

PROJECT SUMMARY (Basic Study)

Compiled March 1986  
Revised March 1992

AFR SEN/S 501/78

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS		
1. COUNTRY	Senegal	1. SITE OR AREA	Tambacounda - Koudekourou		1. PRESENT STATUS <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued	
2. NAME OF STUDY	L'operation de dressage de la carte photographique au moyen de la projection orthographique pour le projet de construction de la ligne de chemin de Faleme	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	Total Cost	Local Cost		Foreign Cost
3. SECTOR	Transportation/ Railway	3. MAJOR PROJECT(S) PROPOSED	The study prepared topographic aerophoto maps (scale:1/10,000) over the area of 250 sq.km, which will be used to plan the construction of a new railway line between Tambacounda and Faleme) to transport iron ores from the iron mine in Faleme now under development.		(Description) (FY 1991 Overseas Survey) The aeronautical maps were provided to "Societe des mines de fer du senegal oriental (MIFERSO)". It is reported that the French team working on the mining development used the aerophoto maps during their feasibility study.  Through the utilization of the map, a basic report for receiving financing from Trade and Development Programme of the United States government was prepared. When the feasibility is confirmed, The Government of Senegal government will request loans to the World Bank.	
4. REFERENCE NO.		4. CONDITIONS AND DEVELOPMENT IMPACTS	The purpose of this project is to prepare aeronautical maps. This map will be utilized when F/S is practiced.			
5. TYPE OF STUDY	Basic Study	5. TECHNICAL TRANSFER	1) On-the-job training for counterparts 2) Participation of the counterparts in the JICA training program			
6. COUNTERPART AGENCY	Ministere des Travaux Publics de L'urbanisme des Transports	12. EXPENDITURE	Total	175,302 (¥000)		3. PRINCIPAL SOURCES OF INFORMATION ①②
7. OBJECTIVES OF STUDY		Contracted		96,411		
8. DATE OF S/W	Jul.1977	11. ASSOCIATED AND/OR SUBCONTRACTED STUDY				
9. CONSULTANT(S)	Kokusai Kougyo Co., Ltd.	10. STUDY TEAM	No. of Members 14 Period Jan.1978 - Mar.1978 (3 months)  Total M/M 39.8 Japan 14.6 Field 25.2			
10. STUDY TEAM		2. MAJOR REASONS FOR PRESENT STATUS				

和名 ファレメ鉄道建設計画に関する写真図作成

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

PROJECT SUMMARY (F/S)

Compiled March 1986  
Revised March 1992

AFR SEN/S 301 /80

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Senegal	1. SITE OR AREA	Compagnie Senegalaise de Navigation Maritime (COSENAM)		
2. NAME OF STUDY	Fleet Expansion Program	2. PROJECT COSTS	(US\$1=225.5Yen)		
3. SECTOR	Transportation/ Marine Transportation & Ships		Total Cost	Local Cost	Foreign Cost
4. REFERENCE NO.			1) 23,946		
5. TYPE OF STUDY	F/S		2)		
6. COUNTERPART AGENCY	Ministry of Equipment	3. CONTENTS OF MAJOR PROJECT(S)	3)		
7. OBJECTIVES OF STUDY	Examination of technical and economic feasibility on the purchase and operation of multipurpose vessels		The study examined the purchase and operation of two freight vessels by the national shipping company (COSENAM, established in October 1979). The fleet will travel between Dakar and France and Belgium (18 trips per annum).		
8. DATE OF S/W			- Multi-purpose vessels of 9,000DWT each (capacity of shipping 326 containers) *The a/m cost is for Plan B.		
9. CONSULTANT(S)	Japan Maritime Research Institute	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR	
10. STUDY TEAM	No. of Members 7 Period July.1980 - Dec.1980 (5 months)  Total M/M 9.04 Japan 6.37 Field 2.67			7.32%	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER	Feasibility: Yes		
12. EXPENDITURE	Total 26,623 (¥'000) Contracted 16,230		Conditions and Development Impacts: The specifications of vessels proposed by the Senegalese side (Alternative A) would cost 2,950 million yen per vessel with lower IRR of 5.89%. The revised plan (Alternative B) would cost 2,700 million yen per vessel with higher IRR of 7.32%.  The establishment and operation of the national fleet will contribute to the balance of payments improvement. Most of the West African countries are trying to develop national shipping fleets, which are important both economically and politically.		
			Implementation Period:		
			1. PRESENT STATUS		
			<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Discontinued or Cancelled <input type="checkbox"/> Processing		
			(Description)		
			The study was originally undertaken for yen credit application, but the attempt was subsequently discontinued. <FY1991 Overseas Survey> Counterparts who have been belong to COSENAM at the time of the study were transferred to the other departments. The interview was not possible.		
			2. MAJOR REASONS FOR PRESENT STATUS		
			3. PRINCIPAL SOURCES OF INFORMATION		
			①②		

和名 船舶増強計画

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

PROJECT SUMMARY (F/S)

Compiled March 1990  
Revised March 1992

AFR SEN/A 301/86

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Senegal	1. SITE OR AREA	On the River Basin of Senegal which is in the northern part of the country, in the suburb of the city Richard-Toll which is 450km far from Dakar.		
2. NAME OF STUDY	Projet de developpement rural de petite envergure et de l'etude experimentale du developpement agricole (Thiago-Guiers)	2. PROJECT COSTS	US\$1=330Fcta in 1986		
3. SECTOR	Agriculture/ General		Total Cost	Local Cost	Foreign Cost
4. REFERENCE NO.			1) 3,380	900	2,480
5. TYPE OF STUDY	F/S		2) (US\$1,000)		
6. COUNTERPART AGENCY	Ministry of Plan and Cooperation Ministry of Rural Development	3. CONTENTS OF MAJOR PROJECT(S)	3) (US\$1,000)		
7. OBJECTIVES OF STUDY					
8. DATE OF S/W		Implementation Period:	1988 - 1989		
9. CONSULTANT(S)	Taiyo Consultants Co., Ltd. Chuo Kaihatsu Corporation Hokkaido Engineering Consultants Co., Ltd. Japan Engineering Consultants Co., Ltd.	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR	
10. STUDY TEAM	No. of Members 9 Period Jan.1986 - Jan.1987 (12 months)	Feasibility:		3.4-11.0%	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Geological survey Analysis of soil samples	Conditions and Development Impacts:	Conditions: Since the Manantali Dam and Diama Dam were constructed on the upstream and downstream respectively of the River Senegal, the agriculture on the River Basin does not depend on flooding of the River. All the irrigation water is provided by pumps.		
12. EXPENDITURE	Total 247,995 (¥000) Contracted 227,661	Benefit from the project:	The proposed project is to develop agriculture in the area of sandy soils which is widely found on the Senegal River Basin. Through implementation of the project, extension of irrigated agriculture, area development and promotion of employment are expected. The project will also provide a model of agriculture in the semi-arid areas.		
		5. TECHINICAL TRANSFER	-Acceptance of one trainee on in-service training in Japan.		
			1. PRESENT STATUS		
			<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Discontinued or Cancelled <input type="checkbox"/> Processing		
			(Description)		
			Progress The project proposal was submitted to the Japanese Government for consideration of implementation under the Grant Aid Scheme, immediately after completion of F/S. The basic design survey was carried out by JICA in February 1988. As a result, the project was implemented in the two phases as follows: 1988.9.16 Phase I E/N ¥649million 1989.7.3 Phase II E/N ¥408million (FY 1991 Overseas Survey) After the study, the project becomes a part of the National Development Plan. The Senegal government requested grants to Japanese government, since the Senegal government did not have enough budget to practice this project.		
			2. MAJOR REASONS FOR PRESENT STATUS		
			The project was accepted as a good one to help alleviate the hunger in Africa and to introduce the advanced agriculture with irrigation by using water reservoirs which was constructed recently.		
			3. PRINCIPAL SOURCES OF INFORMATION		
			①, ②		

和名 小規模農村開発計画

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

**PROJECT SUMMARY (Basic Study)**

Compiled March 1992  
Revised March 1992

AFR SEN/A 501/90

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Senegal	1. SITE OR AREA	The outskirts of Richard-Toll city located in Senegal River Basin, 450km north from Dakar		1. PRESENT STATUS <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Agricultural Verification Study	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	Total Cost	Local Cost	
3. SECTOR	Agriculture/ General	3. MAJOR PROJECT(S) PROPOSED	(US\$1,000)		2. MAJOR REASONS FOR PRESENT STATUS  The result of the project was highly appreciated by the counter-government.
4. REFERENCE NO.		4. CONDITIONS AND DEVELOPMENT IMPACTS	1) 2)		
5. TYPE OF STUDY	Basic Study	5. TECHINCAL TRANSFER			
6. COUNTERPART AGENCY	Ministry of Plan and Cooperation Ministry of Rural Development				
7. OBJECTIVES OF STUDY	Collection & Analysis of data offered through the study at the agricultural verification farm on semiarid agriculture				
8. DATE OF S/W	Oct. 1985				
9. CONSULTANT(S)	Taiyo Consultants Co., Ltd. Nippon Giken Inc. Hokkaido Engineering Consultants Co., Ltd. Chuo Kaihatsu Corporation				
10. STUDY TEAM	No. of Members 11 Period Jun. 1986 - Feb. 1991 (57)  Total M/M 217.36 Japan 25.83 Field 191.53				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Soil Analysis				
12. EXPENDITURE	Total 867,289 (¥'000) Contracted 823,574				

和名 農業実証調査

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

PROJECT SUMMARY (F/S)

AFR SLE/S 301/80

Compiled March 1986  
Revised March 1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Sierra Leone	1. SITE OR AREA	Makeni to Kamakui (76.3 km)			1. PRESENT STATUS <input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Implementing <input checked="" type="checkbox"/> Processing <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Mekeni-Kamakwie Road Project	2. PROJECT COSTS	(US\$1-1.059Leones)			
3. SECTOR	Transportation/ Road		Total Cost	Local Cost	Foreign Cost	(Description)  Since IRR rate of the road was 14.4-15.2% other major trunk roads with rates over 15% were given priorities, and the construction of those roads started with cooperations of World Bank and EEC. The priority of the road concerned is relatively high. They wish to have the review of economic evaluation and D/D study. In June 1989, Equipment Providing Project (327 million yen) has been implemented by Grant Aid cooperation.
4. REFERENCE NO.		(US\$1,000)	1) 15,858	1,395		
5. TYPE OF STUDY	F/S		2) 16,889	4,684		
6. COUNTERPART AGENCY	Ministry of Public Works	3. CONTENTS OF MAJOR PROJECT(S)	3)			
7. OBJECTIVES OF STUDY	Road Improvement Project	Projects:				
8. DATE OF S/W	Mar. 1979	Local Road (2 lanes, surface dressing)				
9. CONSULTANT(S)	Nippon koei Co., Ltd.	Bridges (normal bridges : pre-tension PC girder bridge) Mabore Bridge : post-tension PC girder bridge)				
10. STUDY TEAM	No. of Members 6 Period Aug. 1979 - May. 1980 (9 months)	Box Culverts : (Height : 5 to 10 ft., Width : 5 to 13 ft.)				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Topographical survey : ¥ 550,000 Geological Survey : ¥ 1,000,000	Traffic Control Facilities : at 180 points				
12. EXPENDITURE	Total 103,538 (¥'000) Contracted 92,527	Scale: Design Speed : 80 km/h Section Length : 76.3 km Junctions, Bus Stops, Parking Lane, Road Markings, Signs, Safety Fences Note: Cost 1) is for Plan A as explained below and Cost 2) is for Plan B.				
		Implementation Period:	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR 14.4-15.2 FIRR 15.2-16.0	2. MAJOR REASONS FOR PRESENT STATUS	
		Conditions and Development Impacts: Plan A : The existing road improved as a Class 1 road under the Sierra Leonean highway standards; all structures such as bridges and culverts to be newly constructed. Plan B : Certain sections improved as Class 2 roads in the first stage and total length of road made Class 1 ten years later (construction in stages) - only Mabore Bridge to be included in the second stage	Feasibility: Yes			
		Construction of a two-lane highway will lead to mitigation of regional economic imbalance, slowing down of the influx of population into cities, saving of foreign currency (contribution towards attainment of agriculture self-sufficiency in Sierra Leone) and inducement of possibility for regional economic development in cooperation with neighbouring countries.				
		5. TECHINCAL TRANSFER			3. PRINCIPAL SOURCES OF INFORMATION	
		1) OJT : Explanation of project planning of roads and bridges in Japan and of the procedure for reception of Japanese aid 2) Reception of Trainees : Lectures of road and bridge (public facilities) project planning and demonstrations of projects 3) Others : participation of staff of the Sierra Leonean Roads Department in the topographical and geological surveys (both office and field work, participation also of a few engineers from private firms in the survey.			①③	

和名 道路建設計画

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

PROJECT SUMMARY (F/S)

AFR SLE/A 301/83

Compiled March 1990  
Revised March 1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Sierra Leone	1. SITE OR AREA	Northern Gbenti, Western Sierra Leone (60Km from capital, population 7,000, Area 24,000ha)		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	Rhombe Swamp Agricultural Development Project	2. PROJECT COSTS	US\$1=2.4Le. in 1983			
3. SECTOR	Agriculture/ General		Total Cost	Local Cost	Foreign Cost	(Description)  A loan was requested to AFDB in 1985. Consultant(s) for D/D were selected. Pacific Consultants International came first, however loan contract has been suspended by the reason below. The study report triggered the technical cooperation of the area from 1985 to 1991, even if it was not parallel with the whole plan. Now, in 1992, there is still a request to Japan for D/D study and its implementation.
4. REFERENCE NO.			1) 11,731	1,997	9,734	
5. TYPE OF STUDY	F/S	3. CONTENTS OF MAJOR PROJECT(S)	2) (US\$1,000)			
6. COUNTERPART AGENCY	Ministry of Agriculture and Forestry		3)			
7. OBJECTIVES OF STUDY						
8. DATE OF S/W	Jul.1982	Implementation Period:	1985 - 1989			
9. CONSULTANT(S)	Pacific Consultants International Taiheiyō Consultant Co.,Ltd. Toyo Aero Survey Co.,Ltd.	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR		
10. STUDY TEAM	No. of Members 51 Period Aug.1982 - Oct.1983 (15 months) Jan.1982 - Aug.1982 (8 months) Total M/M 39.57 Japan 12.13 Field 27.44	Feasibility: Yes	11.4%	11.5%		
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		Conditions and Development Impacts: This development project is a pilot project for development project of the whole region. It will also help in keeping the residents from leaving the area.				
12. EXPENDITURE	Total 205,225 (¥000) Contracted 159,812	5. TECHNICAL TRANSFER	-Accept trainees (2) -Provide machinery and instruction on its use, observation of water volume and weather -OJT (survey on water supply, irrigation, drainage, soil, topography)			
					2. MAJOR REASONS FOR PRESENT STATUS  As interest on the previous loan has not been paid, AFDB has refused to provide further loans to this country.	
					3. PRINCIPAL SOURCES OF INFORMATION  ①, ③	

和名 ロンベ沼沢地農業開発計画

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

PROJECT SUMMARY (F/S)

