping	(US\$1,000)	1) 2)			(Description)
4. REFERENCE NO.		3. MAJOR PROJECT(S) PROPOSED				
5. TYPE OF STUDY	Basic Study	1) Aerophotos Scale: 1/60,000 Coverage: 31,259 sq.km				
6. COUNTERPART AGENCY	National Institute of Geography	2) Topographic maps 64 plates, covering 12,070 sq.km				
7. OBJECTIVES OF STUDY	Preparation of basic information for development planning	4. CONDITIONS AND DEVELOPMENT IMPACTS				
8. DATE OF S/W	Jan.1977	Maps will be utilized as basic information for development planning.				
9. CONSULTANT(S)						
10. STUDY TEAM	No. of Members 17 Period Jun.1977 - Feb.1987 (115 months) Total M/M Japan Field				2. MAJOR REASONS FOR PRESENT STATUS	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY						
12. EXPENDITURE	Total Contracted 957,287 (¥'000)	5. TECHINICAL TRANSFER			3. PRINCIPAL SOURCES OF INFORMATION	

和名 フニン県サティポ地区地形図作成事業

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

PROJECT SUMMARY (F/S)

Compiled March 1991
Revised

CSA PER 301/89

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT																					
1. COUNTRY	Peru	1. SITE OR AREA	16 southern districts of Lima City (122 sq.m, pop. 1.8 million)		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 Improvement of Sewerage System in Southern Part of Lima		2. PROJECT COSTS																								
3. SECTOR Public Utilities/ Sewerage		<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 style="text-align: right;">98,301</td> <td style="text-align: right;">50,857</td> <td style="text-align: right;">47,444</td> <td></td> </tr> <tr> <td>(US\$1,000)</td> <td>2)</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>3)</td> <td></td> <td></td> <td></td> </tr> </table>				Total Cost	Local Cost	Foreign Cost		1)	98,301	50,857	47,444		(US\$1,000)	2)					3)				(Description) SEDAPAL, the executing agency of this project, is aware of the importance of this project, but does not have the financial means to implement it. SEDAPAL and the Peruvian Government are requesting for a Japanese grant.	
	Total Cost	Local Cost	Foreign Cost																							
1)	98,301	50,857	47,444																							
(US\$1,000)	2)																									
	3)																									
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S) The project proposes to treat the raw sewage from the Surco drainage canal and utilize treated water for agricultural and other purposes in San Bartolo Plains. -Intake Facility -Transmission Facility -Grit Chamber Facility -Sewerage Treatment Plant																								
5. TYPE OF STUDY		4. FEASIBILITY AND ITS ASSUMPTIONS			2. MAJOR REASONS FOR PRESENT STATUS																					
F/S		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%;">EIRR</td> <td style="width: 15%;">FIRR</td> <td style="width: 10%;"></td> </tr> <tr> <td></td> <td style="text-align: center;">9.67%</td> <td></td> <td></td> </tr> </table> Feasibility: Conditions and Development Impacts: Following development impacts: 1. The proposed sewerage system will result in benefits to individuals in the service area, such as reduction in the risk and incidence of water-borne diseases. 2. Investments in sewerage facilities will raise the value of land Note: The financial B/C ratio is 1.20.						EIRR	FIRR			9.67%														
	EIRR	FIRR																								
	9.67%																									
6. COUNTERPART AGENCY Servicio de agua potable y alcantarillad de Lima (SEDAPAL)		5. TECHINCAL TRANSFER			3. PRINCIPAL SOURCES OF INFORMATION																					
7. OBJECTIVES OF STUDY		1)OJT for counterparts on the planning and design method of transmission line, treatment and feasibility study 2)Acceptance of trainees to the JICA counterpart training program																								
8. DATE OF S/W		Implementation Period: 1990 - 1995			(1)																					
9. CONSULTANT(S) Nippon Josuido Sekkel Co.,Ltd.		10. STUDY TEAM																								
10. STUDY TEAM		11. ASSOCIATED AND/OR SUBCONTRACTED STUDY																								
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">No. of Members</td> <td style="width: 15%;">9</td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> </tr> <tr> <td>Period</td> <td>Apr.1989 - Mar.1990 (12 months)</td> <td></td> <td></td> </tr> <tr> <td>Total M/M</td> <td style="text-align: right;">58.19</td> <td></td> <td></td> </tr> <tr> <td> Japan</td> <td style="text-align: right;">24.14</td> <td></td> <td></td> </tr> <tr> <td> Field</td> <td style="text-align: right;">34.05</td> <td></td> <td></td> </tr> </table>		No. of Members	9					Period	Apr.1989 - Mar.1990 (12 months)			Total M/M	58.19			Japan	24.14			Field	34.05			Topographic Survey Soil Investigation		
No. of Members	9																									
Period	Apr.1989 - Mar.1990 (12 months)																									
Total M/M	58.19																									
Japan	24.14																									
Field	34.05																									
12. EXPENDITURE		12. EXPENDITURE																								
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%;">Total</td> <td style="width: 15%;">185,557 (¥'000)</td> <td style="width: 10%;"></td> </tr> <tr> <td></td> <td>Contracted</td> <td style="text-align: right;">172,727</td> <td></td> </tr> </table>			Total	185,557 (¥'000)					Contracted	172,727																
	Total	185,557 (¥'000)																								
	Contracted	172,727																								

