

PROJECT SUMMARY (Basic Study)

AFR SEN/S 502/91

Compiled Mar.1993
Revised

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS							
1.COUNTRY	Senegal	1.SITE OR AREA	Western Senegal			1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued					
2.NAME OF STUDY	Mapping Project in Western Senegal	2.PROJECT COST	(US\$1,000)	Total Cost	Local Cost	Foreign Cost	(Description) The maps were published and are being used in development projects as shown below. 1) Basic study for the Irrigation Improvement Plan of Northeast Tebl, St. Louis City. (JICA - OCEAN Consultant Agency) 2) The Metalliferous Vein study of the phosphate minerals in the western area of TIVAOUNE. (TRADING FIRM) 3) Prevention of Salt Damages in the Southwestern area of KAOLAK (Study on Field Development) (TRADING FIRM) (FY1992 Overseas Survey) The maps of scale 1:50,000 were in use for the following studies in the national development plan. 1. different phases of the Cayor Canal Project 2. reafforestation and forestation 3. studies for tourism development, development studies 4. military manoeuvres for the National Force All of the maps and other information provided by the project are stocked in "The Document Bank".					
3.SECTOR	Social Infrastructures/Survey & Mapping	3.CONTENTES OF MAJOR PROJECT(S)	1) 1:60,000 aerial photography covering 25,500 sq.km 2) 1:50,000 national base maps covering 25,500 sq.km									
4.REFERENCE NO.		4.CONDITIONS AND DEVELOPMENT IMPACTS	The Western parts of Senegal located along the coast of the Atlantic Ocean have high potential for development and therefore the region is designated as a priority area in the Seventh National Development Plan. In order to pursue their efforts most efficiency, the National base maps are urgently needed.									
5.TYPE OF STUDY	Basic Study	5. TECHNICAL TRANSFER	Through the execution of the study, transfer of technology has been realized to the DTGC counterparts in the whole aspect of the study.									
6.COUNTERPART AGENCY	Direction des Travaux Géographiques et Cartographiques (DTGC)	6.MAJOR REASONS FOR PRESENT STATUS	The national base maps of scale 1:50,000 are prepared for the first time in the Western Senegal.									
7.OBJECTIVES OF STUDY	To prepare the 1:50,000 base maps covering an area of approximately 25,500 sq.km in Western Senegal.	3.PRINCIPAL SOURCE OF INFORMATION	①②									
8.DATE OF S/W	Aug.1988											
9.CONSULTANT(S)	International Engineering Consultants Association Kokusai Kougyo Co., Ltd.											
10.STUDY TEAM	No.of Members 16 Period Feb.1989-Dec.1991 (22 months) <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">156.33</td> <td style="text-align: center;">20.39</td> <td style="text-align: center;">135.94</td> </tr> </table>	Total M/M	Japan	Field	156.33	20.39		135.94				
Total M/M	Japan	Field										
156.33	20.39	135.94										
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Aerial photography IGN France International											
12.EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: right;">843,376 (¥'000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: right;">793,708</td> </tr> </table>	Total	843,376 (¥'000)	Contracted	793,708							
Total	843,376 (¥'000)											
Contracted	793,708											

和名 西部地域地形図作成

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

PROJECT SUMMARY (F/S)

AFR SLE/S 301/80

Compiled Mar.1986
Revised Mar.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 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	Mekeni-Kamakwie Road Project	2.PROJECT COST		Total Cost	Local Cost			Foreign Cost			
3.SECTOR	Transportation/Road			1) 15,858	1,395						
4.REFERENCE NO.				2) 16,889	4,684						
5.TYPE OF STUDY	F/S			3)							
6.COUNTERPART AGENCY	Ministry of Public Works	3.CONTENTS OF MAJOR PROJECT(S)		(Description) The internal rates of return for the proposed road were in the range of 14.4-15.2%. Other major trunk roads with rates higher than 15% were given priorities, and implemented by the funds from the World Bank and EEC. The proposed road has the next highest priority. The Government wishes to have the review of the F/S and the execution of the detailed design study. (FY1991 Overseas Survey) In June 1989, Japanese grant was given for the provision of road construction equipment (327 million yen).							
7.OBJECTIVES OF STUDY	Road Improvement Project	Projects: Local Road (2 lanes, surface dressing) Bridges (normal bridges : pre-tension PC girder bridge) Mabore Bridge : post-tension PC girder bridge) Box Culverts : (Height : 5 to 10 ft., Width : 5 to 13 ft.) Traffic Control Facilities : at 180 points Scale: Design Speed : 80 km/h Section Length : 76.3 km Junctions, Bus Stops, Parking Lane, Road Markings, Signs, Safety Fences Note: Cost 1) is for Plan A as explained below and Cost 2) is for Plan B.									
8.DATE OF S/W	Mar.1979	Imp. Period:									
9.CONSULTANT(S)	Nihon Koei Co., Ltd.	4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes/No	EIRR1) EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)						
10.STUDY TEAM	No.of Members 6 Period Aug.1979-May.1980 (9 months) <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">39.90</td> <td style="text-align: center;">22.10</td> <td style="text-align: center;">17.80</td> </tr> </table>	Total M/M	Japan	Field	39.90	22.10	17.80	Conditions and Development Impacts: Plan A : The existing road improved as a Class 1 road under the Sierra Leonean highway standards; all structures such as bridges and culverts to be newly constructed. Plan B : Certain sections improved as Class 2 roads in the first stage and total length of road made Class 1 ten years later (construction in stages) - only Mabore Bridge to be included in the second stage Construction of a two-lane highway will lead to mitigation of regional economic imbalance, slowing down of the influx of population into cities, saving of foreign currency (contribution towards attainment of agriculture self-sufficiency in Sierra Leone) and inducement of possibility for regional economic development in cooperation with neighbouring countries.		2.MAJOR REASONS FOR PRESENT STATUS	
Total M/M	Japan	Field									
39.90	22.10	17.80									
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Topographical survey : A# 550,000 Geological Survey : A# 1,000,000	5.technical transfer		3.PRINCIPAL SOURCE OF INFORMATION							
12.EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: center;">103,538 (¥'000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">92,527</td> </tr> </table>	Total	103,538 (¥'000)	Contracted	92,527	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		①③			
Total	103,538 (¥'000)										
Contracted	92,527										

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 Mar.1990
Revised Mar.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="radio"/> Completed <input checked="" type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="checkbox"/> Discontinued or Cancelled <input type="radio"/> Processing
2.NAME OF STUDY Rhombe Swamp Agricultural Development Project		2.PROJECT COST		Total Cost	Local Cost		
				(US\$1,000)	11,731	1,997	9,734
		3.CONTENTES OF MAJOR PROJECT(S)		1) 2) 3)		(Description) The Government applied to an AfDB loan, but the Bank did not approve the application because of the debt arrears. (FY1991 Overseas Survey) The study report led to the technical cooperation from 1985 to 1991, although the cooperation was not exactly along the lines suggested by the report. As of 1992, the Government still hopes to request for Japan's aid on a D/D study and its implementation.	
3.SECTOR Agriculture/General		Irrigation area : 1,300 ha		Meter gates : 2			
4.REFERENCE NO.		Irrigation pumps : 16		Canal : 13.3 km			
5.TYPE OF STUDY F/S		Syphons : 8		Road : 13km			
6.COUNTERPART AGENCY Ministry of Agriculture and Forestry							
7.OBJECTIVES OF STUDY							
8.DATE OF S/W Jul.1982		Imp. Period: .1985-.1989					
9.CONSULTANT(S) Pacific Consultants International Taiyo Consultants Co., Ltd.		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No			
				EIRR1) 11.40	FIRR1) 11.50		
				EIRR2)	FIRR2)		
				EIRR3)	FIRR3)		
10.STUDY TEAM		Conditions and Development Impacts:					
No.of Members 51		This development project is a pilot project for development project of the whole region.					
Period Aug.1982-Oct.1983 (23 months)		It will also help in keeping the residents from leaving the area.					
Total M/M							
Japan							
Field							
39.57							
12.13							
27.44							
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		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)					
12.EXPENDITURE				3.PRINCIPAL SOURCE OF INFORMATION			
Total		205,225 (¥'000)		①③			
Contracted		159,812					

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)

AFR SWZ/S 301/80

Compiled Mar.1986
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT													
1.COUNTRY	Swaziland	1.SITE OR AREA				1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="radio"/> Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="checkbox"/> Discontinued or Cancelled <input type="radio"/> Processing <input checked="" type="checkbox"/>												
2.NAME OF STUDY	New International Airport Construction Project	Sikupe 75 km north of national capital																	
3.SECTOR	Transportation/Air Transportation & Airport	2.PROJECT COST		Total Cost	Local Cost	Foreign Cost													
4.REFERENCE NO.		(US\$1,000)	1) 28,332	8,630															
5.TYPE OF STUDY	F/S	2)	3)																
6.COUNTERPART AGENCY	Civil Aviation Branch, Ministry of Works, Power and Communications	3.CONTENTS OF MAJOR PROJECT(S)				(Description) 10 years of blank after the suspension of the project seems to have decreased the value of the study findings.													
7.OBJECTIVES OF STUDY	To examine technical, economic and financial feasibility of airport development.	<table style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: left;">Contents</th> <th style="text-align: left;">Facility size/quantity</th> </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
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)																		
8.DATE OF S/W	Jul.1979	Imp. Period: Jan.1981-Dec.1995				2.MAJOR REASONS FOR PRESENT STATUS													
9.CONSULTANT(S)	Japan Airport Consultants, Inc.	4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes/No	EIRR1) 17.40 EIRR2) EIRR3)	FIRR1) 1.40 FIRR2) FIRR3)														
10.STUDY TEAM	No. of Members 11 Period Oct.1979-Mar.1980 (5 months)	Conditions and Development Impacts: Premises: 1) Ultimately targeted for the year 2005; 2) Forecast demand of 303,000/895,000 passengers and 821/1,643 cargo tonnage in the year 1995/2005 for Phase I/II; 3) Due to difficulty in expanding existing airport, new airport is to be constructed at a new site. Effects: 1) Enhance aircraft operation; 2) Increase in foreign exchange earning; 3) Increase in employment opportunities.				3.PRINCIPAL SOURCE OF INFORMATION													
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER						①											
12.EXPENDITURE	Total 76,637 (Y'000) Contracted 64,343	OJT : Familiarized counterpart officials with economic analysis procedures.																	