Compiled March 1986  
Revised March 1992

AFR SWZ/S 301/80

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT															
1. COUNTRY	Swaziland	1. SITE OR AREA	Sikupe 75 km north of national capital			1. PRESENT STATUS <input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="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	New International Airport Construction Project	2. PROJECT COSTS	(US\$1=240Yen) Total Cost    Local Cost    Foreign Cost 1)                    28,332            8,630 (US\$1,000)    2) 3)																	
3. SECTOR	Transportation/ Air Transportation & Airport	3. CONTENTS OF MAJOR PROJECT(S)	<table border="0"> <tr> <td>Contents</td> <td>Facility size/quantity</td> </tr> <tr> <td>Runway</td> <td>2,450 m x 45 m</td> </tr> <tr> <td>Apron</td> <td>24,000 sq.m</td> </tr> <tr> <td>Terminal Bldg.</td> <td>6,700 sq.m</td> </tr> <tr> <td>Nav aids and communications</td> <td>CAT I total system</td> </tr> <tr> <td>Utilities (power, water, sewer)</td> <td>Total system</td> </tr> <tr> <td>Access road</td> <td>6.5 km long (7.4 m wide)</td> </tr> </table>			Contents	Facility size/quantity	Runway	2,450 m x 45 m	Apron	24,000 sq.m	Terminal Bldg.	6,700 sq.m	Nav aids and communications	CAT I total system	Utilities (power, water, sewer)	Total system	Access road	6.5 km long (7.4 m wide)	(Description)  Suspended after the completion of F/S due to the difficulty of securing finance. 10 years of blank after suspension of the project seems to have decreased the value of the study result.
Contents	Facility size/quantity																			
Runway	2,450 m x 45 m																			
Apron	24,000 sq.m																			
Terminal Bldg.	6,700 sq.m																			
Nav aids and communications	CAT I total system																			
Utilities (power, water, sewer)	Total system																			
Access road	6.5 km long (7.4 m wide)																			
4. REFERENCE NO.		Implementation Period:	Jan.1981 - Dec.1995																	
5. TYPE OF STUDY	F/S	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR																
6. COUNTERPART AGENCY	Civil Aviation Branch, Ministry of Works, Power and Communications		17.4%	1.4%																
7. OBJECTIVES OF STUDY	To examine technical, economic and financial feasibility of airport development	Feasibility: Yes																		
8. DATE OF S/W	July.1979	Conditions and Development Impacts:																		
9. CONSULTANT(S)	Japan Airport Consultants, Inc.	Premises; 1) Ultimately targetted for the year 2005; 2) Forecast demand of 303,000/895,000 passengers and 821/1,643 cargo tonnage in the year 1995/2005 for Phase I/II; 3) Due to difficulty in expanding existing airport, new airport is to be constructed at a new site.																		
10. STUDY TEAM	<table border="0"> <tr> <td>No. of Members</td> <td>11</td> </tr> <tr> <td>Period</td> <td>Oct.1979 - Mar.1980 (5 months)</td> </tr> <tr> <td>Total M/M</td> <td>26.24</td> </tr> <tr> <td>  Japan</td> <td>20.17</td> </tr> <tr> <td>  Field</td> <td>6.07</td> </tr> </table>	No. of Members	11	Period	Oct.1979 - Mar.1980 (5 months)	Total M/M	26.24	Japan	20.17	Field	6.07	Effects; 1) Enhance aircraft operation; 2) Increase in foreign exchange earning; 3) Increase in employment opportunities.								
No. of Members	11																			
Period	Oct.1979 - Mar.1980 (5 months)																			
Total M/M	26.24																			
Japan	20.17																			
Field	6.07																			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	none	5. TECHINCAL TRANSFER	OJT : Familiarized counterpart officials with economic analysis procedures.																	
12. EXPENDITURE	<table border="0"> <tr> <td>Total</td> <td>76,637 (¥'000)</td> </tr> <tr> <td>Contracted</td> <td>64,343</td> </tr> </table>	Total	76,637 (¥'000)	Contracted	64,343															
Total	76,637 (¥'000)																			
Contracted	64,343																			
		2. MAJOR REASONS FOR PRESENT STATUS			1. Financing difficulty 2. Yen credit unprecedented (Population less than 1 million) 3. Due to the oil shock, Japanese aid priority has changed.															
		3. PRINCIPAL SOURCES OF INFORMATION			①③															

和名 新国際空港建設計画

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

## PROJECT SUMMARY (M/P)

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

Compiled March 1986  
Revised March 1992

AFR TZA/S 301/77

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

和名 南部沿岸道路建設計画

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

PROJECT SUMMARY (F/S)

Compiled March 1986  
Revised March 1992

AFR TZA/S 302/78

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

和名 貨客船建造計画

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



PROJECT SUMMARY (F/S)

Compiled March 1990  
Revised March 1992

AFR TZA/A 301/80

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT																									
1. COUNTRY	Tanzania	1. SITE OR AREA	Moshi Area of Kilimanjaro Region (Investigated Area 42,000ha, population 44,000 as of 1979)			1. PRESENT STATUS  <input checked="" type="checkbox"/> Completed or in Progress <input checked="" 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	Lower-Moshi Agricultural Development Project	2. PROJECT COSTS	US\$1=8.18T.Shs. Total Cost      Local Cost      Foreign Cost 1)                      77,346                      31,436                      45,910 (US\$1,000) 2)                      3)                      3)																											
3. SECTOR	Agriculture/ General	3. CONTENTS OF MAJOR PROJECT(S)	<table border="1"> <thead> <tr> <th></th> <th>Irrigation Area</th> <th>Paddy</th> <th>Upland</th> </tr> </thead> <tbody> <tr> <td>Rau Scheme</td> <td>2,300 (ha)</td> <td>2,000 (ha)</td> <td>300 (ha)</td> </tr> <tr> <td>Miwareni Scheme</td> <td>2,000</td> <td>900</td> <td>1,100</td> </tr> <tr> <td>Himo Scheme</td> <td>1,000</td> <td>150</td> <td>850</td> </tr> <tr> <td>Ground water Scheme</td> <td>1,020</td> <td>-</td> <td>1,020</td> </tr> <tr> <td>Total</td> <td>6,320</td> <td>3,050</td> <td>3,270</td> </tr> </tbody> </table>				Irrigation Area	Paddy	Upland	Rau Scheme	2,300 (ha)	2,000 (ha)	300 (ha)	Miwareni Scheme	2,000	900	1,100	Himo Scheme	1,000	150	850	Ground water Scheme	1,020	-	1,020	Total	6,320	3,050	3,270	(Description)
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4. REFERENCE NO.		Implementation Period:	Jul.1981 - Feb.1988			<p>1.For first priority, Rau Scheme was executed as "Lower Moshi agricultural development project":(Rau river area) Detailed Design 1) Finance : OECF(L/A' was concluded on June 1982) 3.3 billion Yen 2) Consultant : Nippon Koei Co.,Ltd. 3) Period : July 1982 - March 1983 Construction 1) Finance : OECF 2) Contractor : Kounoikegumi 3) Consultant : Nippon Koei Co.,Ltd. 4) Period : July 1984 - April 1987 2.For second priority, Miwareni Scheme was selected and in 1989, Tanzania Government submitted the request letter to Japanese Embassy as Grant Aid Project. E/N has not been concluded yet as of Nov. 1990.</p>																								
5. TYPE OF STUDY	F/S	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR      FIRR 12.1%																											
6. COUNTERPART AGENCY	Regional Development Directorate, Kilimanjaro	Feasibility:	Yes																											
7. OBJECTIVES OF STUDY	F/S	Conditions and Development Impacts:	<p>Conditions: Direct benefit consisting of flood prevention benefit and irrigation benefit which were estimated on the basis of crop production is counted in the evaluation. Direct economic benefit was estimated as the difference of net income from crop production between with-project and without-project conditions. Development Impacts: To increase crop production value, to raise farmer's living standard, To improve transportation network, To increase employment opportunity</p>																											
8. DATE OF S/W	Dec.1979	5. TECHINCAL TRANSFER	-Training of two counterparts as trainees																											
9. CONSULTANT(S)	Nippon Koei Co.,Ltd. Pasco International	12. EXPENDITURE	<table border="1"> <tbody> <tr> <td>Total</td> <td>231,639 (Y'000)</td> </tr> <tr> <td>Contracted</td> <td>209,993</td> </tr> </tbody> </table>				Total	231,639 (Y'000)	Contracted	209,993																				
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11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		3. PRINCIPAL SOURCES OF INFORMATION	①																											

和名 ローアモシ農業開発計画

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

**PROJECT SUMMARY (F/S)**

AFR TZA/A 302/83

Compiled March 1990  
Revised March 1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT																																											
1. COUNTRY	Tanzania	1. SITE OR AREA	Mkomazi Valley of Kilimanjaro Region. (Investigated Area 190,000ha, population 90,000 as of 1982)		1. PRESENT STATUS <input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Discontinued or Cancelled																																										
2. NAME OF STUDY	Mkomazi Valley Area Irrigation Development Project	2. PROJECT COSTS	US\$1=12T.Shs Total Cost      Local Cost      Foreign Cost 1)                      61,200              23,500              37,700 (US\$1,000)      2)                      3)																																												
3. SECTOR	Agriculture/ General	3. CONTENTS OF MAJOR PROJECT(S)	<table border="1"> <thead> <tr> <th></th> <th>Irrigation Area (ha)</th> <th>Dam</th> <th>Diversion weir</th> <th>Irrigation canal (km)</th> <th>Drain canal (km)</th> </tr> </thead> <tbody> <tr> <td>Kisiwani</td> <td>360</td> <td>-</td> <td>2</td> <td>8.7</td> <td>9.4</td> </tr> <tr> <td>Gonja</td> <td>600</td> <td>-</td> <td>1</td> <td>20.9</td> <td>17.7</td> </tr> <tr> <td>Ndungu</td> <td>680</td> <td>-</td> <td>1</td> <td>17.6</td> <td>15.4</td> </tr> <tr> <td>Kihurio</td> <td>1,670</td> <td>1</td> <td>1</td> <td>29.7</td> <td>23.1</td> </tr> <tr> <td>Igoma</td> <td>750</td> <td>1</td> <td>1</td> <td>15.8</td> <td>3.4</td> </tr> <tr> <td>Total</td> <td>4,760</td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>			Irrigation Area (ha)	Dam	Diversion weir	Irrigation canal (km)	Drain canal (km)	Kisiwani	360	-	2	8.7	9.4	Gonja	600	-	1	20.9	17.7	Ndungu	680	-	1	17.6	15.4	Kihurio	1,670	1	1	29.7	23.1	Igoma	750	1	1	15.8	3.4	Total	4,760					(Description) Ndungu area project was executed by grant aid(1.8 billion Yen) (Basic Design) Consultant : Nippon Koei Co.,Ltd. Period : Dec.1986 - Apr.1987 (Detailed Design Supervision) E/S : Stage 1 (Conclusion in Feb.1987, 781 million Yen) Stage 2 (Conclusion in Aug.1988, 944 million Yen) Period : Jan.1988 - Mar.1990 Consultant : Nippon Koei Co.,Ltd. Contractor : Kounoikegumi
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5. TYPE OF STUDY	F/S	7. OBJECTIVES OF STUDY	F/S																																												
6. COUNTERPART AGENCY	Regional Development Directorate, Kilimanjaro	8. DATE OF S/W	Feb.1982																																												
9. CONSULTANT(S)	Nippon Koei Co.,Ltd. Kokusai Kougyo Co.,Ltd. Naigai Engineering Pasco International	9. CONSULTANT(S)	Nippon Koei Co.,Ltd. Kokusai Kougyo Co.,Ltd. Naigai Engineering Pasco International																																												
10. STUDY TEAM	<table border="1"> <tbody> <tr> <td>No. of Members</td> <td>13</td> </tr> <tr> <td>Period</td> <td>Jun.1982 - Mar.1983 (10 months)</td> </tr> <tr> <td></td> <td>Oct.1982 - Jan.1984 (16 months)</td> </tr> <tr> <td>Total M/M</td> <td>74.51</td> </tr> <tr> <td>    Japan</td> <td>29.58</td> </tr> <tr> <td>    Field</td> <td>44.93</td> </tr> </tbody> </table>	No. of Members	13	Period	Jun.1982 - Mar.1983 (10 months)		Oct.1982 - Jan.1984 (16 months)	Total M/M	74.51	Japan	29.58	Field	44.93	10. STUDY TEAM	<table border="1"> <tbody> <tr> <td>No. of Members</td> <td>13</td> </tr> <tr> <td>Period</td> <td>Jun.1982 - Mar.1983 (10 months)</td> </tr> <tr> <td></td> <td>Oct.1982 - Jan.1984 (16 months)</td> </tr> <tr> <td>Total M/M</td> <td>74.51</td> </tr> <tr> <td>    Japan</td> <td>29.58</td> </tr> <tr> <td>    Field</td> <td>44.93</td> </tr> </tbody> </table>		No. of Members	13	Period	Jun.1982 - Mar.1983 (10 months)		Oct.1982 - Jan.1984 (16 months)	Total M/M	74.51	Japan	29.58	Field	44.93																			
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		5. TECHNICAL TRANSFER	-Training of counterpart -Investigation in cooperation -Reporting																																												
		2. MAJOR REASONS FOR PRESENT STATUS																																													
		3. PRINCIPAL SOURCES OF INFORMATION	①																																												

和名   ムコマジバレイ農業用水開発計画

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

**PROJECT SUMMARY (Other)**

AFR TZA/A 601 /88

Compiled March 1990  
Revised March 1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Tanzania	1. SITE OR AREA	Moshi area in Same District, Kilimanjaro Region (200,000ha)	1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	(Forestry Development and Afforestation Project in Kilimanjaro Region)	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	Total Cost    Local Cost    Foreign Cost	(Description)  In order to implement the semi-arid forest management plan, a project-type technical cooperation program or grant aid program has been put forward. As a result, "the social forestry project in Kilimanjaro Region, the United Republic of Tanzania", a project-type technical cooperation, which consists of Preliminary Phase (2 years) and Implementation Phase (5 years).	
3. SECTOR	Forestry/ Forestry & Forest Conservation	(US\$1,000)	1) 2)		
4. REFERENCE NO.		3. MAJOR PROJECT(S) PROPOSED	1.A 200,000 ha of Study Area was set up in the above mentioned area and suitable sites were classified for social forestry development plans in the Study area. 2.A 20,000 ha of Model Area was set up around Moshi in the study area. Semi-arid Forest Management Plan was formulated for the Model Area.		
5. TYPE OF STUDY	Other	4. CONDITIONS AND DEVELOPMENT IMPACTS	In recent years excessive felling of fuelwood and over grazing as well as irregular climatic changes have drastically reduced the forest area and deteriorated forest productivity and environment conservation functions. These situations will be checked effectively when social forestry development plans and semi-arid forest management plan will be put forward. And the promotion of these plans will contribute to the regional socio-economic development such as enlarged employments.		
6. COUNTERPART AGENCY	Ministry of Natural Resources and Tourism	5. TECHINCAL TRANSFER	1.To conduct the training of the counterparts 2.To conduct the field surveys with the counterparts 3.To conduct the aerial-photo interpretation and transferring of its results onto the topographic maps with the counterparts 4.To formulate the plans with the counterparts		
7. OBJECTIVES OF STUDY	This study was implemented to prepare the semi-arid forest management plan by Social Forestry to contribute to the promotion of forestry policy and economic development of local community in Tanzania.	12. EXPENDITURE	Total            345,192 (¥'000) Contracted      311,037		
8. DATE OF S/W	Aug.1986	2. MAJOR REASONS FOR PRESENT STATUS			
9. CONSULTANT(S)	Japan Forest Technical Association Pasco International Inc.	This social forestry project was realized for the promotion of afforestation in local community i the whole country. Strong request by the Tanzanian Government.			
10. STUDY TEAM	No. of Members    16 Period            Dec.1986 - Aug.1988 (21 months)  Total M/M            76.00 Japan              38.00 Field               38.00	3. PRINCIPAL SOURCES OF INFORMATION			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Aerial Photography	①			