PROJECT SUMMARY (M/P)

Compiled March 1986
Revised March 1991

CSA VEN 101/80

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Venezuela	1. SITE OR AREA	Puerto Cabello		1. PRESENT STATUS	<input type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input checked="" type="checkbox"/> Discontinued
2. NAME OF STUDY	Design on Cargo Handling Equipments	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS				
3. SECTOR	Transportation/ Port	(US\$1,000)	1)	(Description) The Project was cancelled as a result of the negotiations between the INP and the dockworkers union in that the improved cargo handling operations would cause unemployment.		
4. REFERENCE NO.			2)			
5. TYPE OF STUDY	M/P	3. MAJOR PROJECT(S) PROPOSED				
6. COUNTERPART AGENCY	Institute Nacional de Puertos (INP)	The project recommended the installation of loading and unloading systems at the training facility for dockworkers, including one 5-ton derrick cranes, two 5-ton jib-cranes, a mock-up 8,000-ton liner boat to simulate the actual cargo handling operation, a set of simulators for the derrick operation including electrical equipment.				
7. OBJECTIVES OF STUDY	Preparation of design criteria and specifications for major mechanical equipment	4. CONDITIONS AND DEVELOPMENT IMPACTS				
8. DATE OF S/W	Aug. 1979	The project will assist the technical transfer on, and improve the service quality of, cargo handling operations.				
9. CONSULTANT(S)	Japan Cargo Handling Mechanization Association	5. TECHINCAL TRANSFER				
10. STUDY TEAM	No. of Members 5 Period Aug. 1979 - Jul. 1980 (12 months) Total M/M 14.20 Japan 12.90 Field 1.30	2. MAJOR REASONS FOR PRESENT STATUS				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		The improved cargo handling operations were considered to cause unemployment among dockworkers.				
12. EXPENDITURE	Total 32,454 (¥000) Contracted 30,193	3. PRINCIPAL SOURCES OF INFORMATION				
		(1)				

和名 港湾技術訓練センター建設計画

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

PROJECT SUMMARY (M/P + F/S)

Compiled March 1991
Revised

CSA VEN 201A /89

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Venezuela	1. SITE OR AREA	Entire Chama River Basin (3,785 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	Chama River Basin Conservation Project	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	(US\$1-130Yen-40Bs.) Total Cost Local Cost Foreign Cost			
3. SECTOR	Social Infrastructures/ River & Erosion Control		1) 88,775			(Description) Followed by F/S.
4. REFERENCE NO.		3. MAJOR PROJECT(S) PROPOSED	2)			
5. TYPE OF STUDY	M/P+(F/S)	They study proposed a master plan of river and flood control by projecting future development and transportation demands in the basin area through they year 2020. For wide area disaster prevention, the study recommended the construction of 10 units of Sabo dams, 110 units of torrent works, 1,400 units of hillside works and also 53.4km in length of river improvement. For the local disaster prevention project, disaster prevention works at 100 of prone to danger locations and river improvement of 5.4km in length were recommended.				
6. COUNTERPART AGENCY	Ministerio del Ambiente y de los Recursos Naturales Renovales					
7. OBJECTIVES OF STUDY	Downstream Basin Flood Control and Upstream Sabo Projects of Chama River					
8. DATE OF S/W	Jun.1988	4. CONDITIONS AND DEVELOPMENT IMPACTS				
9. CONSULTANT(S)	CTI Engineering Co., Ltd. Nippon Koei Co., Ltd.	The effects of development: 1) 7,480,000 cq.m out of 9,600,000 cq.m of the design annual sediment discharge will be detained and controlled by Sabo facilities. 2) the remaining balance of 2,120,000 cq.m is safely discharged by the increase of sediment load discharge capacity through river channel improvement. The flood control of downstream inundation will be done by Chama River channel improvement (a 100-year probable rate of flow of 2,300 cu.m/s). The annual average benefit is estimated at 231 million bolivares.				
10. STUDY TEAM	No. of Members 12 Period Nov.1988 - Feb.1990 (16 months) Total M/M 68.16 Japan 25.80 Field 42.36					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Surveying work, construction of observation stations	5. TECHINCAL TRANSFER	OJT for the counterparts on hydrologic observation procedures. Conducted a seminar on flood control and sabo planning.			
12. EXPENDITURE	Total 273,306 (¥000) Contracted 243,477					
		2. MAJOR REASONS FOR PRESENT STATUS			The Government of Venezuela lays stress on the project basin (especially downstream area) as one of development key locations.	
		3. PRINCIPAL SOURCES OF INFORMATION			(1)	