和名 新国際空港建設計画

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

PROJECT SUMMARY (M/P)

AFR TZA/S 101/76

Compiled Mar.1986
Revised Dec.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS 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 type="checkbox"/> Delayed <input checked="" type="checkbox"/> Discontinued						
2.NAME OF STUDY	Natural Soda Development in Lake Natron and Related Transportation Facilities	2.PROJECT COST	Total Cost	Local Cost	(Description) The study was submitted as a pre-feasibility study, with given uncertainty over market prospects, the production target and price setting. The annual world demand for natural soda at the time of the study was about 25 million tons, of which approximately 2.5 million tons were internationally traded. It was considered difficult for Tanzania to develop marketing outlets for its originally planned output of 1 million tons. 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 output of 1,000 - 1,500 tons for domestic use) with their fund (50 million shillings). (FY1991 Overseas Survey) State Mining Corporation (STAMICO) had planned to start a small-scale plant to produce about 30,000 t/year of soda ash, but the plan has failed owing to the lack of funds. African Development Bank is financing a new techno-economic study of the project of soda ash production and construction of a caustic soda plant. A French company has been contracted to carry out the study.							
3.SECTOR	Transportation/General	(US\$1,000)	1) 318,600	2)								
4.REFERENCE NO.		3.CONTENTENTS OF MAJOR PROJECT(S)			Major projects proposed for the development of natural soda around Lake Natron - Construction of a soda refinery - Development of Tanga Port - Improvement of railway and construction of a new line - Construction of a new road between a refinery and Arusha - Construction of silos - Purchase of a locomotive, wagons and 30-ton semi-trailers							
5.TYPE OF STUDY	M/P	4.CONDITIONS AND DEVELOPMENT IMPACTS										
6.COUNTERPART AGENCY	Ministry of Water Resources and Energy	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.			2.MAJOR REASONS FOR PRESENT STATUS (FY1991 Overseas Survey) Heavy investment costs and uncertain export prospects							
7.OBJECTIVES OF STUDY	Reexamination of natural soda development and identification of transportation alternatives	5. TECHNICAL TRANSFER										
8.DATE OF S/W	.0	On-the-job training for counterparts			3.PRINCIPAL SOURCE OF INFORMATION ①②							
9.CONSULTANT(S)	International Development Center of Japan											
10.STUDY TEAM	No.of Members 22 Period Jul.1976-Aug.1976(1 months)											
	<table style="width: 100%; border: none;"> <tr> <td style="text-align: left;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">45.00</td> <td style="text-align: center;">45.00</td> <td></td> </tr> </table>	Total M/M	Japan	Field	45.00	45.00						
Total M/M	Japan	Field										
45.00	45.00											
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY												
12.EXPENDITURE												
	<table style="width: 100%; border: none;"> <tr> <td style="text-align: left;">Total</td> <td style="text-align: right;">88,439 (¥'000)</td> </tr> <tr> <td style="text-align: left;">Contracted</td> <td style="text-align: right;">53,634</td> </tr> </table>	Total	88,439 (¥'000)	Contracted	53,634							
Total	88,439 (¥'000)											
Contracted	53,634											

和名 ナトロン湖天然ソーダ灰開発計画及び関連輸送施設調査

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

PROJECT SUMMARY (M/P)

AFR TZA/S 102/77

Compiled Mar.1992
Revised

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS																
1. COUNTRY	Tanzania	1. SITE OR AREA	Whole Kilimanjaro region (13,209 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	Kilimanjaro Region Integrated Development Plan	2. PROJECT COST	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%; text-align: center;">Total Cost</td> <td style="width: 10%; text-align: center;">Local Cost</td> <td style="width: 10%; text-align: center;">Foreign Cost</td> </tr> <tr> <td>(US\$1,000)</td> <td>1)</td> <td style="text-align: center;">81,805</td> <td></td> <td></td> </tr> <tr> <td></td> <td>2)</td> <td style="text-align: center;">129,163</td> <td></td> <td></td> </tr> </table>				Total Cost	Local Cost	Foreign Cost	(US\$1,000)	1)	81,805				2)	129,163			(Description) 1. Sep.1978 - Mar.1986 Technical assistance (Kilimanjaro Agriculture Development Center Project and Kilimanjaro Small-and-Middle scale Industry Development Project) and the D/D study (Japanese grant of 2 billion yen) 2. Lower Moshi Agricultural Development Project Mar.1979 - Sep.1980: F/S completed by JICA Jun. 1982: OECF L/A signed (3.3 billion yen) Jul.1982 - Apr.1984: D/D completed 3. Electricity distribution network in Kilimanjaro area Jan. - Sep. 1979: F/S completed Oct., 1981: OECF L/A signed (1.6 billion yen) 4. Mkomazi Valley Area Irrigation Development Project Jun.1982 - Jan.1984: F/S completed by JICA Dec.1986 - Apr.1987: Basic Design completed by Japanese grant Jan.1988 - Mar.1990: Construction completed by Japanese grant (1.8 billion yen) 5. Forestry Development Dec.1986 - Aug.1988 JICA study on the semi arid forest forest management plan completed	
		Total Cost	Local Cost	Foreign Cost																	
(US\$1,000)	1)	81,805																			
	2)	129,163																			
3. SECTOR	Development Plan/Integrated Regional Development Plan	3. CONTENTS OF MAJOR PROJECT(S)	<ol style="list-style-type: none"> 1. Agriculture (irrigation, extension of cultivated land) 2. Water Resources (mapping) 3. Manufacturing (Kilimanjaro industrial development center) 4. Forestry (production forest) 5. Game conservation (wildlife survey) 6. Tourism (Kilimanjaro airport tourism center complex) 7. Transportation (road improvement) 8. Communication (telephone exchange) 9. Town (housing supply) 10. Village (rehabilitation of pilot village) 11. Public services (electricity, water supply) 12. Social services (health and education) <p>* The total cost 1) is the development budget for the period of 1977/78 - 1980/81, and the total cost 2) for the period of 1981/82 - 1985/86.</p>																		
4. REFERENCE NO.		4. CONDITIONS AND DEVELOPMENT IMPACTS	This plan will contribute to the provision of those functions that will be initially necessary in order to proceed industrialization step by step. Development Impacts <ol style="list-style-type: none"> 1. Provision of a basis for comprehensive rural development of Kilimanjaro region. 2. More efficient use of limited water resources 3. Boosting industrial activities in the region 4. Increased earning of foreign exchange 5. Provision of production infrastructure 6. Improvement of community life 		2. MAJOR REASONS FOR PRESENT STATUS																
5. TYPE OF STUDY	M/P	7. OBJECTIVES OF STUDY	Formulation of the Kilimanjaro Region Integrated Development Plan as a part of the country's third-5 Year Plan (1976-80)																		
6. COUNTERPART AGENCY		8. DATE OF S/W	.0		3. PRINCIPAL SOURCE OF INFORMATION ④																
9. CONSULTANT(S)	Yachiyo Engineering Co., Ltd.	10. STUDY TEAM	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">No. of Members</td> <td style="width: 15%;">32</td> <td style="width: 15%;">Period</td> <td colspan="2">Nov.1976-Oct.1977 (11 months)</td> </tr> <tr> <td>Total M/M</td> <td>Japan</td> <td>Field</td> <td colspan="2"></td> </tr> </table>				No. of Members	32	Period	Nov.1976-Oct.1977 (11 months)		Total M/M	Japan	Field							
No. of Members	32	Period	Nov.1976-Oct.1977 (11 months)																		
Total M/M	Japan	Field																			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		12. EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">Total</td> <td style="width: 10%;">92,705 (¥'000)</td> </tr> <tr> <td>Contracted</td> <td></td> </tr> </table>		Total	92,705 (¥'000)	Contracted														
Total	92,705 (¥'000)																				
Contracted																					

和名 キリマンジャロ地域総合開発計画

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

PROJECT SUMMARY (F/S)