和名 キリマンジャロ林業開発計画

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

## PROJECT SUMMARY (F/S)

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Tanzania	1. SITE OR AREA	Dar es Salaam City area			1. PRESENT STATUS <input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Implementing <input checked="" type="checkbox"/> Processing <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Road Improvement and Maintenance in Dar es Salaam	2. PROJECT COSTS	Total Cost	Local Cost	Foreign Cost	
3. SECTOR	Transportation/ Road		(US\$1,000)			(Description) <p>The implementation of the priority project recommended in the short-term plan of the Master Plan was authorized by the Tanzanian Government and requested to the Japanese Government.</p> <p>-B/D Study was completed in March, 1991.</p> <p>-A grant up to 896,000 Yen was mutually agreed with Tanzanian and Japanese Governments for the implementation of Phase 1 Project in July 1991.</p> <p>-Consultant Agreement has been established between Tanzanian Government and Consultants and D/D study and tendering works are now on processing.</p>
4. REFERENCE NO.			1) 31,700	11,300	20,400	
5. TYPE OF STUDY	F/S	3. CONTENTS OF MAJOR PROJECT(S)	2) 31,700			
6. COUNTERPART AGENCY	Dar es Salaam City Council (DCC) Ministry of Works (MOW)	1) Category A (Road Improvement) /Cost (mil. US\$)	3) 31,700			
7. OBJECTIVES OF STUDY	-Master Plan Study of Road Improvement -Feasibility Study for High Priority Projects -Establishment of Maintenance System	A-1: Widening of Bagamoyo Road (9.8km) /6.2 A-2: Widening of Morogoro Road (5.9km)/5.6 A-3: Changombe Area Roads (19.2km)/3.5 A-4: Kariakoo Area Roads (31.0km)/6.3 A-5: Mwinjuma Area Roads (16.9km)/3.1 A-6: Central Area Roads (20.0km)/3.1 2) Category B (Urgent Repairs of Potholes)/1.3 3) Category C (Establishment of New Main Depot and Procurement of Equipment)/1.9 4) Detailed Design/Tendering /0.7 /total/31.7				
8. DATE OF S/W	Oct. 1988	Implementation Period:		1990 - 1994		
9. CONSULTANT(S)	Japan Engineering Consultants Co., Ltd. Nippon Koei Co., Ltd.	4. FEASIBILITY AND ITS ASSUMPTIONS		EIRR 25.1%	FIRR	
10. STUDY TEAM	No. of Members 11 Period Mar. 1989 - Jul. 1990 (13 months)  Total M/M 57.9 Japan 25.0 Field 32.9	Feasibility:  Conditions and Development Impacts: 1. Conditions: 5% of annual population growth rate, 4% of GDP growth rate and 4.3% of annual traffic growth rate were adapted.  2. 15 years of project life was assumed.  3. The Direct Benefit consisted with Vehicle Operation Cost (VOC) saving and Time Cost saving was estimated with desirable indicator of 25.1% of EIRR.				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER				
12. EXPENDITURE	Total 214,868 (¥000) Contracted 195,893	On-the-job training was done to five counterpart engineers of DCC and MOW.				
					2. MAJOR REASONS FOR PRESENT STATUS <p>The Tanzanian Government decided to implement the rehabilitation and strengthen on the city roads as no.1 priority project among the other priority projects.</p>	
					3. PRINCIPAL SOURCES OF INFORMATION <p>①</p>	



PROJECT SUMMARY (F/S)

Compiled March 1992  
Revised March 1992

AFR TZA/A 303/90

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Tanzania	1. SITE OR AREA	Killimanjaro Region		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	Lower Hai and Lower Rombo Agricultural Development Project	2. PROJECT COSTS	Total Cost	Local Cost	
3. SECTOR	Agriculture/ General	(US\$1,000)	1) 15,100	2) 3,000	3) 12,100
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)	-Development area: 1,550ha. -Irrigation & Drainage Facilities: Boloti Dam, Lawati Weir, Sanya Chini Weir, Tabe Well. -Procurement of O/M Equipment. -Institution & Organization.		
5. TYPE OF STUDY	F/S	Implementation Period:	Three years, including design and preparatory works.		
6. COUNTERPART AGENCY	Regional Development Director, Kilimanjaro Region	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR	
7. OBJECTIVES OF STUDY	1) To assess the availability of groundwater and surface water resources for agricultural development. 2) To identify subareas with high agricultural development potential. 3) To formulate agricultural development plan for selected priority subarea.	Feasibility:	15.1%		
8. DATE OF S/W	Feb. 27, 1988	Conditions and Development Impacts:	1) Increase in employment opportunities by the construction and the intensive farming. 2) Increase in production of agricultural crops. 3) Increase in farmers' income. 4) Improvement of local transportation by the construction of roads. 5) Secondary direct benefits to millers, merchants, and transporters. 6) Mitigation of floods by the construction of the Boloti dam. 7) Improvement of domestic water supply by tube wells and water supply tanks. 8) Improvement of water supply to cattle grazing by irrigation water supply throughout the year. 9) Introduction of fish farming in the Boloti reservoir, and 10) Demonstration effects of the Project to other projects.		
9. CONSULTANT(S)	Nippon Koei Co., Ltd. Kokusai Kogyo Co., Ltd.	5. TECHNICAL TRANSFER	-Technology transfer to counterparts in the course of the study. -JICA training course.		
10. STUDY TEAM	No. of Members 8 Period Oct. 1988 - Nov. 1990 (26 months)  Total M/M 50.25 Japan 14.94 Field 35.31	12. EXPENDITURE	Total	299,911 (¥000)	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	157,000 (installation of water level gauge)	Contracted	174,416		
		2. MAJOR REASONS FOR PRESENT STATUS		Unknown	
		3. PRINCIPAL SOURCES OF INFORMATION		①	

和名 ハイロンボ農業開発計画

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

PROJECT SUMMARY (F/S)

AFR ZAR/S 301/78

Compiled March 1986  
Revised March 1992

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

和名 マクディ橋梁建設計画

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

PROJECT SUMMARY (M/P)

AFR ZAR/S 101/86

Compiled March 1990  
Revised March 1992

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

和名 キンシャサ〜バナナ間交通体系総合調査

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

PROJECT SUMMARY (F/S)

Compiled March 1990  
Revised March 1992

AFR ZAR/S 302/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Zaire	1. SITE OR AREA	The districts of Ndili and Kimbanseke in southwestern Kinshasa			1. PRESENT STATUS <input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input checked="" type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Railway Construction Project between Kisenso and Kimbanseke	2. PROJECT COSTS	(US\$1=150Yen) Total Cost      Local Cost      Foreign Cost 1)                      33,000              7,000              26,000 (US\$1,000)      2)                      3)			
3. SECTOR	Transportation/ Railway	3. CONTENTS OF MAJOR PROJECT(S)	-New railway line (nonelectrified single track of 5km) -3 new stations			(Description)  The new railway line is expected to serve as additional means of urban transport within Kinshasa City, on condition that the section within the city of the existing Kinshasa-Matadi railway line be developed to the urban transport standard. West Germany is now assisting the development of the section (double tracking, introduction of CTC, etc.), but implementation is expected to take long time. In September 1991, the long-term JICA expert from Japan Railway Construction Public Corporation returned to Japan due to the worsening of public peace and order in Zaire. At present, situation of this project is unclear due to the lack of information sources.
4. REFERENCE NO.		Implementation Period:	Jan.1989 - Dec.1990			
5. TYPE OF STUDY	F/S	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR		
6. COUNTERPART AGENCY	Department des Transports et communications	Feasibility:	Yes			
7. OBJECTIVES OF STUDY	F/S for constructing a new commuter railway line (5km) in Kinshasa	Conditions and Development Impacts:	1. Precondition for calculating IRR Passenger traffic was estimated based on a forecast for the years 1990, 2000, and 2010. It is necessary to confirm that reinforcement of the urban railway in Kinshasa has been completed and that it is able to offer suitable services as an urban railway. 2. Development impacts Expected development impacts consist of improvement of connections between Ndjili-Kimbanseke and the center of Kinshasa, resulting in sound urban development of the district of Kimbanseke.			
8. DATE OF S/W	Jun. 1986	5. TECHINCAL TRANSFER	(1) OJT on methods for demand forecast, transport planning, facility planning, and economic and financial analysis. (2) Acceptance of trainees			
9. CONSULTANT(S)	Japan Railway Technical Service, Yachiyo Engineering Co., Ltd.	12. EXPENDITURE	Total	218,868 (¥000)		
10. STUDY TEAM	No. of Members 11 Period Nov.1986 - Dec.1987 (14 months)  Total M/M 51.70 Japan 27.56 Field 24.14	3. PRINCIPAL SOURCES OF INFORMATION	Contracted	201,167		
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		2. MAJOR REASONS FOR PRESENT STATUS	The ongoing reinforcement of the conventional railway line in Kinshasa has not yet been completed.			
			①			

和名 キセンソ・キンバンセケ鉄道建設計画

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

PROJECT SUMMARY (F/S)

AFR ZAR/S 303/89

Compiled March 1991  
Revised March 1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT																
1. COUNTRY	Zaire	1. SITE OR AREA	Kinshasa City		1. PRESENT STATUS <input type="checkbox"/> Completed or in Progress <input type="checkbox"/> 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	Construction Project of the East-West Road in Kinshasa City	2. PROJECT COSTS	<table border="1"> <tr> <td></td> <td>Total Cost</td> <td>Local Cost</td> <td>Foreign Cost</td> </tr> <tr> <td>1)</td> <td>147,273</td> <td>95,727</td> <td>51,546</td> </tr> <tr> <td>2)</td> <td></td> <td></td> <td></td> </tr> <tr> <td>3)</td> <td></td> <td></td> <td></td> </tr> </table>				Total Cost	Local Cost	Foreign Cost	1)	147,273	95,727	51,546	2)				3)		
	Total Cost	Local Cost	Foreign Cost																	
1)	147,273	95,727	51,546																	
2)																				
3)																				
3. SECTOR	Transportation/ Road	3. CONTENTS OF MAJOR PROJECT(S)	Arterial Road Construction Project of the East-West Road runs between MATADI Road and LUMUMBA Road in Kinshasa City. Staged construction plan is proposed including access road and intersection as mentioned below:  Urgent Projects up to 1995 : Construction of 2-lane Road up to 2005 : Widening to 4-lane Road and Access Road up to 2013 : Widening to 6-lane Road and Construction of major Flyover Cost 1) above is the total cost up to 2005. Cost 2) is the cost of urgent projects up to 1995.																	
4. REFERENCE NO.		Implementation Period:	1992 - 1995																	
5. TYPE OF STUDY	F/S	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR	(Description)  Suspended after the completion of F/S.															
6. COUNTERPART AGENCY	The Bureau d'Etudes D'amagements of Durbanisme of the Department of Public	Feasibility:	18.29%																	
7. OBJECTIVES OF STUDY	Arterial Road Construction	Conditions and Development Impacts:	Condition: Smoothed execution of; 1.Land Expropriation by Zaire Government 2.Scheduled Road Improvement Plan by IBRD/OVO																	
8. DATE OF S/W	Nov. 1988	Development Impact;	1.Induced Land Use along Project Road 2. Improvement of Road Congestion and savings of VOC 3.Road Transport Services for the poor 4.Employment effect during construction Period.																	
9. CONSULTANT(S)	Mitsui Consultants Co., Ltd.	5. TECHINCAL TRANSFER	1. On the job Training 2.Counterparts training in Japan 3.Employment of Local Consultants		2. MAJOR REASONS FOR PRESENT STATUS															
10. STUDY TEAM	No. of Members 10 Period Mar.1989 - Mar.1990 (12 months)  Total M/M 40.03 Japan 15.00 Field 25.03	11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	1.Traffic Survey 2.Topographic Survey 3.Soil/ drilling survey and Test		Alteration of priority from the side of the government of Zaire.															
12. EXPENDITURE	Total 180,531 (¥000) Contracted 159,093				3. PRINCIPAL SOURCES OF INFORMATION															
					①															

和名 キンシャサ市内東西幹線道路建設計画

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

## PROJECT SUMMARY (F/S)

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Zambia	1. SITE OR AREA	Whole countries			1. PRESENT STATUS <input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input 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	Microwave Radio Relay Project	2. PROJECT COSTS	Total Cost	Local Cost	Foreign Cost	
3. SECTOR	Communications & Broadcasting/ Telecommunication	(US\$1,000)	1) 48,784	2) 11,479	3) 37,305	(Description)  1983 Dec. OECF loan agreement (749 million yen) 1984 Nov. D/D completed 1987 Jun. Construction completed  (FY 1991 Overseas Survey) No additional information
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)	Construction for the Microwave Radio Relay (1) Lusaka-Copperbelt Route (1800ch+TV) (2) Chingola-Solwezi Route (960ch+TV) Kasama-Manasa Route (Ditto) (3) Kasama-Mporokoso Route (120ch) Chipala-Lundazi Route (Ditto)			
5. TYPE OF STUDY	F/S	Implementation Period:	May 1985 - Dec. 1986			
6. COUNTERPART AGENCY	POSTEL	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR		
7. OBJECTIVES OF STUDY	The improvement and expansion of the existing system and the establishment of the rural telecommunications system in Zambian national telecommunications networks	Feasibility:	Yes			
8. DATE OF S/W	Dec. 1980	Conditions and Development Impacts:	1) Replacement of the over-aged microwave radio system between Lusaka and Copperbelt. 2) Multiplex channel expansion for the above route. 3) Expansion of television signal transmission system to the provincial centers. 4) Construction of the rural microwave telecommunication network in the Northern, Luapula and Eastern provinces.			
9. CONSULTANT(S)	NTC	5. TECHNICAL TRANSFER	1) Trainee acceptance: 3 counterparts were invited to Japan, and studied technical system 2) Preparation of report 3) On job training (PTC counterparts)			
10. STUDY TEAM	No. of Members 12 Period Jan. 1981 - Apr. 1981 (3 months)  Total M/M 13.57 Japan 9.0 Field 4.57	11. ASSOCIATED AND/OR SUBCONTRACTED STUDY				
12. EXPENDITURE	Total 43,141 (¥'000) Contracted 31,263	12. EXPENDITURE				
		2. MAJOR REASONS FOR PRESENT STATUS	High priority			
		3. PRINCIPAL SOURCES OF INFORMATION	①②			

和名 マイクロウェーブ回線網建設計画

(F/S, (MP)+F/S, D/D)

PROJECT SUMMARY (F/S)