和名 チャマ川流域防災計画

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

PROJECT SUMMARY (M/P + F/S)

Compiled March 1991
Revised

CSA VEN 201B /89

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Venezuela	1. SITE OR AREA	Entire Chama River Basin (3,785 sq.m)		
2. NAME OF STUDY	Chama River Basin Conservation Project	2. PROJECT COSTS	(US\$1=130Yen=40Bs.)		
3. SECTOR	Social Infrastructures/ River & Erosion Control		Total Cost	Local Cost	Foreign Cost
4. REFERENCE NO.			1) 8,485		
5. TYPE OF STUDY	(M/P)+F/S		2)		
6. COUNTERPART AGENCY	Ministerio del Ambiente y de los Recursos Naturales Renovales	3. CONTENTS OF MAJOR PROJECT(S)	3)		
7. OBJECTIVES OF STUDY	Downstream Basin Flood Control and Upstream Sabo Projects of Chama River		Construction of 3 units Sabo dams, 18 units of torrent works, 340 units of hillside works and 35.1 km in length of downstream river improvement proposed as the wide area disaster prevention project.		
8. DATE OF S/W	Jun.1988	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR	
9. CONSULTANT(S)	CTI Engineering Co., Ltd. Nippon Koei Co., Ltd.		13.2%		
10. STUDY TEAM	No. of Members 12 Period Nov.1988 - Feb.1990 (16 months) Total M/M 68.16 Japan 25.80 Field 42.36	5. TECHNICAL TRANSFER	OJT for the counterparts on hydrologic observation procedures. Conducted a seminar on flood control and sabo planning.		
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Surveying work, construction of Observation Stations				
12. EXPENDITURE	Total 273,306 (¥'000) Contracted 243,477				
		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)		As to the Action Plan proposed in the Master Plan, the Government of Venezuela is planning to apply for a loan from an international lending organization.	
		2. MAJOR REASONS FOR PRESENT STATUS		The Government of Venezuela considers the basin area (especially the downstream area) as one of the key growth centers of the country.	
		3. PRINCIPAL SOURCES OF INFORMATION			

和名 チャマ川流域防災計画

(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	Papua New Guinea	1. SITE OR AREA	80 km long highway between Bareina in Central Province and Malalaua in Gulf Province		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	Road Construction Project in Bareina - Malalaua	2. PROJECT COSTS	Total Cost	Local Cost	
3. SECTOR	Transportation/ Road		1) (US\$1,000)	2)	3)
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)	80 km is broken down into 2 sections. Lot I: 33.5km: Excavation & embankment volume 1,570,000cu.m Bridges 3 Lot II: 47.1km: Excavation & embankment volume 12,004,000cu.m Sand Mat 170,000cu.m Bridges 6		
5. TYPE OF STUDY	D/D	Implementation Period:	Sep.1991-Sep.1995		
6. COUNTERPART AGENCY	OIDA (DOFP) DOW	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR	
7. OBJECTIVES OF STUDY	Road Construction	Feasibility:	1) 10.8%		
8. DATE OF S/W	Jun. 24, 1987	Conditions and Development Impacts:	(F/S)		
9. CONSULTANT(S)	Nippon Koei Co., Ltd. Katahira Engineering Co., Ltd. Pasco International Co., Ltd.	1. Future Traffic Volume:	Starting year-200 cars per day, increasing 3% afterwards		
10. STUDY TEAM	No. of Members 23 Period Oct.1987 - Feb.1990 (28 months) Total M/M 165 Japan 86 Field 79	2. After 10 years Pavement will be done	20 hours by boattride will be shortened to 1.5 hours		
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Aerial Photogrammetry River Cross-section Survey Boring Survey	3. Time saving:	Running cost saving: difference between boattriding charge and vehicle running cost was considered		
12. EXPENDITURE	Total 772,085 (¥000) Contracted 730,622	4. Sensitivity Analysis:	Excluding running cost saving: IRR=9.1% 15% decrease of total benefit: IRR=9.3%		
		(D/D)	1. Smooth implementation of land survey and land acquisition 2. Procurement of domestic portion of project cost		
		5. TECHNICAL TRANSFER	1. C/P training in Japan for Surveyor and Bridge Engineer 2. Guided on mechanical tests to DOW labo. staff 3. Guided on application and using methods of Raymond Sampler and Thinwall Sampler 4. Guided an application of Highway CAD for detailed design of highway		
		2. MAJOR REASONS FOR PRESENT STATUS	The 1980 Cardno & Davies Study estimated the project cost of 5,800 million yen with 4,300 million in foreign currency. But this JICA study has found that the project will cost much more than the previous estimate.		
		3. PRINCIPAL SOURCES OF INFORMATION	(1)		