AFR TZA/S 301/77

Compiled Mar.1986
Revised Mar.1993

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																				
1.COUNTRY	Tanzania	1.SITE OR AREA				1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Discontinued or Cancelled <input type="checkbox"/> Processing																			
2.NAME OF STUDY	Southern Coastal Link Road Project	Road with 330km long from Kibiti adjacent to Dar es Salaam to Lindi in the Southern area of Tanzania																								
3.SECTOR	Transportation/Road	2.PROJECT COST				(Description)																				
4.REFERENCE NO.		<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;"></th> <th style="width: 10%;">1)</th> <th style="width: 10%;">Total Cost</th> <th style="width: 10%;">Local Cost</th> <th style="width: 10%;">Foreign Cost</th> </tr> </thead> <tbody> <tr> <td>(US\$1,000)</td> <td></td> <td>26,324</td> <td>13,288</td> <td>13,036</td> </tr> <tr> <td>US\$1=22.8sh</td> <td>2)</td> <td>24,897</td> <td>12,450</td> <td>12,447</td> </tr> <tr> <td></td> <td>3)</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>							1)	Total Cost	Local Cost	Foreign Cost	(US\$1,000)		26,324	13,288	13,036	US\$1=22.8sh	2)	24,897	12,450	12,447		3)		
	1)	Total Cost	Local Cost	Foreign Cost																						
(US\$1,000)		26,324	13,288	13,036																						
US\$1=22.8sh	2)	24,897	12,450	12,447																						
	3)																									
5.TYPE OF STUDY	F/S	3.CONTENTIS OF MAJOR PROJECT(S)				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. (FY 1991 Overseas Survey) The project is being implemented in phases: 70km being constructed to Bitumen Standards, and 91km completed up to Gravel Standards. The detailed designs were prepared by Japanese and German engineers. Construction costs were provided by OECF (1980, 2,963 million yen), Saudi Arabia (1988, US\$11.7 million) and own fund (1,220 million T.sh). The remaining 166km is still awaiting finance. (FY 1992 Overseas Survey) 1992 Finance was approved (US\$0.15 mil) Sources: Governments of Japan, Saudi Arabia and Tanzania 1992 Construction commenced 1998 Scheduled to be completed																				
6.COUNTERPART AGENCY	Ministry of Works	The study examined the road between Kibiti and Lindi (excluding the length covered by the Rufiji Bridge Construction Project) and its feeder road from Nangurukuru to Kilwa Masoko. The road was divided into the following five sections. <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;"></th> <th style="width: 10%;">Road (km)</th> <th style="width: 10%;">Bridge (m)</th> </tr> </thead> <tbody> <tr> <td>No.1 Kibiti - Nyamwaga</td> <td>36</td> <td>34</td> </tr> <tr> <td>No.2 Nyamwaga - Nangurukuru</td> <td>100</td> <td>1,187</td> </tr> <tr> <td>No.3 Nangurukuru - Kiranjerange</td> <td>86</td> <td>491</td> </tr> <tr> <td>No.4 Kiranjerange - Lindi</td> <td>75</td> <td>697</td> </tr> <tr> <td>No.5 Nangurukuru - Kilwa Masoko</td> <td>30</td> <td>20</td> </tr> <tr> <td style="text-align: center;">Total</td> <td>327</td> <td>2,429</td> </tr> </tbody> </table> The width of road is standardized as carriageway of 6.5m and shoulder of 1.2m - 1.8m. New bridges with two lanes are proposed for all bridge sites. Two alternatives of road pavement are considered. Alternative A is to construct two-lane gravel road in the beginning, which will be paved after 10 years (Cost 1) shown above). Alternative B is to construct two-lane paved road from the beginning (Cost 2) shown above).							Road (km)	Bridge (m)	No.1 Kibiti - Nyamwaga	36	34	No.2 Nyamwaga - Nangurukuru	100	1,187	No.3 Nangurukuru - Kiranjerange	86	491	No.4 Kiranjerange - Lindi	75	697	No.5 Nangurukuru - Kilwa Masoko	30	20	Total
	Road (km)	Bridge (m)																								
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No.4 Kiranjerange - Lindi	75	697																								
No.5 Nangurukuru - Kilwa Masoko	30	20																								
Total	327	2,429																								
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	4.FEASIBILITY AND ITS ASSUMPTIONS				2.MAJOR REASONS FOR PRESENT STATUS																				
8.DATE OF S/W	Sep.1975	Imp. Period: 1978-1995 <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;"></th> <th style="width: 10%;">Feasibility:</th> <th style="width: 10%;">EIRR1)</th> <th style="width: 10%;">6.99</th> <th style="width: 10%;">FIRR1)</th> </tr> </thead> <tbody> <tr> <td></td> <td>Yes</td> <td>EIRR2)</td> <td>9.55</td> <td>FIRR2)</td> </tr> <tr> <td></td> <td></td> <td>EIRR3)</td> <td>6.32</td> <td>FIRR3)</td> </tr> </tbody> </table> Conditions and Development Impacts: Conditions: 1. Construction of Rufiji River Bridge will precede the proposed road construction. 2. Project life of 30 years 3. Future traffic is estimated for Case 1 (annual growth of 5%) and Case 2 (7%). For Alt. A and Case 1, the traffic is highest in No.1 Section (192 vehicles/day in 1982 and 694 vehicles in 2012) and lowest in No.5 Section (59 vehicles/day in 1983 and 213 vehicles in 2012). 4. EIRR 1) above is for Alt. A/Case 1, EIRR 2) for Alt. A/Case 2, and EIRR 3) for Alt. B/Case 1. Development impacts: 1) Ease of mobility, 2) reduction of travel cost, 3) reduction of travel time, 4) closer integration of the southern region with Dar es Salaam, 5) stimulation of regional development, agriculture and forestry, and 6) stability of socio-cultural life. The development of the hitherto relatively isolated southern region will give a spurt to the national economic development of Tanzania.							Feasibility:	EIRR1)	6.99	FIRR1)		Yes	EIRR2)	9.55	FIRR2)			EIRR3)	6.32	FIRR3)				
	Feasibility:	EIRR1)	6.99	FIRR1)																						
	Yes	EIRR2)	9.55	FIRR2)																						
		EIRR3)	6.32	FIRR3)																						
9.CONSULTANT(S)	Japan Overseas Consultants Co., Ltd. Fukuyama Consultants International, Inc.	5. TECHNICAL TRANSFER				3.PRINCIPAL SOURCE OF INFORMATION																				
10.STUDY TEAM	No.of Members 26 Period Aug.1975-Sep.1977(25 months) <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;"></th> <th style="width: 10%;">Japan</th> <th style="width: 10%;">Field</th> </tr> </thead> <tbody> <tr> <td>Total M/M</td> <td></td> <td></td> </tr> </tbody> </table>		Japan	Field	Total M/M					1) OJT 2) Counter Part training																
	Japan	Field																								
Total M/M																										
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		12.EXPENDITURE				①②③																				
		<table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td style="width: 10%;">Total</td> <td style="width: 10%;">310,652 (¥'000)</td> </tr> <tr> <td>Contracted</td> <td>284,722</td> </tr> </tbody> </table>						Total	310,652 (¥'000)	Contracted	284,722															
Total	310,652 (¥'000)																									
Contracted	284,722																									

和名 南部沿岸道路建設計画

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

PROJECT SUMMARY (F/S)

AFR TZA/S 302/78

Compiled Mar.1986
Revised Dec.1992

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="radio"/> Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Processing <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 COST		Total Cost	Local Cost		
3.SECTOR	Transportation/Marine Transportation & Ships	(US\$1,000)	1) 4,959	4,959			
4.REFERENCE NO.		US\$1=194.6yen	2)				
5.TYPE OF STUDY	F/S		3)				
6.COUNTERPART AGENCY	National Transport Corporation, Ministry of Communication and transportation	3.CONTENTS OF MAJOR PROJECT(S)				(Description) In June 1979, the OECF loan (1,700 million yen) was pledged for the proposed project. 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 discontinued. (FY1991 Overseas Survey) The project was never implemented owing to the lack of finance.	
7.OBJECTIVES OF STUDY	Improvement of domestic transportation	Construction of one freight carrier - 1,000 DWT - 67.5m in length - 15 knots - Freight capacity: 410 tons - Passenger capacity: 400 persons					
8.DATE OF S/W	.0	Imp. Period:					
9.CONULTANT(S)	The Shipbuilding Research Centre of Japan	4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes/No	EIRR1) 12.33 EIRR2) EIRR3)	FIRR1) 3.09 FIRR2) FIRR3)		
10.STUDY TEAM	No. of Members 9 Period May.1978-Feb.1979 (9 months)	Conditions and Development Impacts:				2.MAJOR REASONS FOR PRESENT STATUS	
	Total M/M Japan Field	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					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER				3.PRINCIPAL SOURCE OF INFORMATION	
12.EXPENDITURE		OTR					
	Total 25,830 (¥'000)					①②	
	Contracted 7,372						

和名 貨客船建造計画

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

PROJECT SUMMARY (M/P)

AFR TZA/S 103/80

Compiled Mar.1986
Revised Dec.1992

I. OUTLINE OF STUDY			II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS			
1.COUNTRY	Tanzania		1.SITE OR AREA	The area designated for a national park (1,613 sq.m), Mgambo, Kigoma province			1.PRESENT STATUS	<input type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input checked="" type="checkbox"/> Discontinued	
2.NAME OF STUDY	Proposed Mahale Mountains National Park		2.PROJECT COST	(US\$1,000)	1)	4,030	(Description)	The proposals of the study were partly incorporated into the 3rd Five Year Development Plan (1977 - 81), and the studied area was made the 11th national park. However, the implementation of the proposed projects has been slower than envisaged. The Government of Tanzania applied for Japanese grant aid but was not successful. (FY1991 Overseas Survey) Mahale was gazetted as a full National Park in 1980, but the Mahale Master Plan has never been implemented.	
3.SECTOR	Tourism/General			US\$1=225yen	2)				
4.REFERENCE NO.			3.CONTENTES OF MAJOR PROJECT(S)						
5.TYPE OF STUDY	M/P		1) Facilities for park operation: 7 locations						
6.COUNTERPART AGENCY	Wild Life Dept., Ministry of Natural Resources and Tourism		2) Traffic routes: 3 routes on the lake 4 routes on the land surface						
7.OBJECTIVES OF STUDY	Formulation of the national park development for the environmental protection		3) Communication: 3 systems 4) Kigoma headquarters 5) Local base at Birenge						
8.DATE OF S/W	Jul.1978		4.CONDITIONS AND DEVELOPMENT IMPACTS			2.MAJOR REASONS FOR PRESENT STATUS			
9.CONSULTANT(S)	JCP Co., Ltd.		Development Impacts: 1) Establishment of the 11th national park 2) Protection of wild life and environment and surveillance on poaching 3) Tourism promotion						
10.STUDY TEAM	No. of Members 8 Period Aug.1979-May.1980 (9 months)								
	Total M/M	Japan	Field				3.PRINCIPAL SOURCE OF INFORMATION		
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY									
	11.20	4.93	6.27				①②		
12.EXPENDITURE			5.technical transfer						
	Total	45,968 (¥'000)	JICA sent 4 ecologists to the local institute to work on ecological survey of chimpanzees.						
	Contracted	17,530							

和名 マハレ自然保護国立公園計画

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

PROJECT SUMMARY (F/S)