Compiled March 1988  
Revised March 1992

AFR ZMB/S 302/85

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT															
1. COUNTRY	Zambia	1. SITE OR AREA	North-east of Lusaka			1. PRESENT STATUS <input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled														
2. NAME OF STUDY	Lusaka International Airport Development Project	2. PROJECT COSTS (US\$1=275Yen)	Total Cost	Local Cost	Foreign Cost															
3. SECTOR	Transportation/ Air Transportation & Airport	(US\$1,000)	1) 58,700	21,000		(Description)  After the completion of F/S, they applied for the OECF Loan. However, it was suspended because of the too large scale of the project in comparison with their country situation. 1990 Dec. The arrival hall of the terminal building and the modernization of telecommunication equipment were completed with Italian and OPEC finance. Project was modified according to the local situation.														
4. REFERENCE NO.		3) (US\$1,000)																		
5. TYPE OF STUDY	F/S	3. CONTENTS OF MAJOR PROJECT(S)	<table border="0"> <tr> <td>Contents</td> <td>Facility size/quantity</td> </tr> <tr> <td>Runway, taxiway repair</td> <td>10km extension</td> </tr> <tr> <td>Apron expansion</td> <td>35,000 sq.m approx.</td> </tr> <tr> <td>Passenger terminal building improvement</td> <td>13,000 sq.m</td> </tr> <tr> <td>Cargo terminal building improvement</td> <td>6,400 sq.m</td> </tr> <tr> <td>VIP building construction</td> <td>1,400 sq.m</td> </tr> <tr> <td>Telecommunications facility renovation</td> <td>Total system</td> </tr> </table>				Contents	Facility size/quantity	Runway, taxiway repair	10km extension	Apron expansion	35,000 sq.m approx.	Passenger terminal building improvement	13,000 sq.m	Cargo terminal building improvement	6,400 sq.m	VIP building construction	1,400 sq.m	Telecommunications facility renovation	Total system
Contents	Facility size/quantity																			
Runway, taxiway repair	10km extension																			
Apron expansion	35,000 sq.m approx.																			
Passenger terminal building improvement	13,000 sq.m																			
Cargo terminal building improvement	6,400 sq.m																			
VIP building construction	1,400 sq.m																			
Telecommunications facility renovation	Total system																			
6. COUNTERPART AGENCY	Department of Civil Aviation, Ministry of Power, Transport and communications.	Implementation Period:	1987 - 1989																	
7. OBJECTIVES OF STUDY	1) Examine technical, economic and financial feasibility of Project 2) Technology transfer to counterpart officials	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR																
8. DATE OF S/W	Jul.1984	Feasibility:	Yes																	
9. CONSULTANT(S)	Japan Airport Consultants, Inc.	Conditions and Development Impacts:	<p>Premises for IRR calculation : air transport demand forecast is made for a period of 1990-2010 at 5-year interval. Total national demand is forecast by regression analysis using EC countries gross domestic product as explanatory variable, and the national demand is distributed into regional demand considering urbanization and regional development trends and potentials of each respective region. Project is planned in two stages. Phase I targetted for 2000 and Phase II for 2010. Development effects expected include increase in tourism income and in employment opportunities, as well as possible foreign capital investment in Zambia.</p>																	
10. STUDY TEAM	No. of Members 8 Period Dec.1984 - Dec.1985 (13 months)  Total M/M 43.67 Japan 28.67 Field 16.0	5. TECHNICAL TRANSFER	1) One counterpart participated in JICA counterpart training program. 2) Local consultants participation : Airport civil work facility survey is jointly conducted under Japanese supervision.																	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Geological survey	2. MAJOR REASONS FOR PRESENT STATUS	Zambia is not eligible for Japanese loan aids due to its bilateral accumulated debt. The sheer competition in loan and grant aids to Zambia among donor countries makes Zambia quite reluctant to request a project loan application to Japan.																	
12. EXPENDITURE	Total 151,654 (¥'000) Contracted 149,727	3. PRINCIPAL SOURCES OF INFORMATION	①②																	

和名 ルサカ国際空港整備計画

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

PROJECT SUMMARY (F/S)

AFR ZMB/S 303/90

Compiled March 1992  
Revised March 1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT																					
1. COUNTRY	Zambia	1. SITE OR AREA	South 60km Lusaka City																						
2. NAME OF STUDY	Kafue Road Bridge Reconstruction Project	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>(US\$1,000)</td> <td>1) 13,750</td> <td>3,160</td> <td colspan="2">10,590</td> </tr> <tr> <td></td> <td>2)</td> <td></td> <td colspan="2"></td> </tr> <tr> <td></td> <td>3)</td> <td></td> <td colspan="2"></td> </tr> </table>				Total Cost	Local Cost	Foreign Cost		(US\$1,000)	1) 13,750	3,160	10,590			2)					3)			
	Total Cost	Local Cost	Foreign Cost																						
(US\$1,000)	1) 13,750	3,160	10,590																						
	2)																								
	3)																								
3. SECTOR	Transportation/ Road	3. CONTENTS OF MAJOR PROJECT(S)	Features of New Bridge: -Bridge length : 162M -Bridge width : 7.30 + 2.0 = 9.30M -Approach road : 750M  Implementation Period: Feb.1991 - Aug.1993																						
4. REFERENCE NO.		4. FEASIBILITY AND ITS ASSUMPTIONS				EIRR      FIRR 51.9%																			
5. TYPE OF STUDY	F/S	Feasibility:	Conditions and Development Impacts: Reconstruction of the bridge will bring improvement of bridge traffic, enable coping with increasing traffic volume, and consequently contribute to development of Zambian industries.																						
6. COUNTERPART AGENCY	Ministry of Works and Supply																								
7. OBJECTIVES OF STUDY	F/S of reconstruction of the Kafue road bridge		2. MAJOR REASONS FOR PRESENT STATUS																						
8. DATE OF S/W	Mar. 1989																								
9. CONSULTANT(S)	Chodai Co., Ltd. Pacific Consultants International Co., Ltd.		3. PRINCIPAL SOURCES OF INFORMATION ①, ②, ③																						
10. STUDY TEAM	No. of Members 10 Period Oct.1989 - Sep.1990 (12 months)  Total M/M 47.03 Japan 20.40 Field 26.63	5. TECHNICAL TRANSFER				No technical transfer that there was no counterpart.																			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	1. Topographic 2. Geological 3. Traffic Volume Survey																								
12. EXPENDITURE	Total 211,467 (¥000) Contracted 179,330																								

和名 カフエ川道路橋改築計画

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



**PROJECT SUMMARY (Other)**

AFR ZWE/S 601/80

Compiled March 1990  
Revised March 1992

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

和名 国鉄電化計画

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

**PROJECT SUMMARY (M/P)**

Compiled March 1986  
Revised March 1992

AFR ZWE/S 101/83

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Zimbabwe	1. SITE OR AREA	Southeastern part of midlands Province and Western part of Masvingo Province		
2. NAME OF STUDY	Rural Water Supply Programme in Communal Lands in Parts of Masvingo and Midlands Provinces	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	(US\$1=ZWS\$1) Total Cost    Local Cost    Foreign Cost 1)                    53,079            33,218            19,861 (US\$1,000)    2)		
3. SECTOR	Public Utilities/ Water Supply	3. MAJOR PROJECT(S) PROPOSED	Annual construction of 295 deep wells for 10 years, i.e. 2950 in total, in expectation of supporting 250 people per well. Village Common Area    Number of wells (in 1993) Mberengna                    775 Chibi                            702 Shurugwi                      235 Chilimazi & others            878 total                            2,590		
4. REFERENCE NO.		4. CONDITIONS AND DEVELOPMENT IMPACTS	A project to supply sanitary clean water to small groups of people scattered in the grassy savannah. The report emphasized the following: (1) 10 years later, when the project is completed, the cattle will come up in number to 85% of people. Since no further increase in water from wells is expected, control of the number will be required. (2) With the increase in wells and population, it is necessary to establish rules to use water from wells.		
5. TYPE OF STUDY	M/P	5. TECHNICAL TRANSFER	Supply of equipment and instruction : Supply of 2 units of boring rigs and technical instruction at site to the local engineers.		
6. COUNTERPART AGENCY	Ministry of Water Resources and Development	12. EXPENDITURE	Total                    118,296 (¥'000) Contracted            98,508		
7. OBJECTIVES OF STUDY	Reservation of sanitary clear Water resources by the development of underground water	11. ASSOCIATED AND/OR SUBCONTRACTED STUDY			
8. DATE OF S/W	Oct. 1982	10. STUDY TEAM	No. of Members    7 Period              Dec.1982 - Aug.1983 (9 months)  Total M/M            37.2 Japan                13.4 Field                 23.8		
9. CONSULTANT(S)	Sanyu Consultants Inc.	1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued		
		(Description)	Projects in Midlands Province were financed by Japanese grant (Boring of 100 wells, two thirds of the 1st year projects). Those in Masviago province were financed by EEC grant.		
		2. MAJOR REASONS FOR PRESENT STATUS	The area was suffering from severe shortage of water. Because of the lack of fund for the necessary equipment in the Government of Zimbabwe, the boring rigs, related equipment and materials were supplied by grant along with the instruction to use them at site.		
		3. PRINCIPAL SOURCES OF INFORMATION	①		

和名 村落給水計画

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

PROJECT SUMMARY (F/S)

AFR ZWE/S 301/83

Compiled March 1986  
Revised March 1992

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

和名 インテルサット標準A地球局建設計画

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

PROJECT SUMMARY (F/S)

AFR ZWE/A 301/87

Compiled March 1990  
Revised March 1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT																					
1. COUNTRY	Zimbabwe	1. SITE OR AREA	Masvingo Province																						
2. NAME OF STUDY	Medium Size Dams in Masvingo Province	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>(US\$1,000)</td> <td>1) 20,451</td> <td>11,048</td> <td colspan="2">9,403</td> </tr> <tr> <td></td> <td>2)</td> <td></td> <td colspan="2"></td> </tr> <tr> <td></td> <td>3)</td> <td></td> <td colspan="2"></td> </tr> </table>				Total Cost	Local Cost	Foreign Cost		(US\$1,000)	1) 20,451	11,048	9,403			2)					3)			
	Total Cost	Local Cost	Foreign Cost																						
(US\$1,000)	1) 20,451	11,048	9,403																						
	2)																								
	3)																								
3. SECTOR	Agriculture/ General	3. CONTENTS OF MAJOR PROJECT(S)	Fill Dam 6 (Dam Height 13-20 m, Storage Capacity 1-6 MCM) Pumping Station (74 l/sec, 151 l/sec) Canal (Concrete Flume L = 800 - 5,600 m) Farm Pond (Q = 1,400 - 8,700 m3) Irrigable Area (A = 50 - 100 ha)																						
4. REFERENCE NO.		4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR																					
5. TYPE OF STUDY	F/S	Feasibility:	5.8%																						
6. COUNTERPART AGENCY	Ministry of Energy, Water Resources and Development	Conditions and Development Impacts:	The study aims to make the water resources development plan in the communal land in Masvingo Province to supply water for irrigation, domestic and animal use. Application of irrigation water will increase the unit yield to 5 times and will ensure double cropping. Accordingly, the production will increase to 10 times.																						
7. OBJECTIVES OF STUDY	Implementation of an irrigation project	5. TECHINCAL TRANSFER	Trainee in Japan (1)																						
8. DATE OF S/W	Feb.1986	12. EXPENDITURE	<table border="1"> <tr> <td>Total</td> <td>360,096 (Y'000)</td> </tr> <tr> <td>Contracted</td> <td>345,035</td> </tr> </table>			Total	360,096 (Y'000)	Contracted	345,035																
Total	360,096 (Y'000)																								
Contracted	345,035																								
9. CONSULTANT(S)	Sanyu Consultants Inc. PASCO International Inc. Wakasuzu consultants Co., Ltd. Nippon Giken Inc.	11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Geographical Survey Aerophoto Mapping																						
10. STUDY TEAM	No. of Members 11 Period Jul.1986 - Mar.1987 (9 months)  Total M/M 99.20 Japan 41.70 Field 57.50	1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled																						
		(Description)	The project is to be implemented by the Japan's Grant Aid.  Basic Design May 1989 completed Phase I Supply of Machines and Equipment completed in 1990 Phase II Under construction of two dams Phase III - IV To be followed with two dams in each phase																						
		2. MAJOR REASONS FOR PRESENT STATUS	The medium size dams projects is one of the most important projects for the Zimbabwe Government. The project aims to alleviate the poverty of the farmers in communal land. It is worth to be implemented by Japan's Grant Aid.																						
		3. PRINCIPAL SOURCES OF INFORMATION	①																						

和名 マシング州中規模かんがい計画

{F/S, (MP)+F/S, D/D}

**PROJECT SUMMARY (F/S)**

AFR ZWE/A 302 /90

Compiled March 1992  
Revised March 1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Zimbabwe	1. SITE OR AREA	Nyakomba Ward, Saunyama Communal land, Nyanga District, Manicaland 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	Nyakomba Irrigation Development Project	2. PROJECT COSTS	Total Cost	Local Cost	Foreign Cost	
3. SECTOR	Agriculture/ General		1) 15,776	10,076	5,690	(Description)  - The request letter from Zimbabwe side on this project has arrived at the Ministry of Foreign Affairs in Japan through the Embassy of Japan in Zimbabwe.  - The procedure is on going in the Ministry of Foreign Affairs
4. REFERENCE NO.			2)			
5. TYPE OF STUDY	F/S		3)			
6. COUNTERPART AGENCY	Republic of Zimbabwe, Ministry of Lands, Agriculture and Rural Resettlement (MLARR)	3. CONTENTS OF MAJOR PROJECT(S)	1. Pump station 5 nos. 2. Main supply pipe line 14,320 m 3. Farm pond 5 nos. 4. Open canal (concrete) 38,380 m 5. Farm road (gravel pave.) 31,180 m 6. Drainage canal 33,700 m 7. Project management office 1 L.S. 8. Marketing facilities 1 L.S.			
7. OBJECTIVES OF STUDY	To formulate the development plan and to prepare the feasibility study report	Implementation Period:	1992 - 1995			
8. DATE OF S/W	Mar. 1989	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR		
9. CONSULTANT(S)	Taiyo Consultants Co., Ltd. Sanyu Consultants Inc.	Feasibility:	5.50%	4.25%		
10. STUDY TEAM	No. of Members 8 Period Aug. 1989 - Aug.1990 (13 months)  Total M/M 38.62 Japan 14.67 Field 23.95	Conditions and Development Impacts: (Conditions) - Project life : 50 years - Opportunity cost of capital : 2.8% (National standard of food security scheme in Zimbabwe) : US\$ 1.0 = Z\$ 2.304  (Development Impacts) - To improve the agricultural productivity and living standards of Communal land - To establish model and pilot roles for future irrigation development projects on other communal land.	2. MAJOR REASONS FOR PRESENT STATUS			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Topographic survey Soil Analysis	5. TECHINICAL TRANSFER	Counterpart training 2 persons (Jun. Jul. 1990)			
12. EXPENDITURE	Total 174,974 (¥'000) Contracted 138,591	3. PRINCIPAL SOURCES OF INFORMATION			①	