PROJECT SUMMARY (M/P + F/S)

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF USE OF STUDY RESULTS		
1. COUNTRY	Western Samoa	1. SITE OR AREA	Apia Port			1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Development of the Ports in Western Samoa	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	(US\$1=152yen)				
3. SECTOR	Transportation/ Port	(US\$1,000)	1) 10,940	2) 3,260	7,680	(Description) Japanese grant aid for Apia port development was requested based on the recommendation of the report. JICA dispatched the study team of the detail design in March 1988 (Implementation of the first stage plan of the feasibility study). Followed by F/S.	
4. REFERENCE NO.		3. MAJOR PROJECT(S) PROPOSED					
5. TYPE OF STUDY	M/P+(F/S)	Long-term development plan of ports in Western Samoa					
6. COUNTERPART AGENCY	Ministry of Transport	4. CONDITIONS AND DEVELOPMENT IMPACTS					
7. OBJECTIVES OF STUDY	Formulation of M/P up to the year 2005 Preparation of a first stage plan within the framework of the M/P	Ports play a central role in the development of this island nation. The proposed first stage development will enable more efficient and safer port operations.					
8. DATE OF S/W	Jul.1986	5. TECHINCAL TRANSFER					
9. CONSULTANT(S)	Overseas Coastal Area Development Institute of Japan Nippon Tetrapod Co., Ltd.	Training to counterpart on the development of the ports in Western Samoa.					
10. STUDY TEAM	No. of Members 6 Period Jan.1987 - Oct.1987 (0 months) Total M/M 25.24 Japan 9.8 Field 15.44	2. MAJOR REASONS FOR PRESENT STATUS					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		3. PRINCIPAL SOURCES OF INFORMATION					
12. EXPENDITURE	Total 88,163 (¥000) Contracted 82,711						

PROJECT SUMMARY (M/P + F/S)

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Western Samoa	1. SITE OR AREA	Apia Port			1. PRESENT STATUS <input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Development of the Ports in Western Samoa	2. PROJECT COSTS	(US\$1=152Yen)			
3. SECTOR	Transportation/ Port		Total Cost	Local Cost	Foreign Cost	(Description) 1988 Oct. E/N of Japanese grant aid (690 million yen) 1989 Jun. E/N of Japanese grant aid (913 million yen)
4. REFERENCE NO.		(US\$1,000)	1) 10,940	3,260	7,680	
5. TYPE OF STUDY	(M/P)+F/S		2)			
6. COUNTERPART AGENCY	Ministry of Transport	3. CONTENTS OF MAJOR PROJECT(S)	3)			
7. OBJECTIVES OF STUDY	Formulation of M/P up to the year 2005 Preparation of a first stage plan within the framework of the M/P	First Stage Development:				
8. DATE OF S/W	Jul. 1986	Wharf repair	185m			
9. CONSULTANT(S)	OCDI Nippon Tetrapod Co., Ltd.	Breakwater	100m			
10. STUDY TEAM	No. of Members 6 Period Jan. 1987 - Oct. 1987 (10 months) Total M/M 25.24 Japan 9.8 Field 15.44	Ferry terminal	3,600sq.			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		Yard expansion	6,000sq.			
12. EXPENDITURE	Total 88,163 (¥000) Contracted 82,711	tug boat	1			
		Buoy lightings	4			
		Implementation Period:	Apr. 1989 - Mar. 1991			
		4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR		
			13.4%	-2.7%		
		Feasibility: Yes				
		Conditions and Development Impacts:				
		- Projection of cargo volume for 2005				
		- Rehabilitation of superannuated and obsolescent facilities at Apia port				
		- Efficient container cargo handling and efficient port operation				
		- Improvement of navigation				
		5. TECHNICAL TRANSFER				
					2. MAJOR REASONS FOR PRESENT STATUS	
					(1) Urgent repair requirement of dilapidated wharf (2) Importance of ports for the national economy and life in Western Samoa	
					3. PRINCIPAL SOURCES OF INFORMATION	
					(1)	