AFR TZA/A 301/80

Compiled Mar.1990
Revised Dec.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																																								
1.COUNTRY	Tanzania	1.SITE OR AREA				1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Discontinued or Cancelled <input type="checkbox"/> Processing																																							
2.NAME OF STUDY	Lower-Moshi Agricultural Development Project	Moshi Area of Kilimanjaro Region (Investigated Area 42,000ha, population 44,000 as of 1979)																																												
3.SECTOR	Agriculture/General	2.PROJECT COST		Total Cost	Local Cost	Foreign Cost																																								
4.REFERENCE NO.		(US\$1,000)	1) 77,346	31,436	45,910	(Description) 1.The first priority project of Rau Scheme was completed as "Lower Moshi Agricultural Development Project". Jun.1982 L/A OECF Loan (3.3 billion yen) Jul.1982 - Apr.1983 Detailed Design by Nippon Koei Co.,Ltd. Jul.1984 - Apr.1987 Construction (Contractor:Kounoikegumi Consultant:Nippon Koei Co.,Ltd.) 2.The second priority project of Miwaleni Scheme was requested in 1989 for a Japanese grant, but was not approved. (FY1991 Overseas Survey) The first priority project of Rau Scheme was implemented. Japanese finance is being awaited for other schemes. Miwaleni Irrigation Project is considered high priority because its implementation could supplement acute water shortage for Lower Moshi Irrigation Project.																																								
5.TYPE OF STUDY	F/S	US\$1=8.18T.Shs.		2) 77,346	31,436		45,910																																							
6.COUNTERPART AGENCY	Regional Development Directorate, Kilimanjaro	3.CONTENTS OF MAJOR PROJECT(S)																																												
7.OBJECTIVES OF STUDY	F/S	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Scheme</th> <th>Rau</th> <th>Miwaleni</th> <th>Himo</th> <th>Groundwater</th> </tr> </thead> <tbody> <tr> <td>Irrig. area</td> <td>2,300ha</td> <td>2,000ha</td> <td>1,000ha</td> <td>1,020ha</td> </tr> <tr> <td>Intake</td> <td>4 weirs</td> <td>1 pump st.</td> <td>2 weirs</td> <td>20 tubewells</td> </tr> <tr> <td>Main canals</td> <td>11.03km</td> <td>11.9km</td> <td>9.27km</td> <td>-</td> </tr> <tr> <td>Second. canals</td> <td>19.13km</td> <td>19.2km</td> <td>12.6km</td> <td>-</td> </tr> <tr> <td>Drainage canals</td> <td>43.15km</td> <td>18.2km</td> <td>8.8km</td> <td>-</td> </tr> <tr> <td>Roads</td> <td>39.9km</td> <td>33.5km</td> <td>20.0km</td> <td>7.1km</td> </tr> <tr> <td>Floodway embankment</td> <td>w3m X 2.7km</td> <td>5.7km</td> <td>-</td> <td>16.1km (floodway)</td> </tr> </tbody> </table>					Scheme	Rau	Miwaleni	Himo	Groundwater	Irrig. area	2,300ha	2,000ha	1,000ha	1,020ha	Intake	4 weirs	1 pump st.	2 weirs	20 tubewells	Main canals	11.03km	11.9km	9.27km	-	Second. canals	19.13km	19.2km	12.6km	-	Drainage canals	43.15km	18.2km	8.8km	-	Roads	39.9km	33.5km	20.0km	7.1km	Floodway embankment	w3m X 2.7km	5.7km	-	16.1km (floodway)
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8.DATE OF S/W	Dec.1979	Imp. Period: Jul.1981-Feb.1988																																												
9.CONSULTANT(S)	Nihon Koei Co., Ltd.	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 12.10 EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)																																								
10.STUDY TEAM	No. of Members 18 Period Dec.1979-Oct.1980 (11 months) Total M/M 36.33 Japan Field 36.33	Conditions and Development Impacts: Conditions: Economic benefits consist of direct benefits from increased crop production by irrigation development and flood control. Although the project will help improve livestock production, its benefit is excluded from economic evaluation. Flood control facilities are designed with a 20-year flood probability. Expected production of major crops(ton): <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>Maize</th> <th>Paddy</th> <th>Beans</th> <th>Oil seeds</th> <th>Cotton</th> <th>Vegetables</th> </tr> </thead> <tbody> <tr> <td>Without project</td> <td>20,740</td> <td>980</td> <td>490</td> <td>Little</td> <td>610</td> <td>1,000</td> </tr> <tr> <td>With project</td> <td>16,340</td> <td>19,170</td> <td>850</td> <td>3,430</td> <td>900</td> <td>1,650</td> </tr> </tbody> </table> Development Impacts: Increased crop production, improved farmers' income and living standards, activation and stabilization of rural economy, creation of employment, etc. * EIRR 1)above is for the entire schemes. EIRRs for the individual schemes are as follows. Rau 15.3%, Miwaleni 12.4%, Himo 9.8%, Groundwater 8.1%.					Maize	Paddy	Beans	Oil seeds	Cotton	Vegetables	Without project	20,740	980	490	Little	610	1,000	With project	16,340	19,170	850	3,430	900	1,650																				
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11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER																																												
12.EXPENDITURE	Total 231,639 (¥'000) Contracted 209,993	-Training of two counterparts as trainees				2.MAJOR REASONS FOR PRESENT STATUS																																								
						3.PRINCIPAL SOURCE OF INFORMATION																																								
						①②④																																								

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 Mar.1990
Revised Dec.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																																											
1.COUNTRY	Tanzania	1.SITE OR AREA				1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Discontinued or Cancelled <input type="checkbox"/> Processing																																										
2.NAME OF STUDY Mkomazi Valley Area Irrigation Development Project		Mkomazi Valley of Kilimanjaro Region (Investigated Area 190,000ha, population 90,000 as of 1982)																																															
3.SECTOR Agriculture/General		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost																																											
4.REFERENCE NO.		(US\$1,000)		61,200	23,500	37,700																																											
5.TYPE OF STUDY F/S		US\$1=12T.Shs		1)	2)	3)																																											
6.COUNTERPART AGENCY Regional Development Directorate, Kilimanjaro		3.CONTENTS OF MAJOR PROJECT(S)				(Description) The Ndungu Area Project was completed by a Japanese grant (1.8 billion Yen) Dec.1986 - Apr.1987 Basic Design by Nippon Koei Co.,Ltd. Feb.1987 Stage 1 E/S (781 million Yen) Aug.1988 Stage 2 E/S (944 million Yen) Jan.1988 - Mar.1990 Construction (Contractor:Kounoikegumi Consultant:Nippon Koei Co.,Ltd.) (FY1991 Overseas Survey) The first priority was given to the Ndungu Scheme as a model for other schemes. But finance has not been available for the other schemes.																																											
7.OBJECTIVES OF STUDY F/S		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>Irrig. 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>Iqoma</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>							Irrig. 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	Iqoma	750	1	1	15.8	3.4	Total	4,760				
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Total	4,760																																																
8.DATE OF S/W Feb.1982		Imp. Period:																																															
9.CONSULTANT(S) Nihon Koei Co., Ltd. Kokusai Kougyo Co., Ltd. Nalgai Engineering Co., Ltd.		4.FEASIBILITY AND ITS ASSUMPTIONS Feasibility: Yes		EIRR1) 19.00 EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)	2.MAJOR REASONS FOR PRESENT STATUS																																											
10.STUDY TEAM No.of Members 13 Period Jun.1982-Mar.1983 (26 months) Oct.1982-Jan.1984 Total M/M Japan Field 74.51 29.58 44.93		Conditions and Development Impacts: Conditions: Agricultural benefit which was estimated as difference of crop production value, flood prevention benefit and benefit of water release for potable water from the Iqoma Dam is counted in evaluation. Development Impacts: To increase crop production, To increase employment opportunity, To improve transportation system, To improve sanitary condition, To promote migration from densely populated high lands. * EIRR for project components range from 21.6 - 12.1%, and EIRR for the entire project is 19.0% as shown above.																																															
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER -Training of counterpart -Investigation in cooperation -Reporting																																															
12.EXPENDITURE Total 346,470 (¥000) Contracted 299,761						3.PRINCIPAL SOURCE OF INFORMATION ①②																																											

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 TZ/A 601/88

Compiled Mar.1990

Revised Dec.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS 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	Expanded Afforestation Work in the Same District of Kilimanjaro Region	2.PROJECT COST	(US\$1,000)	Total Cost	Local Cost	Foreign Cost	(Description) In order to implement the semi-arid forest management plan, a project-type technical cooperation program or a grant was proposed. Subsequently, "Social Forestry Project in Killimanjaro Region", a project-type technical cooperation, was approved. The project consists of the Preliminary Phase (2 years) from Jan.1991 and the Implementation Phase (5 years). (FY1991 Overseas Survey) The proposals of the study were incorporated to the Tanzania Forest Action Plan. The proposals and two types of maps produced by the Study are being used during the 1st phase of the technical cooperation project.
3.SECTOR	Forestry/Forestry & Forest Conservation	3.CONTENTES OF MAJOR PROJECT(S)	1) 200,000 ha of the 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) 20,000 ha of the Model Area was set up around Moshi in the study area. Semi-arid Forest Management Plan was formulated for the Model Area. * Costs are not estimated.				
4.REFERENCE NO.		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.				
5.TYPE OF STUDY	Other	5. TECHNICAL TRANSFER	1) training of the counterparts; 2) OJT through field surveys; 3) OJT on aerial-photo interpretation and transfer of its results onto the topographic maps; 4) joint formulation of the plans				
6.COUNTERPART AGENCY	Ministry of Natural Resources and Tourism	12.EXPENDITURE	Total	345,192 (¥'000)	3.PRINCIPAL SOURCE OF INFORMATION		
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.	Contracted		311,037	①②		
8.DATE OF S/W	Aug.1986	2.MAJOR REASONS FOR PRESENT STATUS		This social forestry project was realized in response to the strong request from the Tanzanian Government.			
9.CONSULTANT(S)	Japan Forest Technical Association	11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		Aerial Photography			
10.STUDY TEAM	No. of Members 16 Period Dec.1986-Aug.1988 (21 months)	Total M/M		Japan	Field		
		76.00		38.00	38.00		