和名 ニヤコンバ地方灌漑計画

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

**PROJECT SUMMARY (F/S)**

Compiled March 1988  
Revised March 1992

CSA ARG/S 301/79

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Argentina	1. SITE OR AREA	Horn Medenos, Province of Buenos Aires		
2. NAME OF STUDY	Deep Water Port Construction Project at Punta Medanos	2. PROJECT COSTS	Total Cost	Local Cost	Foreign Cost
3. SECTOR	Transportation/ Port		1) 923,472		
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)	2)		
5. TYPE OF STUDY	F/S	Planning for a deep sea for grain export, iron ore and coal import.	3)		
6. COUNTERPART AGENCY	Ministerio de Economia, Secretaria de Estado de Intereses Maritimos (SEIM)	Breakwater: north 4100m, south 1900m			
7. OBJECTIVES OF STUDY	Technical Study on the location of port and its planning	Piers : 10 for fishery, 2 x 400m for grain export			
8. DATE OF S/W	May 1979	Quays : 500m for containers, 500m for iron ores exclusive quays for steel mill and industry			
9. CONSULTANT(S)	Japan Ports Association, Overseas Coastal Area Development Institute of Japan	Fishery related: freezing and cold storage facilities, market, factories			
10. STUDY TEAM	No. of Members 4 Period Apr.1979 - Jul.1979 (3 months)  Total M/M 4.10 Japan 2.30 Field 1.80	Implementation Period:			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR	
12. EXPENDITURE	Total 14,324 (¥'000) Contracted 6,587	Feasibility:			
		Conditions and Development Impacts:			
		- Coping with containerization			
		- Fishery port is expected to contribute to the development of the coast and to alleviate the congestion of Port Mar del Plata.			
		5. TECHNICAL TRANSFER			
					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
					(Description)
					<p>Due to the financial constraints, the implementation of the project has been long delayed. However, the promotion of exports is considered crucial for the economic development of Argentina, and there is a possibility of reviving the project in the future. The authorities concerned has begun to review the proposed project as a step toward its implementation.</p> <p>The development of the existing Bahia Blanca port is now underway with the cooperation from U.S.S.R. and the Netherlands.</p> <p>(FY 1991 Overseas Survey) The new port project is suspended after the breakup of COPUAD. Instead of constructing a new port, existing ports are planned to be enlarged. The port facilities are presently governed not by the government, but by the local government. Most projects are practiced by private corporations.</p>
					2. MAJOR REASONS FOR PRESENT STATUS
					3. PRINCIPAL SOURCES OF INFORMATION
					(1)

和名 プンク・メダノス深水港建設

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

PROJECT SUMMARY (M/P)

Compiled March 1990  
Revised March 1992

CSA ARG/S 101 /86

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

和名 経済開発調査

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

**PROJECT SUMMARY (F/S)**

Compiled March 1990  
Revised March 1992

CSA ARG/S 302/86

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Argentina	1. SITE OR AREA	A site 10km away from Plaza Constitution along the General Roca Line			1. PRESENT STATUS <input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Preliminary Design for the Amplification of an Inspection and Repairing Workshop for Electric Rolling Stock	2. PROJECT COSTS	(US\$1=251Yen)			
3. SECTOR	Transportation/ Railway		Total Cost	Local Cost	Foreign Cost	(Description)  The project was suspended after completion of the F/S. The electrification of the General Roca Line was commenced in 1981 and completed in 1985. The system (25kv. 50Hz) was new in Argentine Railways(FA), and there was no facility for inspection and repair of the introduced railcars. FA thus planned to establish a new inspection and repair facility by Japanese technical assistance along with the completion of Phase 1 works of the Roca Line. Due to the worsening of the economic situation, the electrification program was scaled down and the construction of the facility which was expected to begin in 1985 was de facto cancelled. The rehabilitation and improvement of the existing facilities was subsequently proposed as an alternative. The rehabilitation works of the Escalada Plant has not yet started, but under preparation.  The Roca Line has been in operation for 5 years, and most of the railcars have run more than 600,000 km, requiring major overhauling to maintain the safe operation. However, no step has been taken so far to carry out this overhauling in terms of equipment, parts, and manpower, and FA is requesting Japanese assistance in this regard.  (1991 Overseas Survey) After the privatization of National Railways, some railway projects are under tender, however, it is not clear if Roca line electrification is planned to invite tenders.
4. REFERENCE NO.			1) 19,282	17,016	2,266	
5. TYPE OF STUDY	F/S	3. CONTENTS OF MAJOR PROJECT(S)	2) (US\$1,000)			
6. COUNTERPART AGENCY	Argentine Railway(F.S.)	Expansion of an existing workshop so as to enable the inspection and repair of 320 electric railcars (additional installation of sheds and machines)	3)			
7. OBJECTIVES OF STUDY	F/S for reinforcing a workshop for the inspection and repair of electric railcars for AC-electrified sections on the General Roca Line, and a preliminary design of an optimum plan.	Implementation Period:		Feb.1985 - Sep.1986		
8. DATE OF S/W	Jul.1984	4. FEASIBILITY AND ITS ASSUMPTIONS		EIRR	FIRR	
9. CONSULTANT(S)	Japan Railway Technical Service	Feasibility:				
10. STUDY TEAM	No. of Members 10 Period Feb.1985 - Sep.1986 (19 months)  Total M/M 63.93 Japan 39.63 Field 24.30	Conditions and Development Impacts: Development impacts: Reinforcement of inspection and repair facilities for electric railcars will ensure punctual and safe train operation.				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY						
12. EXPENDITURE	Total 191,378 (¥000) Contracted 184,115	5. TECHNICAL TRANSFER		Technical transfers occurred through working together with counterparts on site investigations, reports, etc.		
					2. MAJOR REASONS FOR PRESENT STATUS  Owing mainly to economic factors, there has been no progress in electrification.	
					3. PRINCIPAL SOURCES OF INFORMATION	

和名 国鉄車輛検修工場建設計画

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



PROJECT SUMMARY (M/P)

Compiled March 1990  
Revised March 1992

CSA ARG/S 102/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Argentina	1. SITE OR AREA	Province of Mendoza (about 150,000 sq.km)			1. PRESENT STATUS <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Development Plan for the Telecommunication and Broadcasting Networks in the Province of Mendoza	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	(US\$1=1.25 Austral) Total Cost    Local Cost    Foreign Cost			
3. SECTOR	Communications & Broadcasting/ General	(US\$1,000)	1) 291,540			(Description) The government of the Province of Mendoza uses the study results as guidelines for the private sector. In addition, a member of the JICA 1989 survey mission advised on the spot on financial management, demand forecast, revenue and expenditure estimation and so on.  Because of the frequent reorganization and personnel transfers in the government sector, and the long-term program identified in this report was highly valued.  (FY 1991 Overseas Survey) Mendoza state is planning to do F/S on the basis of the M/P.
4. REFERENCE NO.		2) 28,279				
5. TYPE OF STUDY	M/P	3. MAJOR PROJECT(S) PROPOSED				
6. COUNTERPART AGENCY	Direccion de Comunicaciones, Ministerio de Obras y Servicios Publicos, Provincia de Mendoza	1) Telecommunications facility development plan corresponding to the social and economic growth				
7. OBJECTIVES OF STUDY	Proposing a long-term development and improvement plan for the telecommunications networks and an outline for a long-term development and improvement plan for the broadcasting networks up to the year of	2) Telecommunications facility plan in rural areas				
8. DATE OF S/W	Feb.1986	3) FM introduction plan				
9. CONSULTANT(S)	Japan Telecommunications Engineering and Consulting Service	4) TV expansion plan				
10. STUDY TEAM	No. of Members 10 Period Jul.1986 - Mar.1987 (9 months) Jun.1987 - Nov.1987 Total M/M 76.23 Japan 41.70 Field 34.53	4. CONDITIONS AND DEVELOPMENT IMPACTS				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		Contributions to rural development through the expansion of cost-effective telecommunications and broadcasting				
12. EXPENDITURE	Total 228,872 (¥000) Contracted 207,116	5. TECHNICAL TRANSFER			2. MAJOR REASONS FOR PRESENT STATUS	
		1) Joint implementation of every field survey			Financing	
		2) Training of four counterparts in Japan (Drawing up reports, Telecommunications two persons, Broadcasting one person)				
		3) Provision of computers and field strength measuring apparatuses			3. PRINCIPAL SOURCES OF INFORMATION	
					①②	

和名 メンドーサ州電気通信・放送網整備拡充計画

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

**PROJECT SUMMARY (M/P)**

CSA ARG/A 101/88

Compiled March 1990  
Revised March 1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Argentina	1. SITE OR AREA	Loret and San Carlos Area located in North Part of Province of Corrientes (Population: 660,000, Area 290,000 ha)			1. PRESENT STATUS <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Proyecto de desarrollo agricola integrado en el area adyacente a la represa de Yacyreta e la provincia de Corrientes	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	by 1986 price Total Cost    Local Cost    Foreign Cost 1)            203,981       86,654       117,327 (US\$1,000)    2)			
3. SECTOR	Agriculture/ General	3. MAJOR PROJECT(S) PROPOSED	Drainage Canal:258km, Irrigation Canal:256km, Road:330km, Agricultural Land Reclamation:119,800 ha, Agricultural Facility:6 sets, Agricultural Technics center:1 set, Pump Facility which supplies water by its pressure:6sets			(Description)  Based on the findings of the study, feasibility studies are being undertaken on parts of the study area, while some construction works are underway. Specifically, nine small-scale dams for paddy irrigation (capacities ranging from 400 to 2,000 ha) are under study by funds of agricultural operators in the area with technical advice from the government. Concerning the irrigable area of 40,000 ha along the Parana River basin, the provincial government and the group of producers jointly undertook the construction of the 12km drainage canals, which enabled the agricultural production.  (FY 1991 Overseas Survey) On the basis of M/P, the state government is planning to practice two projects. 1) Drainage project and 12km prainage canal is under constructure. 2) Vegitable cultivation mini-project: JICA is practicing technical cooperation at vegitable cultuvation center.
4. REFERENCE NO.		4. CONDITIONS AND DEVELOPMENT IMPACTS	Various effects are expected as follows:  1.Agricultural production cost will be reduced as a result of converting pump irrigation into gravity irrigation. 2.Available use of machineris and appropriate farming operation scale will improve conditions of farming operation and cropping technics. 3.Distribution conditions such as roads and stock facilities will be improved.  This study is considered to contribute to strengthening of international competitiveness, and balanced regional development including correction of difference of income through production increase of main crops (rice 260,000 ton, vegetables 30,000 ton, grains 100,000 ton, Citrus fruits 50,000 ton)			
5. TYPE OF STUDY	M/P	5. TECHINCAL TRANSFER	Co-operative work to make a report			
6. COUNTERPART AGENCY	Government of the Province of Corrientes (Ministry of Agriculture and Animal Husbandry)	12. EXPENDITURE	Total            479,165 (¥000) Contracted    390,505			
7. OBJECTIVES OF STUDY		3. PRINCIPAL SOURCES OF INFORMATION	①. ②			
8. DATE OF S/W	Sep.1986	2. MAJOR REASONS FOR PRESENT STATUS				
9. CONSULTANT(S)	Japan Agricultural Land Development Agency					
10. STUDY TEAM	No. of Members    21 Period            Feb.1987 - Dec.1988 (23 months)  Total M/M            177.00 Japan                75.00 Field                102.00					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Data analysis of LANDSAT Imagery					

和名 ヤシレタダム隣接地域農業総合開発計画

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

PROJECT SUMMARY (F/S)

Compiled March 1988  
Revised March 1992

CSA BOL/S 301/77

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Bolivia	1. SITE OR AREA	Viru Viru in Santa Cruz, Bolivia		
2. NAME OF STUDY	Viru Viru International Airport Development	2. PROJECT COSTS	(US\$1=260Yen)		
3. SECTOR	Transportation/ Air Transportation & Airport		Total Cost	Local Cost	Foreign Cost
4. REFERENCE NO.			1) 76,648	24,527	
5. TYPE OF STUDY	F/S	3. CONTENTS OF MAJOR PROJECT(S)			
6. COUNTERPART AGENCY	AASANA/Administration of Airport and Supplementary Services for Air Navigation	Facilities to be developed	Size/ Quantity		
7. OBJECTIVES OF STUDY	To forecast air transport demand and examine technical and economic feasibility of the Project	Runway, Taxiway, Apron	3500m x 45m, 720m, 70,000 sq.m		
8. DATE OF S/W	Mar. 1977	Passenger Terminal Bldg.	16,000sq.m		
9. CONSULTANT(S)	Japan Airport Consultants, Inc.	Telecommunications(CAT-I)	complete system		
10. STUDY TEAM	No. of Members 17 Period Apr. 1977 - Dec. 1977 (8 months)	Airfield Lighting(CAT-I)	complete system		
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		Power supply & distribution (CAT-I)	complete system		
12. EXPENDITURE	Total 124,077 (¥000) Contracted 70,820	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR 15.0%	FIRR 4-7%	
		Feasibility: Yes			
		Conditions and Development Impacts:			
		Quantifiable benefits include those attributable to: 1) upgraded service level, 2) time saving by improved luggage handling, 3) shortened travel time by opening of direct routes, 4) accommodating passenger demands that would have been unaccommodated without the project, 5) reduced airport maintenance cost, 6) saving in road tunnel construction.			
		Development effects include: 1) contribution to socio-economic development of Bolivia; 2) increased importance of the airport situated in the center of South America as a relay point of north-south international air routes; 3) contribution to enhancement of regional development potential through provision of higher-quality air cargo service to the Santa Cruz area.			
		5. TECHNICAL TRANSFER			
		1) OJT: Study tour of NTA, TIA, Tokyo ATC Center, etc. 2) Local consultants' participation: Geological Survey, boring tests, material tests, part of road design 3) Others: Participation in JICA's Aerodrome Seminar 4) All the four counterpart officials at the time have moved out to the private sector.			
		1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Discontinued or Cancelled <input type="checkbox"/> Processing		
		(Description)	Feb. 1978 D/D completed May 1979 OECF loan agreement (10,800 million yen) Mar. 1983 OECF loan agreement (6,699 million yen) Jul. 1984 Operation started  - There are about 11 to 12 daily flights leaving from and arriving at the airport, which is equivalent to El Alto Airport of the Capital. - The Passenger Terminal building has not been well maintained. Cleaning service is not well performed. - The cost of maintenance and personnel are covered by airport charges. - The problem at this airport is the need of changing the Precision Approach Pass Indication (PAPI). However, the improvement has so far been postponed, because the improvement of La Paz Airport has the current priority.  (FY1991 Overseas Survey) The original design of the airport has turned out to have some problems: the terminal for cargos as well as aprons are too narrow; the parking area is too large having an average occupation rate of only 30% (due to the fact that Rima Airport has still been the principal airport despite of the expectation that Viru Viru would substitute it)		
		2. MAJOR REASONS FOR PRESENT STATUS	1) Greatness of Effect: Relative advantage over the neighbouring countries in cargo handling capability provided by the international-standard airport; 2) High Priority: Improvement was urgently needed because of the operational restrictions imposed at the national capital airport of La Paz Int'l due to its high-altitude site level; 3) Strong Transnational Organization: Joint Committee for the development was established with the strong support of Santa Cruz Development Authority; 4) Others: In competing with La Paz, citizens of Santa Cruz earnestly desired establishment of the high-level international airport.		
		3. PRINCIPAL SOURCES OF INFORMATION	①②		

和名 ビルビル国際空港計画

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

PROJECT SUMMARY (Basic Study)

Compiled March 1990  
Revised March 1992

CSA BOL/S 501 /78

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Bolivia	1. SITE OR AREA	Chapare Area (20,000 sq.m)			1. PRESENT STATUS <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Topographic Mapping Project for Chapare Area	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	Total Cost	Local Cost	Foreign Cost	
3. SECTOR	Social Infrastructures/ Survey & Mapping	3. MAJOR PROJECT(S) PROPOSED	National base map (scale: 1/50,000; 44 plates)			(Description) (FY1991 Overseas Survey) Maps have been served as a basis to construct new roads in Chapare Area. Equipments provided by the Japanese government have been well utilized even after more than ten years. The IGM desires Japanese assistance for another topographic mapping project in the Northern La Paz area.
4. REFERENCE NO.						
5. TYPE OF STUDY	Basic Study					
6. COUNTERPART AGENCY	Instituto Geographico Militar					
7. OBJECTIVES OF STUDY	To prepare basic information for development planning					
8. DATE OF S/W	Jun. 1974	4. CONDITIONS AND DEVELOPMENT IMPACTS	Maps are expected to serve as a base for development planning			
9. CONSULTANT(S)	International Engineering Consultants Association					
10. STUDY TEAM	No. of Members Period May 1975 - Mar. 1978 (35 months)  Total M/M Japan Field					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHINCAL TRANSFER	OJT on aerophoto mapping techniques			
12. EXPENDITURE	Total 565,818 (¥'000) Contracted				2. MAJOR REASONS FOR PRESENT STATUS	
					3. PRINCIPAL SOURCES OF INFORMATION	
					①②	