PROJECT SUMMARY (Other)

Compiled March 1991
Revised

OTH GRC 601 /89

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF USE OF STUDY RESULTS		
1. COUNTRY	Greece	1. SITE OR AREA	The areas specified in Greece as destination the areas in Japan as origin of tourist			1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Tourism Promotion	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	Total Cost	Local Cost	Foreign Cost		
3. SECTOR	Tourism/ General	(US\$1,000)	1)			(Description) In accordance with the recommendations of the study, GNTO has increased their promotional budget in Japan, and various promotional activities are being implemented mainly in Tokyo metropolitan area. As a result, 130 thousand Japanese tourists visited Greece in 1989, exceeding the record 129 thousand in 1979 (the Aegean boom).	
4. REFERENCE NO.		2)					
5. TYPE OF STUDY	Other	3. MAJOR PROJECT(S) PROPOSED					
6. COUNTERPART AGENCY	Greek National Tourism Organization (E.O.T)	1) Basic strategies for tourism promotion 2) Promotional activities 3) Improvement plans by target area 4) Improvement of facilities & services 5) Improvement of transport service					
7. OBJECTIVES OF STUDY	Analysis of existing constraints & problems Possible measures to increase Japanese tourists to Greece	4. CONDITIONS AND DEVELOPMENT IMPACTS					
8. DATE OF S/W	Mar. 31, 1988	Necessary conditions					
9. CONSULTANT(S)	ALMEC Corporation Pacific Consultants International International Tourism Development Institute of Japan	In-depth understanding of Japanese tourists' characteristics in Greece.					
10. STUDY TEAM	No. of Members 9 Period Sep. 1988 - Jul. 1989 (11 months) Total M/M 40.40 Japan 26.10 Field 14.30	Enough budget allocation by GNTO.					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		Development effects					
12. EXPENDITURE	Total 164,582 (¥'000) Contracted 140,614	Increase of Japanese tourists to Greece. Promotion of mutual good-will between Greece and Japan. Improvement of international trade imbalance.					
		5. TECHINCAL TRANSFER			2. MAJOR REASONS FOR PRESENT STATUS		
		Practical methodology of market research Counterparts training in Japan: 3 persons			The impacts of increased promotional activities by GNTO was proved effective, partly supported by the tourism boom in Japan.		
					3. PRINCIPAL SOURCES OF INFORMATION		
					(1)		

和名 観光振興計画

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

PROJECT SUMMARY (Basic Study)

PLU ZZZ 502/78

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I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Indonesia, Malaysia, Singapore	1. SITE OR AREA			1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Joint Hydrographic Survey in Malacca and Singapore Straits (one fathom bank area)	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	Total Cost	Local Cost	Foreign Cost	(Description)
3. SECTOR	Transportation/ Marine Transportation & Ships	(US\$1,000)	1)		2)	
4. REFERENCE NO.		3. MAJOR PROJECT(S) PROPOSED				
5. TYPE OF STUDY	Basic Study	Japan and three countries (Indonesia, Malaysia, Singapore) jointly undertook the channel survey in order to establish the navigable channel of -23m in the one fathom area and install navigational aids.				
6. COUNTERPART AGENCY	Directorate of Marine Hydrography (Indonesia) Ministry of Communications (Malaysia) Port Authority (Singapore)					
7. OBJECTIVES OF STUDY						
8. DATE OF S/W	Aug. 1978	4. CONDITIONS AND DEVELOPMENT IMPACTS				
9. CONSULTANT(S)						
10. STUDY TEAM	No. of Members 7 Period Sep. 1978 - Dec. 1978 (4 months) Total M/M Japan Field				2. MAJOR REASONS FOR PRESENT STATUS	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY					3. PRINCIPAL SOURCES OF INFORMATION	
12. EXPENDITURE	Total Contracted 29,985 (¥000)	5. TECHINICAL TRANSFER				

和名 マラッカ海峡ワンファザムバンク区域水路調査

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