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)

AFR TZA/S 303/90

Compiled Mar.1992

Revised Mar.1993

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Tanzania	1.SITE OR AREA				1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Discontinued or Cancelled <input type="checkbox"/> Processing
2.NAME OF STUDY	Road Improvement and Maintenance in Dar es Salaam	Dar es Salaam City area					
3.SECTOR	Transportation/Road	2.PROJECT COST		Total Cost	Local Cost		
4.REFERENCE NO.		(US\$1,000)		31,700	11,300		
5.TYPE OF STUDY	F/S			Foreign Cost	20,400		
6.COUNTERPART AGENCY	Dar es Salaam City Council (DCC) Ministry of Works (MOW)	3.CONTENTS OF MAJOR PROJECT(S)				(Description) 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. - B/D Study was completed in March, 1991. - A grant up to 896 million Yen was mutually agreed with Tanzanian and Japanese Governments for the implementation of Phase I Project in July 1991. - Consultant Services for Phase I started in July 1991 and Construction Work started in December 1991. All the Work and Services for Phase I were completed in December 1992 successively. - A Japanese grant aid for Phas II up to 987 million yen was agreed in June 1992. - Consultant Services and Construction Work started in June 1992 and Dvember 1992 respectively and those are now in process.	
7.OBJECTIVES OF STUDY	- Master Plan Study of Road Improvement - Feasibility Study for High Priority Projects - Establishment of Maintenance System	1) Category A (Road Improvement) Cost (mil. US\$) 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	Imp. Period: .1990-.1994				(FY1991 Overseas Survey) Phase I of the planned 4 phases is being implemented with Japanese grant aid (769.5 million yen) and own fund (395.95 million Tsh).	
9.CONSULTANT(S)	Japan Engineering Consultants Co., Ltd. Nihon Koei Co., Ltd.	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) 25.10 EIRR2) EIRR3)		
10.STUDY TEAM	No.of Members 11 Period Mar.1989-Jul.1990 (13 months)	Conditions and Development Impacts:				2.MAJOR REASONS FOR PRESENT STATUS The Tanzanian Government decided to implement the rehabilitation and strengthening of the city roads as no.1 priority project.	
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		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.					
12.EXPENDITURE	Total 214,868 (¥'000) Contracted 195,893	5. TECHNICAL TRANSFER		On-the-job training was done to five counterpart engineers of DCC and MOW.		3.PRINCIPAL SOURCE OF INFORMATION ①②	

和名 ダルエスサラーム市道路整備計画

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

PROJECT SUMMARY (F/S)

AFR TZA/A 303/90

Compiled Mar.1992

Revised Mar.1993

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"/> Promoting <input type="radio"/> Completed <input checked="" type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="checkbox"/> Discontinued or Cancelled <input type="radio"/> Processing		
2.NAME OF STUDY	Lower Hai and Lower Rombo Agricultural Development Project	2.PROJECT COST (US\$1,000)		Total Cost 15,100	Local Cost 3,000			Foreign Cost 12,100	
3.SECTOR	Agriculture/General	3.CONTENTES OF MAJOR PROJECT(S)				(Description) (FY1991 Overseas Survey) The grant aid request was submitted to the Japanese Embassy in March 1991, but so far not approved. (FY1992 Overseas Survey) Waiting for the answer.			
4.REFERENCE NO.		-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								
6.COUNTERPART AGENCY	Regional Development Director, Killimanjaro Region								
7.OBJECTIVES OF STUDY		Imp. Period:							
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 agrucultural development plan for									
8.DATE OF S/W	Feb.1988	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 15.10 EIRR2) EIRR3)			FIRR1) FIRR2) FIRR3)	
9.CONSULTANT(S)		Conditions and Development Impacts: 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)Miltigation 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.							
10.STUDY TEAM		5.technical transfer						2.MAJOR REASONS FOR PRESENT STATUS	
No.of Members 8 Period Oct.1988-Nov.1990 (26 months)									
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY						3.PRINCIPAL SOURCE OF INFORMATION			
157,000 (installation of water level gauge)									
12.EXPENDITURE		-Technology transfer to counterparts in the course of the Study. -JICA training course.				①②			
Total 299,911 (¥'000) Contracted 174,416									

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 TZA/S 304/91

Compiled Mar.1993
Revised

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Tanzania	1.SITE OR AREA		Area serviced by the water supply system for the city of Dar es Salaam, excluding the areas along the transmission pipelines.		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		2.PROJECT COST					
Rehabilitation of Dar Es Salaam Water Supply				Total Cost	Local Cost	Foreign Cost	(Description) (FY1992 Overseas Survey) Detailed design not yet started 1991 Grant Aid requested to Japanese Government in 1991 (600 million yen (1990 prices)) to cover supply of equipment for leakage control, pipe clearing and metering 1995 Scheduled to complete.
3.SECTOR				1)	2)	3)	
Public Utilities/Water Supply				(US\$1,000)	38,400	10,730	
4.REFERENCE NO.				3.CONTENTS OF MAJOR PROJECT(S)			
5.TYPE OF STUDY		F/S		1. In-house Activities of National Urban Water Authority (NUWA) 1) Meter installation (15,000 units) 2) Leakage control measure (distribution system) 3) Pipe cleaning: air scouring (417km) and scraping & lining (213km) 2. Contractual Work 1) Leakage control measures (transmission system) 2) Leakage control measures of the distribution system: replacement of 16 pressure reducing valves and 16 meters at off-takes. 3) Connection of existing pipes (at 14 places) 4) Primary main pipe laying (500-200mm, 30.6km) 5) Secondary main pipe laying (100-150mm, 46.8km) 6) Middle Zone facilities: one break pressure tank (10,600 cu.m) and supply and lay pipe (7.8km) 7) Rehabilitation of treatment plants (Lower Ruvu and Mtoni) * The cost above is in Nov. 1990 prices.			
6.COUNTERPART AGENCY		National Urban Water Authority (NUWA)					
7.OBJECTIVES OF STUDY							
8.DATE OF S/W		.0		Imp. Period:			
9.CONSULTANT(S)		Tokyo Engineering Consultants Co., Ltd. Pacific Consultants International		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No EIRR1) FIRR1) 7.20 EIRR2) FIRR2) EIRR3) FIRR3)	
10.STUDY TEAM		No.of Members Period Jun.1989-Jul.1991(25 months) Total M/M Japan Field		Conditions and Development Impacts: Assumptions: 1) Increased billings and revenues by reduction of illegal connections and arrears and meter installations; 2) Revised water tariff system, including the proposed 68% increase from July 1, 1991; 3) Administrative improvement of operation and maintenance (leakage control, timely repairs) 4) Strengthening of in-house training programs for technicians and other personnel and 5) Project life of 20 years. Development impacts: By the implementation of the proposed rehabilitation project, potable water available for distribution by the system will increase from 193,400 cu.m/day in 1990 to 205,900 cu.m in 1995. The FIRR of 7.2% is for the basic case in which the administrative improvement program including the reduction of illegal connections and arrears is 50%-effective in increasing the revenue at the discount rate of 10% (B/C rate of 0.87). If the revenue improvement is 30%-effective or less, the B/C ratio would be substantially lower than 1 even with a discount rate of 3%. However, it is judged that the administrative improvement program is likely to be more than 50%-effective. It is desirable to achieve 70%-effectiveness, in which the B/C ratio will exceed 1, at the 10% discount rate.		2.MAJOR REASONS FOR PRESENT STATUS	
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY				5. TECHNICAL TRANSFER		3.PRINCIPAL SOURCE OF INFORMATION	
12.EXPENDITURE		Total 351,662 (¥000)				②	
		Contracted					

和名 ダルエスサラム市給水施設整備計画

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

PROJECT SUMMARY (F/S)

AFR ZAR/S 301/78

Compiled Mar.1986
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT		
1.COUNTRY	Zaire	1.SITE OR AREA	Matadi			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	Project de la construction du pont sur le fleuve Zaire a Matadi	2.PROJECT COST					
3.SECTOR	Transportation/General		(US\$1,000)	1) 75,667		(Description) November 1977 Contact mission dispatched, August 1978 L/A revised February to April 1978 : contract prepared August 1978 Bids invited November 1978 Bidding December 1978 Contract approved by OECF February 1979 Construction started May 1983 Construction Completed	
4.REFERENCE NO.		3.CONTENTES OF MAJOR PROJECT(S)					
5.TYPE OF STUDY	F/S	1. Length of the bridge		700 m			
6.COUNTERPART AGENCY	O.E.B.k, Department des Transports	2. Length of the center part of bridge		520 m			
7.OBJECTIVES OF STUDY	Basic designing having an accuracy that allows for the immediate preparation of executing construction work	3. Length of the access road		7.2 km			
8.DATE OF S/W	Nov.1977	4. Length of the access railway road		18.11 km			
9.CONSULTANT(S)	Japan Railway Technical Service	5. Capacity of the bridge		1,800 t			
		6. Width of the lane		12 m x 2 lanes			
		4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility:	EIRR1) 4.10 FIRR1)			
			No	EIRR2) FIRR2)			
				EIRR3) FIRR3)			
10.STUDY TEAM	No.of Members 33 Period Feb.1978-Jun.1978(4 months)	Conditions and Development Impacts:			2.MAJOR REASONS FOR PRESENT STATUS		
	Total M/M Japan Field	Development Impact : Matadi port, the only international port in Zaire, plays an important role in the economy of Zaire in that copper is exported from there via a domestic transport route. The port is 150km away from the Atlantic Ocean up the Zaire River, and it is in the river where many problems occur. To cope with this situation, there is a plan to construct at Banana a new port facing the Atlantic Ocean and to extend the railway between Kinshasa and Matadi to the Atlantic coast. As part of this plan, this project(the Matadi Bridge Project) is to construct a road-rail bridge. Completion of this bridge would greatly contribute to the economic development of Zaire.					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER			3.PRINCIPAL SOURCE OF INFORMATION		
12.EXPENDITURE	Total 150,804 (¥'000) Contracted 93,516	Until 1988, there was a continuous transfer of technology by Japanese experts stationed in Zaire.					