和名 チャパレー地区地図作成事業

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

**PROJECT SUMMARY (Basic Study)**

CSA BOL/A 501/79

Compiled March 1991  
Revised March 1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Bolivia	1. SITE OR AREA	Chapare District and surrounding regions in Cochabamba Province		1. PRESENT STATUS <input type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input checked="" type="checkbox"/> Discontinued
2. NAME OF STUDY	(Land Use Mapping Project for Chapare Area)	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	Total Cost	Local Cost	
3. SECTOR	Agriculture/ General				
4. REFERENCE NO.		3. MAJOR PROJECT(S) PROPOSED	We visited the project site to conduct basic data study necessary drawing a land use map in Chapare District. However a part of it has already completed in governmental sector, therefore we changed the objective of the study to giving technical comment and the evaluation of its results by the advice of Japanese embassy.		
5. TYPE OF STUDY	Basic Study				
6. COUNTERPART AGENCY	Department of Farmers, Agriculture and Animal Husbandry				
7. OBJECTIVES OF STUDY					
8. DATE OF S/W		4. CONDITIONS AND DEVELOPMENT IMPACTS	Main contents of the advices, as a result of field investigation and examination of materials, are: 1.To improve road infrastructure 2.To take consideration into improvement of farm land including preventing soil erosion. 3.To establish and manage distribution and process system of farm products 4.To investigate the possibility to produce Kenaf (ambari hemp) coconut palm and sago palm. 5.To put more importance on beef cattle than on milch cows.		
9. CONSULTANT(S)	Agricultural Development Consultants Association, Nippon Koei Co., Ltd., Sanyu Consultants, Inc., Kokusai Kogyo Co., Ltd.				
10. STUDY TEAM	No. of Members 9 Period Feb.1980 - Mar.1980 (2 months)  Total M/M 8.43 Japan 3.83 Field 4.60	5. TECHINCAL TRANSFER			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY					
12. EXPENDITURE	Total 46,720 (¥000) Contracted 33,686				
			2. MAJOR REASONS FOR PRESENT STATUS		
			3. PRINCIPAL SOURCES OF INFORMATION		
			①		

和名 チャパレー地区土地利用図作成

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

**PROJECT SUMMARY (F/S)**

CSA BOL/S 302/82

Compiled March 1990  
Revised March 1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Bolivia	1. SITE OR AREA	Between Taperas and Robore, and between Ipias and Robore on the Eastern Line			1. PRESENT STATUS <input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Railway Construction / Rehabilitation Project (Eastern Line: Taperas-Robore and Ipias-Robore)	2. PROJECT COSTS	(US\$1=19.99 pesos)			
3. SECTOR	Transportation/ Railway		Total Cost	Local Cost	Foreign Cost	(Description)  March 1980 Application for a yen credit February 1982 Completion of F/S August 1982 E/N on yen loan March 1983 Signing of L/A May 1984 Completion of D/D September 1985 Conclusion of contract and start of construction February 1988 Completion of construction and start of operation  (FY1991 Overseas Survey) The rehabilitation of the national railway ensured the safe and reliable transportation of agricultural products, and the farmers living along the railway line have been increasing agricultural production. With the remaining balance of the loan (150 million yen), the replacement of the used rails with new rails is now on-going.
4. REFERENCE NO.		(US\$1,000)	1) 33,865	2) 11,883	3) 21,982	
5. TYPE OF STUDY	F/S	3)				
6. COUNTERPART AGENCY	Bolivian National Railways (ENFE)	3. CONTENTS OF MAJOR PROJECT(S)				
7. OBJECTIVES OF STUDY	F/S for the rehabilitation of the Eastern and Western Lines and preparation of a detailed rehabilitation plan for the section between El Porton and Robore on the Eastern Line	Earthwork (cutting, embarking)	345,000cu.m			
8. DATE OF S/W	Apr. 1979	Bridges 9 places	325m			
9. CONSULTANT(S)	Japan Railway Technical Service	Culverts 7 places				
10. STUDY TEAM	No. of Members 103 Period Jun. 1979 - Mar. 1982 (21 months)  Total M/M 201.47 Japan 129.93 Field 71.54	Tracks (provisional and main tracks)	11.7km			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		Implementation Period:	Dec. 1985 - Feb. 1988			
12. EXPENDITURE	Total 415,881 (Y'000) Contracted 405,849	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR		
		Feasibility: Yes	26.1%	9.2%		
		Conditions and Development Impacts: - The FIRR is 10.27 when based on the face revenue decrease estimated for the without case and the necessary rehabilitation cost. - This project would contribute to the reduction in expenses rather than an increase in revenues. - It would also contribute towards the stabilization of surface transport to and from Brazil.				
		5. TECHNICAL TRANSFER	1) Training in civil engineering for counterpart personnel 2) Utilization of a local consultant for construction work			
			2. MAJOR REASONS FOR PRESENT STATUS  High priority was put on this project, since there are no modes of surface transport other than the railway.			
			3. PRINCIPAL SOURCES OF INFORMATION  ①②			

和名 国鉄復旧計画

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

PROJECT SUMMARY (F/S)

Compiled March 1988  
Revised March 1992

CSA BOL/S 303/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Bolivia	1. SITE OR AREA	Whole country			1. PRESENT STATUS <input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	National Telecommunication Network Project	2. PROJECT COSTS	(US\$1=24.5pesos=220yen)			
3. SECTOR	Communications & Broadcasting/ Telecommunication		Total Cost	Local Cost	Foreign Cost	(Description)  The Government of Bolivia requested for a yen credit on March 1988. Because of the deterioration of the economic conditions, the OECF loan was approved for structural adjustment, and the project implementation was postponed.  (FY1991 Overseas Survey) The technologies suggested by the study became somewhat outdated during the postponement, and the proposals of the study were dropped.
4. REFERENCE NO.			1) 51,196	15,556	35,640	
5. TYPE OF STUDY	F/S		2)			
6. COUNTERPART AGENCY	ENTEL	3. CONTENTS OF MAJOR PROJECT(S)	3)			
7. OBJECTIVES OF STUDY	Telecommunications network improvement and expansion in medium and small cities mainly in the southwestern region of Bolivia	1) Construction of microwave network system: - Microwave system: 21 sections - UHF system: 19 sections - VHF system: 69 sections				
8. DATE OF S/W	Jul.1981	2) Establishment of toll public telephone facilities in remote area: - Toll public telephone facilities: 59				
9. CONSULTANT(S)	Nippon Telecommunication Consulting Co.,Ltd.	3) Construction of local telephone offices and outside plants: - Total number of line units: 13,900				
10. STUDY TEAM	No. of Members 14 Period Jan.1982 - Sep.1982 (8 months)  Total M/M 27.00 Japan 15.17 Field 11.83	Implementation Period: 1983 - 1986				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR 9.87%	FIRR 7.65%		
12. EXPENDITURE	Total 81,766 (¥000) Contracted 49,194	Feasibility: Yes				
		Conditions and Development Impacts: By the implementation of this project, the subscriber truck dialling system will become available for mutual connections among seven major cities of Bolivia and among 12 medium and small local cities in the southwestern region of the country. At the same time, the telecommunications network in remote areas in the southwestern region will be remarkably improved.				
		5. TECHNICAL TRANSFER				
		1) Trainee acceptance: 2 counterparts invited to Japan 2) On the job training(ENTEL counterparts)				
					2. MAJOR REASONS FOR PRESENT STATUS - Extreme inflation of the economy - Proposed technologies became outdated during the postponement.	
					3. PRINCIPAL SOURCES OF INFORMATION ①②	

和名 電気通信網整備拡充計画

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

PROJECT SUMMARY (M/P + F/S)

Compiled March 1990  
Revised March 1992

CSA BOL/S 201A/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Bolivia	1. SITE OR AREA	El Alto Airport, La Paz			1. PRESENT STATUS <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	El Alto Airport Modernization Project	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	(US\$1=150Yen) Total Cost    Local Cost    Foreign Cost 1)            138,000       26,000       112,000 2)			
3. SECTOR	Transportation/ Air Transportation & Airport	3. MAJOR PROJECT(S) PROPOSED	F/S (refer to the next page)			(Description) Followed by F/S.  (FY1991 Overseas Survey) No additional information.
4. REFERENCE NO.						
5. TYPE OF STUDY	M/P+(F/S)					
6. COUNTERPART AGENCY	Administracion de Aeropuertos y Servicios Auxiliares a la Navigacion Aérea					
7. OBJECTIVES OF STUDY	Airport facilities					
8. DATE OF S/W	Aug. 1986	4. CONDITIONS AND DEVELOPMENT IMPACTS				
9. CONSULTANT(S)	Pacific Consultants International	Safety and efficiency of air transportation will be promoted by the improvement and expansion of existing old and small capacity facilities. This will increase trade and business opportunity, expand employment, and attract foreign tourists, contributing to the growth of the national economy of Bolivia.				
10. STUDY TEAM	No. of Members 8 Period Jan.1987 - Feb.1988 (14 months)  Total M/M 37.43 Japan 16.99 Field 20.44					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY						
12. EXPENDITURE	Total 151,820 (Y'000) Contracted 133,737	5. TECHINICAL TRANSFER - Hold seminar on computer analysis, economic/financial analysis, and evaluation of noise of aircraft. - Training for airport planning and inspection of airports in Japan. - Use of local consultants for geological investigation and survey. - Guidance of noise measurement of aircraft.				
		2. MAJOR REASONS FOR PRESENT STATUS			High priority is placed in the national development plan as important and urgent.	
		3. PRINCIPAL SOURCES OF INFORMATION			①②	

和名 エル・アルト空港近代化計画

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



PROJECT SUMMARY (M/P + F/S)

Compiled March 1990  
Revised March 1992

CSA BOL/S 201B/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Bolivia	1. SITE OR AREA	El Alto Airport, La Paz			1. PRESENT STATUS <input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	El Alto Airport Modernization Project	2. PROJECT COSTS	(US\$1=150Yen) Total Cost    Local Cost    Foreign Cost 1)            138,000    26,000    112,000 (US\$1,000) 2) 3)			
3. SECTOR	Transportation/ Air Transportation & Airport	3. CONTENTS OF MAJOR PROJECT(S)	Major First Stage Construction Works: - Passenger terminal apron (324.5m x 131m) - Freight terminal apron (97.5m x 131m) - Passenger terminal building (total floor area 16,500 sq.m) - Freight terminal building (total floor area 5,000 sq.m) - Administration buildings and control tower (Total floor area 4,000 sq.m) - Other related facilities			(Description)  The Government of Bolivia requested an OECF loan of about US\$3.4 million. The government is waiting for a favorable response from the OECF.  (FY1991 Overseas Survey) The original estimate of \$14.9 mil. for the total cost assuming the complete reconstruction of the airport was discarded (too costly relative to the Viru Viru Airport) and reduced to \$4.95 mil. through an alternative project design.
4. REFERENCE NO.		Implementation Period:	Jul.1991 - Dec.1993			
5. TYPE OF STUDY	(M/P)+F/S	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR		
6. COUNTERPART AGENCY	Administración de Aeropuertos y Servicios Auxiliares a la Navegación Aérea	Feasibility:	Yes			
7. OBJECTIVES OF STUDY	Improvement of airport facilities	Conditions and Development Impacts:	Conditions: Project life is 25 years after completion of the construction. Development Impacts: Safety improvement of air transportation and efficient air transportation are promoted by improvement and expansion of existing old and small capacity facilities. Hereby, there is a reason to expect that resulting increase in trade and business opportunity, increase of employment and attraction of foreign tourists, will contribute to the growth of the national economy of Bolivia.			
8. DATE OF S/W	Aug. 1986	5. TECHNICAL TRANSFER	- Hold seminar on computer analysis, economic/financial analysis, and evaluation of noise of aircraft. - Training for airport planning and inspection of airports in Japan. - Use of local consultants for geological investigation and survey. - Guidance of noise measurement of aircraft.			
9. CONSULTANT(S)	Pacific Consultants International	12. EXPENDITURE	Total            151,820 (¥000) Contracted    133,737			
10. STUDY TEAM	No. of Members 8 Period Jan.1987 - Feb.1988 (14 months)  Total M/M        37.43 Japan            16.99 Field             20.44	11. ASSOCIATED AND/OR SUBCONTRACTED STUDY				
		2. MAJOR REASONS FOR PRESENT STATUS				
		3. PRINCIPAL SOURCES OF INFORMATION	①②			

和名 エル・アルト空港近代化計画

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

PROJECT SUMMARY (F/S)

Compiled March 1992  
Revised March 1992

CSA BOL/ 305/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Bolivia	1. SITE OR AREA	71.5 sq.km (El Alto District, excluding the airport 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	Groundwater Development Project on El Alto District in La Paz City	2. PROJECT COSTS	\$1=123.5 yen Total Cost Local Cost Foreign Cost 1) 14,575 2) 8,900 3)	(Description)	
3. SECTOR	Public Utilities/ Water Supply	3. CONTENTS OF MAJOR PROJECT(S)	1. Potentials of groundwater development - Southeastern side of Rio Seco (12km, intake of 30,000 cu. m/day) - Northwestern side (10km, intake of 20,000 cu.m/day) 2. Major facilities 1) by 1995 2) by 2000 - Water intake wells: 42 cu.m/h x 155m x 3000 x 37km 6 sets - 42 cu.m/h x 120m x 3000 x 30km 6 sets 2 sets 42 cu.m/h x 95m x 3000 x 22km 12 sets 12 sets 42 cu.m/h x 72m x 3000 x 15km 6 sets 6 sets - Water conveyance facilities (pipes, reducers, etc.) - Pump station and pump well and related facilities (Costs shown above pertain to water intake facilities only.) Implementation Period:		
4. REFERENCE NO.		4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR FIRR	On the basis of the study, a basic design study for the was subsequently undertaken, financed by the Japanese grant aid program. Oct. 1988 E/N for Japanese General Grant Aid (1,693 million yen) Jun. 1989 E/N for Japanese General Grant Aid (691 million yen)	
5. TYPE OF STUDY	F/S	Feasibility:			
6. COUNTERPART AGENCY	Servicio Autonomo Municipal de Agua Potable y Alcantarillada (SAMAPA)	Conditions and Development Impacts:		2. MAJOR REASONS FOR PRESENT STATUS	
7. OBJECTIVES OF STUDY	Water supply for El Alto District, utilizing underground water	Conditions: - Water supply target for 1995: 26,700 cu.m/day (pop. estimate of 385,000 and demand of 155 liters/man/day) - Water supply target for 2000: 46,200 cu.m/day (pop.estimate of 495,000 and demand of 160 liters/man/day) Impacts: Because of the rapid population increase in La Paz City (pop. one million), the supply of urban services, especially of drinking water, falls short of the growing demand. El Alto District, a newly expanding area of the La Paz metropolitan area, has been receiving large inflows of former mine workers, and it is extremely important to secure stable sources of water supply. The existing purification plant (water intake from Lake Tuni) does not have the capacity, and it is urgently needed to develop groundwater resources.			
8. DATE OF S/W	Oct. 1986	5. TECHINCAL TRANSFER		3. PRINCIPAL SOURCES OF INFORMATION	
9. CONSULTANT(S)	Kyowa Engineering Consultants Co.				
10. STUDY TEAM	No. of Members Period Jan. 1987 - Aug. 1987 (7 months) Total M/M Japan Field			①②	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Geological survey Electrical prospecting Groundwater level survey				
12. EXPENDITURE	Total Contracted 94,738 (¥000)				