和名 マタデイ橋梁建設計画

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

PROJECT SUMMARY (M/P)

AFR ZAR/S 101/86

Compiled Mar.1990

Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS 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.PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) Based on the study, a feasibility study was undertaken by JICA 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.					
3.SECTOR	Transportation/General	(US\$1,000)	1) 1,185								
4.REFERENCE NO.		3.CONTENTES OF MAJOR PROJECT(S)									
5.TYPE OF STUDY	M/P	Route planning for west-east traffic bypass									
6.COUNTERPART AGENCY	Department of Foreight affairs and International Cooperation	1) To construct the railway line between Kisenso in East Kinshasa and Kimbanseke through Unjiri River for 5 km.									
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.	2) To construct East-West Arterial Road between MADI Road and RUMUNBA Road for 11 km long, and related access road.									
8.DATE OF S/W	Jun.1984	4.CONDITIONS AND DEVELOPMENT IMPACTS									
9.CONSULTANT(S)	Yachiyo Engineering Co., Ltd.										
10.STUDY TEAM	No.of Members 13 Period Nov.1984-Aug.1986(22 months)										
	<table style="margin: auto;"> <tr> <td>Total M/M</td> <td>Japan</td> <td>Field</td> </tr> <tr> <td>76.48</td> <td>41.02</td> <td>35.46</td> </tr> </table>	Total M/M	Japan	Field	76.48		41.02	35.46			
Total M/M	Japan	Field									
76.48	41.02	35.46									
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Traffic Survey										
12.EXPENDITURE		5.TECHNICAL TRANSFER									
	<table style="margin: auto;"> <tr> <td>Total</td> <td>274,974 (¥'000)</td> </tr> <tr> <td>Contracted</td> <td>242,680</td> </tr> </table>	Total	274,974 (¥'000)	Contracted	242,680	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.			①		
Total	274,974 (¥'000)										
Contracted	242,680										

和名 キンシャサ〜バナナ間交通体系総合調査

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

PROJECT SUMMARY (F/S)

AFR ZAR/S 302/87

Compiled Mar.1990
Revised Mar.1992

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="radio"/> Completed <input checked="" type="checkbox"/> Delayed or Suspended <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY Railway Construction Project between Kisenso and Kimbanseke		2.PROJECT COST (US\$1,000)		Total Cost 33,000	Local Cost 7,000		
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. Accordingly, the implementation of the proposed new railway line will be delayed. In September 1991, the long-term JICA expert from Japan Railway Construction Public Corporation returned to Japan owing to the worsening of public peace and order in Zaire. At present, situation of this project is unclear.	
4.REFERENCE NO.							
5.TYPE OF STUDY		F/S					
6.COUNTERPART AGENCY Department des Transports et communications							
7.OBJECTIVES OF STUDY F/S for constructing a new commuter railway line (5km) in Kinshasa							
8.DATE OF S/W		Jun.1986		Imp. Period: Jan.1989-Dec.1990			
9.CONSULTANT(S) Japan Railway Technical Service Yachiyo Engineering Co., Ltd.		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) 16.40 EIRR2) EIRR3)	FIRR1) 5.70 FIRR2) FIRR3)	
10.STUDY TEAM		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.					
No.of Members 11 Period Nov.1986-Dec.1987 (14 months)							
		Total M/M		Japan	Field		
		51.70		27.56	24.14		
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY							
12.EXPENDITURE		5.TECHNICAL TRANSFER					
		(1) OJT on methods for demand forecast, transport planning, facility planning, and economic and financial analysis. (2) Acceptance of trainees					
		Total		218,868 (¥000)		3.PRINCIPAL SOURCE OF INFORMATION	
		Contracted		201,167		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 Mar.1991
Revised Mar.1993

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																													
1. COUNTRY	Zaire	1. SITE OR AREA		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">Total Cost</td> <td style="width: 15%; text-align: center;">Local Cost</td> <td style="width: 15%; text-align: center;">Foreign Cost</td> </tr> <tr> <td>2. PROJECT COST (US\$1,000)</td> <td style="text-align: center;">1) 62,598</td> <td style="text-align: center;">15,356</td> <td style="text-align: center;">47,242</td> </tr> <tr> <td></td> <td style="text-align: center;">2)</td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">3)</td> <td></td> <td></td> </tr> </table>			Total Cost	Local Cost	Foreign Cost	2. PROJECT COST (US\$1,000)	1) 62,598	15,356	47,242		2)				3)			<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">1. PRESENT STATUS</td> <td style="width: 15%;"><input type="checkbox"/> Completed or in Progress</td> <td style="width: 15%;"><input type="checkbox"/> Promoting</td> </tr> <tr> <td></td> <td><input type="radio"/> Completed</td> <td><input checked="" type="checkbox"/> Delayed or Suspended</td> </tr> <tr> <td></td> <td><input type="radio"/> Implementing</td> <td><input type="checkbox"/> Discontinued or Cancelled</td> </tr> <tr> <td></td> <td><input type="radio"/> Processing</td> <td></td> </tr> </table>		1. PRESENT STATUS	<input type="checkbox"/> Completed or in Progress	<input type="checkbox"/> Promoting		<input type="radio"/> Completed	<input checked="" type="checkbox"/> Delayed or Suspended		<input type="radio"/> Implementing	<input type="checkbox"/> Discontinued or Cancelled		<input type="radio"/> Processing	
	Total Cost	Local Cost	Foreign Cost																																
2. PROJECT COST (US\$1,000)	1) 62,598	15,356	47,242																																
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1. PRESENT STATUS	<input type="checkbox"/> Completed or in Progress	<input type="checkbox"/> Promoting																																	
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	<input type="radio"/> Implementing	<input type="checkbox"/> Discontinued or Cancelled																																	
	<input type="radio"/> Processing																																		
2. NAME OF STUDY Construction Project of the East-West Road in Kinshasa City		Kinshasa City		(Description) Suspended after the completion of F/S.																															
3. SECTOR Transportation/Road		3. CONTENTS OF MAJOR PROJECT(S) Construction of the East-South Road between Matadi Road and Lumumba Road in Kinshasa City: Urgent Projects : 2-lane Road (11 km) The South-North Road is relatively in good condition.																																	
4. REFERENCE NO.																																			
5. TYPE OF STUDY F/S																																			
6. COUNTERPART AGENCY The Bureau d'Etudes D'aménagements de Durbanisme of the Department of Public Works and Regional Development																																			
7. OBJECTIVES OF STUDY Arterial Road Construction																																			
8. DATE OF S/W Nov.1988		Imp. Period: 1992-1995																																	
9. CONSULTANT(S) Mitsui Consultants Co., Ltd.		4. FEASIBILITY AND ITS ASSUMPTIONS Feasibility: Yes/No EIRR1) 18.29 FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)																																	
10. STUDY TEAM No. of Members 10 Period Mar.1989-Mar.1990 (12 months) <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">Total M/M</td> <td style="width: 33%;">Japan</td> <td style="width: 33%;">Field</td> </tr> <tr> <td style="text-align: center;">40.03</td> <td style="text-align: center;">15.00</td> <td style="text-align: center;">25.03</td> </tr> </table>		Total M/M	Japan			Field	40.03	15.00	25.03	Conditions and Development Impacts: Conditions: Smoothed execution of: 1. Land Expropriation by the Zaire Government 2. Scheduled Road Improvement Plan by IBRD/OVO Development Impacts: 1. Induced Land Use along the Project Road 2. Improvement of Road congestion and savings of VOC 3. Road Transport Services for the poor 4. Employment effect during construction period: (150,000 skilled workers, and 215,000 unskilled workers) are expected to be hired.																									
Total M/M	Japan	Field																																	
40.03	15.00	25.03																																	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY Traffic Survey; Topographic Survey; and Soil/ drilling survey and Test		5. TECHNICAL TRANSFER 1) On the job Training; 2) Counterparts training in Japan; 3) Employment of Local Consultants; and 4) Donation of computer and photocopy Machine																																	
12. EXPENDITURE Total 180,531 (¥'000) Contracted 159,093																																			
		2. MAJOR REASONS FOR PRESENT STATUS Alteration of priority from the side of the government of Zaire.																																	
		3. PRINCIPAL SOURCE 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)

AFR ZMB/S 301/81

Compiled Mar. 1986
Revised Mar. 1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																					
1. COUNTRY	Zambia	1. SITE OR AREA				1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Implementing <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled																				
2. NAME OF STUDY	Microwave Radio Relay Project	Whole countries																									
3. SECTOR	Communications & Broadcasting/Telecommunication	2. PROJECT COST				(Description) Dec. 1983 OECF loan agreement (749 million yen) Nov. 1984 D/D completed Jun. 1987 Construction completed by own funds (FY1991 Overseas Survey) No additional information.																					
4. REFERENCE NO.		<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;"></th> <th style="width: 10%;">1)</th> <th style="width: 10%;">Total Cost</th> <th style="width: 10%;">Local Cost</th> <th style="width: 10%;">Foreign Cost</th> </tr> </thead> <tbody> <tr> <td>(US\$1,000)</td> <td></td> <td>38,566</td> <td>8,901</td> <td>29,665</td> </tr> <tr> <td></td> <td>2)</td> <td>10,218</td> <td>2,578</td> <td>7,640</td> </tr> <tr> <td></td> <td>3)</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>							1)	Total Cost	Local Cost	Foreign Cost	(US\$1,000)		38,566	8,901	29,665		2)	10,218	2,578	7,640		3)			
	1)	Total Cost	Local Cost	Foreign Cost																							
(US\$1,000)		38,566	8,901	29,665																							
	2)	10,218	2,578	7,640																							
	3)																										
5. TYPE OF STUDY	F/S	3. CONTENTS OF MAJOR PROJECT(S)																									
6. COUNTERPART AGENCY	Posts and Telecommunications Corporation	1. Mass Media TV Link: A bothway working TV radio bearer and a bothway protection bearer between the existing and the new TV studios; Addition of remote control and switchover functions for TV signal transmission, etc. 2. Lusaka - Copperbelt Route: 1,800-channel system by 6 GHz upper band between Lusaka & Chingola, and between Ndola & Kaloko Hill; a bothway route between Lusaka & Kitwe and a one-way route between Kitwe & Chingola for TV transmission, etc. 3. Kasama - Mansa Route: 960-channel system by 2GHz band between Kasama & Mansa; 120-channel systems for Mansa - Mwenze - Kawambwa - Nchelenge and for Mansa - Samfya 4. Chingola - Solwezi route: 960-channel system by 6GHz upper band between Chingola & Solwezi; a one-way TV transmission route 5. Kasama - Mbala and Kasama - Mporokoso routes: 120-channel system each by 2GHz band 6. Chipata - Lundazi Route: 120-channel system by 2GHz band, including the Lundazi - Chama and Chipata - Mfuwe Airport Links Phase 1 Plan: Lusaka - Copperbelt, Kasama - Mansa, Kasama - Mbala, Kasama - Mporokoso and Chipata - Lundazi Routes: Cost 1) shown above, implementation period 32 months Phase 2 plan: Chingola - Solwezi route, Lundazi - Chama Link, and Kawambwa - Nchelenge Link: Cost 2) shown above, construction period 29 months																									
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.	4. FEASIBILITY AND ITS ASSUMPTIONS																									
8. DATE OF S/W	Dec. 1980	Imp. Period: 1982-1984																									
9. CONSULTANT(S)	Nippon Telecommunication Consulting Co., Ltd.	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;"></th> <th style="width: 10%;">Feasibility:</th> <th style="width: 10%;">EIRR1)</th> <th style="width: 10%;">10.38</th> <th style="width: 10%;">FIRR1)</th> <th style="width: 10%;">8.78</th> </tr> </thead> <tbody> <tr> <td></td> <td>Yes</td> <td>EIRR2)</td> <td></td> <td>FIRR2)</td> <td>11.28</td> </tr> <tr> <td></td> <td></td> <td>EIRR3)</td> <td></td> <td>FIRR3)</td> <td></td> </tr> </tbody> </table>					Feasibility:	EIRR1)	10.38	FIRR1)	8.78		Yes	EIRR2)		FIRR2)	11.28			EIRR3)		FIRR3)					
	Feasibility:	EIRR1)	10.38	FIRR1)	8.78																						
	Yes	EIRR2)		FIRR2)	11.28																						
		EIRR3)		FIRR3)																							
10. STUDY TEAM	No. of Members 12 Period Jan. 1981-Apr. 1981 (3 months)	Conditions and Development Impacts: Conditions: 1. Phase 1 construction cost includes the cost of channel units to meet the circuit requirement for 1989. Basic facilities are designed to be capable of traffic transmission projected for 2000. 2. The construction of the Mass Media TV Link will be financed by the government budget (approx. 1 million Kwacha). 3. Operation to begin in mid-1984; project life of 20 years 4. System expansions are assumed in 1989 and 1994. 5. The call charge is assumed to be raised in mid-1982 from the current rate of K0.080 per call to K0.10. Development impacts: The main objective of the 3rd Development Plan is to promote regional development and to overcome the excessive dependence on copper industry. The improvement of the Lusaka and Copperbelt trunk network will contribute to the consolidation and development of copper industry. Expansion of communication routes to the northern region will help improve the capability of Tanzania Railways, while the proposed routes for the eastern territory will serve to activate the development potentials of the most fertile land in Zambia. * EIRR 1) and FIRR 1) are for the entire plan, and FIRR 2) for the Phase I Plan.																									
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER																									
12. EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;"></th> <th style="width: 10%;">Total</th> <th style="width: 10%;">43,141 (¥'000)</th> </tr> </thead> <tbody> <tr> <td>Contracted</td> <td>31,263</td> <td></td> </tr> </tbody> </table>		Total	43,141 (¥'000)	Contracted	31,263		1) Trainee acceptance; 3 counterparts were invited to Japan, and studied technical system; 2) Preparation of report; and 3) On job training (PTC counterparts)																			
	Total	43,141 (¥'000)																									
Contracted	31,263																										
		2. MAJOR REASONS FOR PRESENT STATUS																									
		High priority																									
		3. PRINCIPAL SOURCE OF INFORMATION																									
		①②④																									

和名 マイクロウェーブ回線網建設計画

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

PROJECT SUMMARY (F/S)

AFR ZMB/S 302/85

Compiled Mar.1988
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT														
1.COUNTRY	Zambia	1.SITE OR AREA				1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Discontinued or Cancelled <input type="checkbox"/> Processing													
2.NAME OF STUDY	Lusaka International Airport Development Project	North-east of Lusaka																		
3.SECTOR	Transportation/Air Transportation & Airport	2.PROJECT COST		Total Cost	Local Cost	Foreign Cost														
4.REFERENCE NO.		(US\$1,000)	1) 2) 3)	58,700	21,100															
5.TYPE OF STUDY	F/S	3.CONTENTES OF MAJOR PROJECT(S)				(Description) After the completion of F/S, the Government applied for an OECF loan, but suspended the application because of the large project cost. The arrival hall of the terminal building and the modernization of telecommunication equipment were completed with Italian and OPEC finance in Dec. 1990. (FY1991 Overseas Survey) The project was modified according to the local situation.														
6.COUNTERPART AGENCY	Department of Civil Aviation, Ministry of Power, Transport and communications	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; border-bottom: none;">Contents</td> <td style="width: 50%; border-bottom: none;">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																			
7.OBJECTIVES OF STUDY	1) Examine technical, economic and financial feasibility of Project 2) Technology transfer to counterpart officials	4.FEASIBILITY AND ITS ASSUMPTIONS																		
8.DATE OF S/W	Jul.1984	Imp. Period: 1987-1989		Feasibility: Yes/No	EIRR1) 12.50 EIRR2) EIRR3)	FIRR1) 2.30 FIRR2) FIRR3)														
9.CONSULTANT(S)	Japan Airport Consultants, Inc.	Conditions and Development Impacts: 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. The project is planned in two stages. Phase I targeted 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.																		
10.STUDY TEAM	No.of Members 8 Period Dec.1984-Dec.1985(13 months)					2.MAJOR REASONS FOR PRESENT STATUS														
	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%; text-align: center;">Total M/M</td> <td style="width: 30%; text-align: center;">Japan</td> <td style="width: 30%; text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">43.67</td> <td style="text-align: center;">28.67</td> <td style="text-align: center;">16.00</td> </tr> </table>	Total M/M	Japan	Field	43.67		28.67	16.00												
Total M/M	Japan	Field																		
43.67	28.67	16.00																		
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Geological survey	5.technical transfer				3.PRINCIPAL SOURCE OF INFORMATION														
12.EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%; text-align: center;">Total</td> <td style="width: 15%;">151,654 (¥'000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td>149,727</td> </tr> </table>	Total	151,654 (¥'000)	Contracted	149,727		1) One counterpart participated in JICA counterpart training program; and 2) Local consultants participation : Airport civil work facility survey is jointly conducted under Japanese supervision.													
Total	151,654 (¥'000)																			
Contracted	149,727																			

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 Mar.1992
Revised Mar.1993

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			1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Discontinued or Cancelled <input type="checkbox"/> Processing		
2.NAME OF STUDY	Kafue Road Bridge Reconstruction Project	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost				
3.SECTOR	Transportation/Road	3.CONTENTES OF MAJOR PROJECT(S)	1) 13,750	3,160	10,590	(Description) At present this bridge is under construction and will be scheduled to be opened to traffic at the end of August in 1993. 1990 D/D Feb. 17, 1991 E/N (1,951 Million Yen) (FY 1991 Overseas Survey) In Jan. 1992, the construction contract is conducted between Ministry of Works and Supply and Shimizu Kensetsu. The construction will be completed by the end of Aug. 1993. By the end of 1992, construction of the substructure was finished. By the end of April 1993, the construction of the superstructure will be finished. (FY1992 Overseas Survey) No additional information.			
4.REFERENCE NO.		Features of New Bridge: - Bridge length : 162M (38.0+2 x 43.0+38.0m) - Bridge width : 7.30 + 2.0 = 9.30M - Approach road : 750M - Superstructure: 4 span continuous steel girder - Substructure : Abuttment 2, direct foundation pier 3, steel pile foundation	2)						
5.TYPE OF STUDY	F/S		3)						
6.COUNTERPART AGENCY	Ministry of Works and Supply								
7.OBJECTIVES OF STUDY	F/S of reconstruction of the Kafue road bridge	8.DATE OF S/W	Imp. Period: Feb.1991-Aug.1993					2.MAJOR REASONS FOR PRESENT STATUS (FY1992 Overseas Survey) The bridge is on a regional trunk road and its reconstruction is crucial.	
9.CONSULTANT(S)	Chodal Co., Ltd. Pacific Consultants International	9.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes/No	EIRR1) 51.90 EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)				
10.STUDY TEAM	No. of Members 10 Period Oct.1989-Sep.1990 (12 months)	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.							
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Topographic, Geological, and Traffic Volume Survey.	12.EXPENDITURE	5.TECHNICAL TRANSFER No technical transfer that there was no counterpart.					3.PRINCIPAL SOURCE OF INFORMATION ①②	
		Total 211,467 (¥000) Contracted 179,330							

和名 カフェ川道路橋改築計画

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

PROJECT SUMMARY (M/P)