和名 ラパス市エル・アルト地区地下水開発計画

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

**PROJECT SUMMARY (F/S)**

CSA BOL/S 304/87

Compiled March 1990  
Revised March 1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Bolivia	1. SITE OR AREA	Road between San Borja and Trinidad			1. PRESENT STATUS <input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Completed <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input checked="" type="checkbox"/> Promoting <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Mejoramiento de la carretera entre San Borja y Trinidad	2. PROJECT COSTS	Total Cost	Local Cost	Foreign Cost	
3. SECTOR	Transportation/ Road		1) 64,000	25,145	38,852	(Description)  Jan.1989 D/D completed by Central Consultant Dec.1989 Requested Inter-American Development Bank (IDB) financing (road construction)  (FY1991 Overseas Survey) Note: IDB has long been financing the improvement of Route 3 which includes the San Borja-Trinidad section. The IDB-financed construction of the Cotapata-Santa Barbara section is scheduled to begin in 1991, and the implementation of the San Borja-Trinidad section is expected to start after this project. IDB requires an environmental effect assessment as a condition for its loan approval.
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)	2) 65,300	24,489	40,826	
5. TYPE OF STUDY	F/S	1) First Phase	3) 65,300			
6. COUNTERPART AGENCY	Servicio Nacional de Caminos	1) Embankment over 222 km, related structures, preparation of pavement sub base, etc.				
7. OBJECTIVES OF STUDY	Technical survey, preliminary design and evaluation of socio-economic impacts	2) Asphalt pavement between San Borja and Puerto Barrador				
8. DATE OF S/W	Aug. 1985	3) A ferry terminal				
9. CONSULTANT(S)	Central Consultant, Inc. CTI Engineering Co.	2) Second Phase				
10. STUDY TEAM	No. of Members Period Nov.1985 - Jul.1987 (21 months)  Total M/M Japan Field	Asphalt pavement over 212 km from San Borja to Puerto Ganadero				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		Implementation Period:	1) 1989 - 1991			
12. EXPENDITURE	Total 458,528 (Y'000) Contracted	4. FEASIBILITY AND ITS ASSUMPTIONS	2) 1994 - 1995	EIRR	FIRR	
		Feasibility:				
		Conditions and Development Impacts:				
		Economic evaluation was done during the D/D study (See next page).				
		5. TECHNICAL TRANSFER				
					2. MAJOR REASONS FOR PRESENT STATUS	
					3. PRINCIPAL SOURCES OF INFORMATION	
					①②	

和名 サンボルハートリニダ道路改良

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

**PROJECT SUMMARY (D/D)**

Compiled March 1990  
Revised March 1992

CSA BOL/S 401/88

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Bolivia	1. SITE OR AREA	Road between San Borja and Trinidad			1. PRESENT STATUS  <input type="checkbox"/> Completed or in Progress <input 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	Mejoramiento de la carretera entre San Borja y Trinidad	2. PROJECT COSTS	Total Cost	Local Cost	Foreign Cost	
3. SECTOR	Transportation/ Road		1) 61,771	24,649	37,122	
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)	2) (US\$1,000)			
5. TYPE OF STUDY	D/D		3)			
6. COUNTERPART AGENCY	Servicio Nacional de Caminos	First Phase Construction: Road improvement and bridge construction (total length after improvement 229 km (including the ferry-serviced 7 km), 9 bridges)				(Description)  Dec.1989 Requested Inter-American Development Bank (IDB) financing.  Note: IDB has long been financing the improvement of Route 3 which includes the San Borja-Trinidad section. The IDB-financed construction of the Cotapata-Santa Barbara section is scheduled to begin in 1991, and the implementation of the San Borja-Trinidad section is expected to start after this project. IDB requires an environmental effect assessment as a condition for its loan approval.  (FY1991 Overseas Survey) It is not certain yet when the construction begins: according to SENAC, it is supposed to start between 1995 and 1998. The total project cost is US \$89mil., out of which \$57mil.(80%) will be financed by IDB and the rest \$32mil.(20%) by the Bolivian government. The project will be implemented according to the F/S and D/D, and no change in design is expected. SENAC regards the policy of IDB as having changed so that it will provide no further assistance in road construction.
7. OBJECTIVES OF STUDY	Basic design	Implementation Period:	1990 - 1993			
8. DATE OF S/W	Jul.1987	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR		
9. CONSULTANT(S)	Central Consultant, Inc. Kokusai Kogyo Co.	Feasibility: Yes	24.76%			
10. STUDY TEAM	No. of Members 7 Period Sep.1987 - Jan.1989 (16 months)  Total M/M 46.54 Japan 14.57 Field 31.97	Conditions and Development Impacts: 1)The project will complete the connection between La Paz and Santa Cruz, providing the large-scale ring road connecting the country's major cities. 2)The project will provide all-weather road in the section where travel is not possible during the rainy season, and stimulate the development of the surrounding hinterland. 3)Transportation of goods between the project area and La Paz are done by air, but the proposed road will improve surface transportation means and reduce transport costs.				2. MAJOR REASONS FOR PRESENT STATUS
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Measurement and geological survey	5. TECHINCAL TRANSFER				3. PRINCIPAL SOURCES OF INFORMATION
12. EXPENDITURE	Total 245,542 (¥000) Contracted 232,720	OJT on computerized efficient designing, hydrologic analysis, and drainage technology.				①②

和名 サンボルハートリニダ道路改良

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

PROJECT SUMMARY (F/S)

Compiled March 1992  
Revised March 1992

CSA BOL/S 306/90

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT																					
1. COUNTRY	Bolivia	1. SITE OR AREA	Road Section between Santa Barbara and Bella Vista on the National Road 3																						
2. NAME OF STUDY	Road Improvement between Santa Barbara and Bella Vista	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>(US\$1,000)</td> <td>1) 188,420</td> <td>84,468</td> <td colspan="2">103,957</td> </tr> <tr> <td></td> <td>2)</td> <td></td> <td colspan="2"></td> </tr> <tr> <td></td> <td>3)</td> <td></td> <td colspan="2"></td> </tr> </table>				Total Cost	Local Cost	Foreign Cost		(US\$1,000)	1) 188,420	84,468	103,957			2)					3)			
	Total Cost	Local Cost	Foreign Cost																						
(US\$1,000)	1) 188,420	84,468	103,957																						
	2)																								
	3)																								
3. SECTOR	Transportation/ Road	3. CONTENTS OF MAJOR PROJECT(S)	Improvement of the road between Santa Barbara and Bella Vista. 1. Widening the road width 2. Pavement 3. Improvement of the road alignment 4. Constructing the structures such as bridges and tunnels 5. Disaster Prevention Countermeasures 6. Economic evaluation																						
4. REFERENCE NO.		Implementation Period:	1996 - 2000																						
5. TYPE OF STUDY	F/S	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR																					
6. COUNTERPART AGENCY	National Road Service Ministry of Transportation and Communication	Feasibility:	19.7%																						
7. OBJECTIVES OF STUDY	Feasibility study on the road improvement between Santa Barbara and Bella Vista	Conditions and Development Impacts:	Project Benefit is as follows: 1. Running time saving benefit 2. Waiting time saving benefit 3. Vehicle operating cost saving benefit 4. Accident deduction benefit 5. Disaster prevention benefit 6. Transportation cost deduction benefit from refrigerated trucks 7. Development benefit																						
8. DATE OF S/W	Jun.28, 1988	10. STUDY TEAM	No. of Members 16 Period Aug.1989 - Mar.1991 (17 months)  Total M/M 67.04 Japan 27.81 Field 39.23																						
9. CONSULTANT(S)	Central Consultant Inc. Nippon Koei Co., Ltd. Kokusai Kougyo Co., Ltd.	11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Aerophoto 10281000yen																						
12. EXPENDITURE	Total 315,634 (¥'000) Contracted 300,645	5. TECHINICAL TRANSFER	The technical transfer was confirmed in the field of road design and bridge design.																						
		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																						
		(Description)	On the National Road 3, except the section between Santa Barbara and Bella Vista, all other road sections have already improved or are just about to start the improvement works. Once these road sections will have improved, the road section between Santa Barbara and Bella Vista will obviously become the severe bottleneck for traffic. On the other hand, this road section is very notorious for its disaster occurrence and risky road section in Bolivia.  (FY1991 Overseas Survey) Therefore, Bolivian government is requesting the Japanese Government and JICA to conduct a D/D on this project. Ministerio de Planeamento y Coordination ranked the project as second for the development projects in the fiscal 1991 from the Japanese government.																						
		2. MAJOR REASONS FOR PRESENT STATUS																							
		3. PRINCIPAL SOURCES OF INFORMATION	①②																						

和名 サンタバルバラ・ベジャビスタ道路改良計画

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

PROJECT SUMMARY (F/S)

Compiled March 1992  
Revised March 1992

CSA BOL/A 301/90

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Bolivia	1. SITE OR AREA	Santa Ana in Tarija Dept.			1. PRESENT STATUS <input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Implementing <input checked="" type="checkbox"/> Processing <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Agricultural and Rural Development Project in Santa Ana	2. PROJECT COSTS	Total Cost	Local Cost	Foreign Cost	
3. SECTOR	Agriculture/ General		1) 15,185	7,463	7,722	(Description)  (FY 1991 Overseas Survey) CODETAR is planning to reduce the scale of the project because of the cost. CODETAR had expected grants from the Japanese government, and they did not plan to request any loans. So, the project has not make any progress. In 1991, CODETAR became very passive about practicing this project because of its small effect.
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)	2) (US\$1,000)			
5. TYPE OF STUDY	F/S		3)			
6. COUNTERPART AGENCY	Regional Development Corporation of Tarija	Beneficial area (irrigation) 1,090 ha				
7. OBJECTIVES OF STUDY	Formulation of irrigated agriculture and rural development plans	Proposed facilities				
8. DATE OF S/W	Dec. 1988	- Water source (concrete gravity dam)				
9. CONSULTANT(S)	Naigai Engineering Co., Ltd.	- Sedimentation dam				
10. STUDY TEAM	No. of Members 10 Period Jul. 1989 - Aug. 1990 (13)	- Irrigation canals				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Geological survey	Main 5.4km				
12. EXPENDITURE	Total 183,787 (¥000) Contracted 132,582	Secondary 24.8km				
		Reservoirs 14 nos.				
		- Road improvement 20.2km				
		- Rural water supply (shallow wells) 15 nos.				
		- Rural electrification 20.0km				
		- Public health center 3 places				
		- Educational facilities (school houses, etc.) 2 places				
		- O/M equipment 3 places				
		Implementation Period:				
		4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR		
			10.2%			
		Feasibility:				
		Conditions and Development Impacts:				
		Increased agricultural production by irrigation 1,982,000 (US\$/target year)				
		Reduction of transportation cost by road improvement 8,370 (US\$/target year)				
		Erosion Prevention 3,850 (US\$/target year)				
		Increase of employment opportunities				
		5. TECHINCAL TRANSFER				
		OJT				
		2. MAJOR REASONS FOR PRESENT STATUS				
		3. PRINCIPAL SOURCES OF INFORMATION				
					①, ②	

和名 サンクアナ農業農村開発計画

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

PROJECT SUMMARY (M/P)

Compiled March 1988  
Revised March 1992

CSA BRA/S 101/75

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Brazil	1. SITE OR AREA	Belo Horizonte-Itutinga-Sao Paulo; and Itutinga-Volta Redonda			1. PRESENT STATUS <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Plano de construcao da nova ligacao ferroviaria	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	(US\$1=9.07Cr.) Total Cost    Local Cost    Foreign Cost			
3. SECTOR	Transportation/ Railway	(US\$1,000)	1) 890			(Description) As a result of the international bidding held in 1976, the award of construction went to a U.K. firm. The lack of funds, however, caused a long delay in construction. According to the IRJ (International Railway Journal) of August, 1989, only a 320km single-track line connecting Jeceaba near Belo Horizonte and Barra Mansa near Rio de Janeiro was reportedly to be constructed out of the proposed 900km of double-track electrified line linking Belo Horizonte to Rio de Janeiro and Sao Paulo. Apparently due to the lack of communication between the JICA team and the Brazilian counterparts, the study failed to accommodate for the change of plan necessitated by the changing economic circumstances in Brazil. The master plan was formulated in accordance with the initial requests by the Brazilian side, and therefore, its recommendations were unlikely to be followed up right from the beginning, and only minor technical suggestions in specific fields such as tunnels and bridges were utilized.
4. REFERENCE NO.		3. MAJOR PROJECT(S) PROPOSED				
5. TYPE OF STUDY	M/P	Plan for constructing a new electrified railway line: the first phase, a 389km-section between Belo Horizonte and Volta Redonda; and the second phase, a 432km-section between Itutinga and Sao Paulo. The features of the first phase are: Operation and rolling stock: max. speed of 60km/h; 9,000-ton hauling capacity per train; 18 trains per day in each direction when opened to traffic, and 105 in 2002 Structures and track: 171 tunnels, 86.9km; 124 bridges, 40.5km; track, broad gauge Electrification: 2 x 25kv, AT feeding system Signalling and operation control: Automatic blocking, CTC				
6. COUNTERPART AGENCY	REFFSA, and ENGEEER					
7. OBJECTIVES OF STUDY	Plan for the construction of a new electrified railway line to carry iron ores					
8. DATE OF S/W	March 1975	4. CONDITIONS AND DEVELOPMENT IMPACTS				
9. CONSULTANT(S)	The Japan Electrical Consulting Co., Ltd. Pacific Consultants International, Inc.	The transport capacity available is unable to meet increasing demands to carry iron ores produced in and around Belo Horizonte, Minas Gerais. It is expected that a planned new electrified railway line will help ensure the required capacity to transport iron ores to steel mills in Volta Redonda and San Paulo, and also promote the export to other countries from Sepetiba port.				
10. STUDY TEAM	No. of Members 15 Period May 1975 - Dec.1975 (7 months)  Total M/M 83.00 Japan 50.00 Field 33.00					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHINCAL TRANSFER				
12. EXPENDITURE	Total Contracted 58,231 (¥'000)	OJT on railway technologies to counterparts (train operation planning, tracks, electrification, signalling and telecommunications, and rolling stock, and earth conductivity testing).				
					2. MAJOR REASONS FOR PRESENT STATUS	
					3. PRINCIPAL SOURCES OF INFORMATION	
					①②	

和名 鉄道新線建設計画

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

**PROJECT SUMMARY (F/S)**

Compiled March 1986  
Revised March 1992

CSA BRAS 301/77

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Brazil	1. SITE OR AREA	The State of Espirito Santo		
2. NAME OF STUDY	Praia Mole Port Construction Project	2. PROJECT COSTS	(US\$1=Cr\$12.8)		
3. SECTOR	Transportation/ Port		Total Cost	Local Cost	Foreign Cost
4. REFERENCE NO.			1) 374,296	311,722	
5. TYPE OF STUDY	F/S		2)		
6. COUNTERPART AGENCY	PORTOBRAS		3)		
7. OBJECTIVES OF STUDY	To study the feasibility on Praia Mole port construction project	3. CONTENTS OF MAJOR PROJECT(S)	Breakwater 7,100m Timber Berth 960m Coal Berth 590m Oil Berth 1set Small Size Ship Berth 350m		
8. DATE OF S/W	Nov. 1976	Implementation Period:	Feb. 1978 - Aug. 1983		
9. CONSULTANT(S)	Overseas Coastal Area Development Institute of Japan	4. FEASIBILITY AND ITS ASSUMPTIONS	EIRR	FIRR	
10. STUDY TEAM	No. of Members 9 Period Oct. 1976 - Aug. 1977 (12 months)  Total M/M 21.50 Japan 12.20 Field 9.30	Feasibility: Yes	18.3%	6.5%	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		Conditions and Development Impacts: Cargo volume is estimated taking into consideration such cargoes as half-completed products of and materials for the Tubaraon steel factory. In the FIRR estimation, construction costs up to the second stage of the project are calculated. As a result it becomes clear that it would be necessary to receive government subsidies or to expect up to 20% of the actual port tariff revenues. By promoting the construction of public berths in the present port which has been developed for the exclusive use of the Tubaraon steel factory, the new port would act as a commercial port producing more transportation and economic activities, thus improving the general quality of life in the region.			
12. EXPENDITURE	Total 88,730 (¥000) Contracted 67,013	5. TECHINICAL TRANSFER	Giving counterparts ports and harbours planning technic by On-Job-Training		
		1. PRESENT STATUS		<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Discontinued or Cancelled	
		(Description)		OECF E/N: concluded in Nov.'81 (22,000 million yen) OECF L/A: concluded in Dec.'81 (11,985 million yen) Total Project Cost 102,500 million yen Local currency portion 87,200 million yen Fund Raising: Yen Loan 22,000 million yen Local Fund 80,500 million yen  The proposed Praia Mole Port was first scaled down and then changed to Tubalon Port. The study was carried out to meet only the requirements from the government. The problem arose at the financing stage, because the demand projections of the study did not pay sufficient attention to the potential beneficiaries of the proposed port at Praia Mole. Based on the demand among the potential beneficiaries, the project was scaled down and changed to Tubalon Port to obtain yen credit from OECF.  (FY 1991 Overseas Survey)  The state government is practicing privatization of ports department, so the progress of the project will depend on the investment of the corporations which use Praia Mole Port.	
		2. MAJOR REASONS FOR PRESENT STATUS		Large impact	
		3. PRINCIPAL SOURCES OF INFORMATION		①②	

和名 プライアモーレ港建設計画

(F/S, (MP)+F/S, D/D)



PROJECT SUMMARY (M/P)

Compiled March 1986  
Revised March 1992

CSA BRA/S 102/79

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Brazil	1. SITE OR AREA	The Cerrado Area of half a million square kilometers in the states of Minas Gerais and Goias.		1. PRESENT STATUS
2. NAME OF STUDY	Regional Development of the Three States: Espirito Santo, Minas Gerais and Goias	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	US\$1=Cr\$20 Total Cost    Local Cost    Foreign Cost		<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued  (Description)  Based on the findings of the study, the improvement and development of inland transportation facilities and the port facilities are under way in order to facilitate the agricultural development in the central region. For instance, the production of soy bean in Brazil reached 20 million tons in 1989, and the contribution of the Cerrado Area has been increasing. As of August 1990, the staff of Rio Dose is following up the improvement of the export corridor to transport soy bean and other agricultural products to Vitoria Port.  (FY 1991 Overseas Survey)  No additional information
3. SECTOR	Development Plan/ Integrated Regional Development Plan	(US\$1,000)	1) 1,328,000	2)	
4. REFERENCE NO.		3. MAJOR PROJECT(S) PROPOSED			
5. TYPE OF STUDY	M/P	The study proposed a transportation system for exporting crops grown in inland areas. The major components are as follows. Railway: - Anapolis - Vitoria 1,819km (some section to be newly constructed) - Pirapora - Vitoria 1,113km (some section to be newly constructed) - Lengthening(490m) of crossing tracks at stations, installation of new train-crossing stations, and modernization of the train blocking system Road: Construction of new feeder roads of 49,000km (1977-85 23,000km, 1985-90 26,000km) Port: - Expansion of port-head silos at Port Capuaba - Installation of additional belt conveyers Storage: - Production-area warehouses(9.83 million tons) - Silos excluding port-head silos (1.05 million tons) - Distribution-warehouses(1.92 million tons)			
6. COUNTERPART AGENCY	Committee of Three States	4. CONDITIONS AND DEVELOPMENT IMPACTS			
7. OBJECTIVES OF STUDY	Identification of export crop development potentials and of a related surface transportation system	The Cerrado area lying in the central region of Brazil is one of the important agricultural frontiers of the country. The study identified soybean, maize and sorghum as suitable crops for the area, when appropriate efforts are made to improve the soil productivity, among others. By the improvement of transportation and marketing networks, the production of these grains in the Area A (the Triangulo Mineiro and the southern part of Goias State) and the Area B (the area around Pirapora along the upper streams of Sao Francisco River) are estimated to reach the following levels by 1990. Area A    5.81 million ha    12.6 million tons Area B    0.94                    2.0 Major development impacts: 1) Decentralization of economic activities 2) Development of agricultural frontiers (the Cerrado area) 3) Improvement of international balance of payments 4) Contribution of global food supply			
8. DATE OF S/W	May 1978	5. TECHINCAL TRANSFER			
9. CONSULTANT(S)	International Development Center of Japan	Two counterparts participated in the JICA training program. On-the-job training through the joint undertaking of the study to identify and evaluate agricultural potentials in the Cerrado area.			
10. STUDY TEAM	No. of Members 11 Period Jul.1978 - Jul.1979 (12 months)  Total M/M 44.83 Japan 16.33 Field 28.50	6. MAJOR REASONS FOR PRESENT STATUS			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		The Government of Brazil considers the export corridor as crucial to the national development strategy, and is committed to its realization over a long period of time.			
12. EXPENDITURE	Total 121,760 (Y'000) Contracted 116,542	7. PRINCIPAL SOURCES OF INFORMATION			
		(1)(2)			

和名 三州開発計画

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

PROJECT SUMMARY (M/P)

Compiled March 1988  
Revised March 1992

CSA BRA/S 103/80

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS			
1. COUNTRY	Brazil	1. SITE OR AREA	Brasilia	1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued		
2. NAME OF STUDY	Establishment of the Fire Fighting Training Center in Brasilia D.F.	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	Total Cost    Local Cost    Foreign Cost	(Description) On the basis of the basic design made by the JICA team, the Brazilian government did the D/D and completed the construction of the Training Building, the Annex Training Building and the Diving Pool by the fund from the Federal District of Brasilia Government. Part of the laboratory facilities were also completed. The construction utilized most of the basic design except for a few construction materials. The remaining buildings and facilities will be constructed in step with budget allocations to complete the proposed Fire-Fighting Training Centre. The Training Center was officially opened in 1985, and started training Fire-Fighting Squads since 1986, utilizing the curriculum proposed by the study. The enrollments for the long courses are listed below.  1986: 33 persons, 1987: 28 persons, 1988: 26 persons, 1990: 17 persons, 1991: 17 persons.  The number of trainees is decreasing because the emphasis has been shifted to the short courses. Apart from these courses, the training center runs 18 special courses which enrolled 680 firemen in 1990, and 380 firemen in 1991.  (1991 Overseas Survey) The center is utilized effectively in two ways. 1) The emphasize on fire preventional technique, and 2) security system. Overall, this center has a high reputation.			
3. SECTOR	Social Infrastructures/ Architecture & Housing	3. MAJOR PROJECT(S) PROPOSED	In preparation for the establishment of the Fire-Fighting Training Center in Brasilia, the basic design of the facilities and a manual for training programs are to be compiled. - Basic design of the facilities: Site; 500m x 500m				
4. REFERENCE NO.		4. CONDITIONS AND DEVELOPMENT IMPACTS	The projected development impacts are the enhancement of educational training in Fire-Fighting and rescuing activities for newly-appointed firemen and fire officers in the education training facilities and the promotion of studies in the investigation of causes of fire in the research facilities, the combined effects of which will result in the modernization of fire fighting activities in Brasilia. The scope of technical cooperation is as follows: 1) Preparation of basic designs of educational and training facilities 2) Preparation of basic designs of research facilities 3) Recommendation and advice for establishment of educational and training programs 4) Recommendation and advice for establishment of research programs, procurement of necessary materials and equipment to the site, and acceptance of Brazilian trainees.				
5. TYPE OF STUDY	M/P	5. TECHNICAL TRANSFER	1) Accepting trainees 2) Providing materials and equipment as well as guidance				
6. COUNTERPART AGENCY	Fire Headquarters of Federal District (CBDF)	7. OBJECTIVES OF STUDY	Study and training for fire-fighting activities				
8. DATE OF S/W	Oct. 1979	12. EXPENDITURE	Total 72,456 (Y'000) Contracted 40,791				
9. CONSULTANT(S)	Nikken Sekkei Ltd.	10. STUDY TEAM	No. of Members 21 Period Nov. 1980 - Mar. 1981 (5 months)  Total M/M 19.33 Japan 13.13 Field 6.20				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		11. ASSOCIATED AND/OR SUBCONTRACTED STUDY					
						2. MAJOR REASONS FOR PRESENT STATUS	High priority
						3. PRINCIPAL SOURCES OF INFORMATION	①②

和名 消防訓練センター建設計画

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

PROJECT SUMMARY (M/P)

Compiled March 1990  
Revised March 1992

CSA BRA/S 104/85

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS	
1. COUNTRY	Brazil	1. SITE OR AREA	Three states of Para, Maranhao and Goias (a total area of 0.9 million ha and a total population of 7.12 million)		1. PRESENT STATUS <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Regional Development Plan of the Greater Carajas Program	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	Total Cost	Local Cost	
3. SECTOR	Development Plan/ Integrated Regional Development Plan	(US\$1,000)	1)		
4. REFERENCE NO.		2)			
5. TYPE OF STUDY	M/P	3. MAJOR PROJECT(S) PROPOSED	The study was undertaken in two phases: In the Phase I, the study examined the supply and demand trends in the world market up to the year 2000 over twenty-eight agricultural, livestock and forestry products and thirteen mining and manufacturing products which were considered to have high production potentials in the Greater Carajas Program Area. In the Phase II, the study ascertained development potentials of the selected commodities and products in the priority sub-regions of the Program Area.		
6. COUNTERPART AGENCY	Executive Secretariat, the Interministerial Council of the Greater Carajas Program	4. CONDITIONS AND DEVELOPMENT IMPACTS	The study was conducted to cooperate with the Brazilian Government in their effort to formulate an integrated regional development plan for the Greater Carajas Program Area. The Presidential Directives (Nos. 1813 and 85387) issued in November 1980 announces the major objectives of the Greater Carajas Program as follows. 1) Expansion of agricultural lands by rational land use systems 2) Population absorption in the Program Area by promoting industrialization 3) Amelioration of regional disparities by the decentralization of industries and encouragement of increased private investments		
7. OBJECTIVES OF STUDY	Estimation of the export possibilities of products in the greater Carajas area and identification of regional development potentials	5. TECHINICAL TRANSFER	Counterparts participated in the JICA training program. On-the-job training was provided through the joint undertaking of the studies to identify and evaluate agricultural and mining potentials in the Greater Carajas Program Area.		
8. DATE OF S/W	Feb. 1982	12. EXPENDITURE	Total	547,290 (¥000)	
9. CONSULTANT(S)	International Development Center of Japan		Contracted	500,569	
10. STUDY TEAM	No. of Members 47 Period Sep. 1982 - Jul. 1985 (34 months)  Total M/M 193.34 Japan 140.22 Field 53.12	11. ASSOCIATED AND/OR SUBCONTRACTED STUDY			
		3. PRINCIPAL SOURCES OF INFORMATION	①②		
		2. MAJOR REASONS FOR PRESENT STATUS			
		(Description)	The findings of the Phase I study were utilized as basic data for policy formulation by the Ministries of Planning, Mining and Energy and Agriculture. The private sector has been active in the development of mineral resources (e.g. iron ores), and of agricultural potentials (e.g. cereals, oilseeds and beef cattle). JICA financed the afforestation project along the Carajas railway. Valle de Rio Dose, the counterpart company of the study, has been active in environmental conservation and is promoting eucalyptus planting and other measures. In 1986, related Ministries, with cooperation from Valle de Rio Dose, formulated "the Railway Plan towards 2000" on the basis of the study. Major infrastructural development implemented during 1987 - 89 are as follows. - The railroad between Imperatoriz and Asai Landa (\$160 million) - Construction of a petroleum terminal (by the Port Dept. of the Ministry of Transport) - Rehabilitation (pavement) of the road between Asai Landia and San Luis - Rehabilitation (pavement) of the road between Carolina and Balsas  (FY1991 Overseas Survey) This project becomes a part of the National Development Plan.		

和名 大カラジャス地域総合開発計画

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

PROJECT SUMMARY (M/P + F/S)

Compiled March 1990  
Revised March 1992

CSA BRA/S 201A /87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF USE OF STUDY RESULTS		
1. COUNTRY	Brazil	1. SITE OR AREA			1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued	
2. NAME OF STUDY	Itajai River Basin Flood Control Project	1. SITE OR AREA	Itajai river basin with a catchment area of 15,220sq.km				
3. SECTOR	Social Infrastructures/ River & Erosion Control	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	(US\$1=13.8Cz)		(Description)	- A feasibility study of the first priority project (river improvement in Blumenan-Gaspar river stretch) was carried out by JICA. - A feasibility study of the flood control in the lower Itajai river basin was carried out by JICA.  In the administrative reform of 1990, DNOS (Departamento Nacional de Obras de Sanamento) was abolished and SDR (Secretaria do Desenvolvimento Regional) took charge of the project. The officers of DNOS were dispersed and the current staff of SDR do not keep track of the project. According to the JICA expert (Mr. Sakanoi) attached to SDR, the construction work was implemented by the Brazilian Government, but after 80 % of the river improvement work was completed, the construction was suspended due to the deterioration of the Brazilian economy. After that, SDR was made in charge of the project and wants to re-start the construction as soon as fund is made available.  (FY 1991 Overseas Survey) This project has high priority and has to be done immediately. SPR expects Japanese government for technical assistance in other rivers.	
4. REFERENCE NO.			Total Cost	Local Cost			Foreign Cost
5. TYPE OF STUDY	M/P+(F/S)		1) 300,000				
6. COUNTERPART AGENCY	Secretaria do Desenvolvimento Regional	3. MAJOR PROJECT(S) PROPOSED	River improvement of 73km out of the total river course of 250km, in order to protect urban centers along the river.				
7. OBJECTIVES OF STUDY	Preparation of master plan for flood control in the basin	4. CONDITIONS AND DEVELOPMENT IMPACTS	Protection level against flood will rise to 50-year probability from the current level of less than 2-year probability due to the implementation of the proposed project.				
8. DATE OF S/W	Dec.1985	5. TECHNICAL TRANSFER	Training for plan formulation was carried out to counterpart personnel.				
9. CONSULTANT(S)	Nippon Koei Co., Ltd. Pacific Consultants International	12. EXPENDITURE	Total 359,012 (¥'000) Contracted 340,694				
10. STUDY TEAM	No. of Members 14 Period Apr.1986 - Jan.1988 (22 months)  Total M/M 100.06 Japan 44.57 Field 55.49	2. MAJOR REASONS FOR PRESENT STATUS					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		3. PRINCIPAL SOURCES OF INFORMATION	①②				

和名 イタジャイ河流域治水計画

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