Compiled Mar.1993
Revised

AFR ZMB/S 101/91

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS			
1.COUNTRY	Zambia	1.SITE OR AREA	Catchment area of Zamoezi main stream and left tributary, Kase river (340,000 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	Hydrologic Observation Systems of the Major River Basins	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) As the rough estimation of potential water resources was carried out in this study, the Government of Zambia, for the next stage, has taken the procedure to request the technical cooperation to the Government of Japan for formulating nation wide, comprehensive and long-term water master plan, including developments of urban water, irrigation water, hydroelectric power, etc. (FY1992 Overseas Survey) Development of Water Affairs has increased its budget allocation towards an improved system of hydrological data collection and analysis. Furthermore the Ministry of Energy and Water Development has engaged a consultant to help redefining and clarifying the duties and responsibilities of the department. Financial and technical assistance is being sought to improve status of water resource management and capacity building.		
3.SECTOR	Social Infrastructures/Water Resource Development	(US\$1,000)	1)					
4.REFERENCE NO.			2)					
5.TYPE OF STUDY	M/P	3.CONTENTES OF MAJOR PROJECT(S)						
6.COUNTERPART AGENCY	Dept. of Water Affairs, Ministry of Energy and Water Development	The study surveyed the outline of the water resource endowments (surface water and groundwater) and recommended a number of measures for strengthening the hydrological observation system. The formulation of a water resource development plan was not included in the scope of work. Main Recommendations: 1. Recognition of and enlightenment on the importance of hydrological observation 2. Improvement of the hydrological observation system 1)Clarification of duties and responsibilities; 2)Reinforcement of the observation team; 3)Adoption of annual plans and annual reports; 4)Improvement of the system for hydrological analysis; 5)Periodic observation of water quality; 6)Establishment of a planning section; 7)Reciprocation of hydrological information with international agencies; 8)Sufficient staffing and introduction of a systematic training program; and 9)Increased budget allocation 3. Formulation of a Comprehensive Water Resource Development Plan						
7.OBJECTIVES OF STUDY	- To strengthen the hydrologic observation systems - To make rough estimation of water resources potential	4.CONDITIONS AND DEVELOPMENT IMPACTS						
8.DATE OF S/W	Nov.1988	The Study ascertained large potentials of water resources available for utilization. In view of the rapid population increase projected for the next decade, it will be necessary, among others, to take steps to develop urban water supply systems, to stimulate agriculture by irrigation development, and to increase power supply. Water resource development will bring direct and indirect economic benefits from increased water supply, irrigation and power generation, and during the period of project implementation, will also create sizable effective demands for goods and services, which in turn will contribute to increased income distribution and employment, increased tax revenues for the government, and so forth. The development of water resources will also meet the basic human needs of the growing population in Zambia.						
9.CONSULTANT(S)	Yachiyo Engineering Co., Ltd.	5. TECHNICAL TRANSFER						
10.STUDY TEAM	No.of Members 7 Period Nov.1989-Mar.1992 (29 months)	Field work of hydrologic observation; Field work of levelling survey and cross sectional survey; Hydrologic analysis; and Preparation of computer data base.						
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Installation of Hydrologic Observation; and Levelling Survey and Cross Sectional Survey of rivers	3.PRINCIPAL SOURCE OF INFORMATION						
12.EXPENDITURE	<table style="width: 100%; border: none;"> <tr> <td style="width: 20%;">Total</td> <td style="text-align: right;">323,278 (¥'000)</td> </tr> <tr> <td>Contracted</td> <td style="text-align: right;">220,000</td> </tr> </table>	Total	323,278 (¥'000)	Contracted	220,000	①		
Total	323,278 (¥'000)							
Contracted	220,000							
		2.MAJOR REASONS FOR PRESENT STATUS						
		- To establish the nation wide water master plan is one of the important targets in the Fourth National Development Plan (1989-1993) - The Government of Zambia has to take a quick action for water development policy due to the expected severe drought in the South Africa region in 1992.						

和名 主要河川水資源開発計画

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

PROJECT SUMMARY (Other)

AFR ZWE/S 601/80

Compiled Mar.1990
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS 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.PROJECT COST (US\$1,000)			(Description) No information is available.				
3.SECTOR Transportation/Railway		Total Cost Local Cost Foreign Cost							
4.REFERENCE NO.		1) 2)							
5.TYPE OF STUDY Other		3.CONTENTS OF MAJOR PROJECT(S)							
6.COUNTERPART AGENCY Ministry of Transport and Energy		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							
7.OBJECTIVES OF STUDY Examination of the possibility of Japan's cooperation with the proposed railway electrification project		4.CONDITIONS AND DEVELOPMENT IMPACTS							
8.DATE OF S/W .0		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							
9.CONSULTANT(S)		10.STUDY TEAM No.of Members 7 Period Nov.1980-Dec.1980(1 months) <table style="width: 100%; border: none;"> <tr> <td style="width: 30%;">Total M/M</td> <td style="width: 30%;">Japan</td> <td style="width: 40%;">Field</td> </tr> </table>					Total M/M	Japan	Field
Total M/M	Japan						Field		
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY							5.technical transfer		
12.EXPENDITURE		3.PRINCIPAL SOURCE OF INFORMATION							
Total 9,382 (¥'000) Contracted									

和名 国鉄電化計画

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

PROJECT SUMMARY (M/P)

AFR ZWE/S 101/83

Compiled Mar.1986
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS																					
1.COUNTRY	Zimbabwe	1.SITE OR AREA	Southeastern part of midlands Province and Western part of Masvingo Province		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued																				
2.NAME OF STUDY	Rural Water Supply Programme in Communal Lands in Parts of Masvingo and Midlands Provinces	2.PROJECT COST	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">Total Cost</td> <td style="width: 15%; text-align: center;">Local Cost</td> <td style="width: 15%; text-align: center;">Foreign Cost</td> </tr> <tr> <td>(US\$1,000)</td> <td>1)</td> <td style="text-align: center;">53,079</td> <td style="text-align: center;">33,218</td> <td style="text-align: center;">19,861</td> </tr> <tr> <td></td> <td>2)</td> <td></td> <td></td> <td></td> </tr> </table>				Total Cost	Local Cost	Foreign Cost	(US\$1,000)	1)	53,079	33,218	19,861		2)				(Description) Projects in Midlands Province were financed in 1983-84 by the Japanese grant of 800 million yen (Boring of 100 wells, two thirds of the 1st year projects). Those in Masvingo Province were financed by the EEC grant.						
		Total Cost	Local Cost	Foreign Cost																						
(US\$1,000)	1)	53,079	33,218	19,861																						
	2)																									
3.SECTOR	Public Utilities/Water Supply	3.CONTENTS OF MAJOR PROJECT(S)																								
4.REFERENCE NO.		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) Mberengwa 775 Chibi 702 Shuruqwi 235 Chilimazi & others 878 total 2,590			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.																					
5.TYPE OF STUDY	M/P																									
6.COUNTERPART AGENCY	Ministry of Water Resources and Development	4.CONDITIONS AND DEVELOPMENT IMPACTS			3.PRINCIPAL SOURCE OF INFORMATION ①																					
7.OBJECTIVES OF STUDY	Reservation of sanitary clear Water resources by the development of underground water	A project to supply sanitary clean water to small groups of people scattered in the grassy sabannah. The report emphasized the following: (1) 10 years later, when the project is completed, the cattle will come up in number to 85% of people. Since no further increase in water from wells is expected, control of the number will be required. (2) With the increase in wells and population, it is necessary to establish rules to use water from wells.																								
8.DATE OF S/W	Oct.1982	10.STUDY TEAM																								
9.CONSULTANT(S)	Sanyu Consultants Inc.	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">No.of Members</td> <td style="width: 15%;">7</td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> </tr> <tr> <td>Period</td> <td>Dec.1982-Aug.1983(9 months)</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">37.20</td> <td style="text-align: center;">13.40</td> <td style="text-align: center;">23.80</td> </tr> </table>					No.of Members	7				Period	Dec.1982-Aug.1983(9 months)						Total M/M	Japan	Field			37.20	13.40	23.80
No.of Members	7																									
Period	Dec.1982-Aug.1983(9 months)																									
		Total M/M	Japan	Field																						
		37.20	13.40	23.80																						
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER																								
12.EXPENDITURE		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">Total</td> <td colspan="2" style="width: 45%;">Supply of equipment and instruction : Supply of 2 units of boring rigs and technical instruction at site to the local engineers.</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">118,296 (¥'000)</td> <td colspan="2"></td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">Contracted</td> <td colspan="2"></td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">98,508</td> <td colspan="2"></td> </tr> </table>					Total	Supply of equipment and instruction : Supply of 2 units of boring rigs and technical instruction at site to the local engineers.				118,296 (¥'000)					Contracted					98,508				
		Total	Supply of equipment and instruction : Supply of 2 units of boring rigs and technical instruction at site to the local engineers.																							
		118,296 (¥'000)																								
		Contracted																								
		98,508																								

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 Mar.1986

Revised Mar.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 COST		Total Cost	Local Cost		
3.SECTOR	Communications & Broadcasting/Telecommunication			1) 15,586	2,323	13,263	
4.REFERENCE NO.				(US\$1,000)	2) 16,957	1,109	
5.TYPE OF STUDY	F/S			Z\$1=US\$1.32=250yen	3) 6,811	6,811	
6.COUNTERPART AGENCY	Ministry of Information, Post and Telecommunication	3.CONTENTS OF MAJOR PROJECT(S)				(Description)	
7.OBJECTIVES OF STUDY		1. INTELSAT Standard A Earth Station 1) Phase 1 Project: Cost 1) above a. Atlantic Ocean Region (AOR) Network: Configuration of high power amplifier, low noise amplifier and ground communication equipment subsystems; antenna subsystem (9 antennas, dia.30 - 32m); power supply subsystem; MUX subsystem b. Installation at Harare Center Exchange Building: terrestrial microwave system; MUX equipment; TV control & monitor equipment c. Related buildings and facilities 2) Phase 2 Project: Cost 2) above a. Indian Ocean Region (IOR) Network: Basically the same set of subsystems as AOR Station, but 6 antennas b. Expansion of related buildings and facilities 2. Toll Exchange Facility: Cost 3) above 1) Harare: Trunk & Junction Tandem Exchange (6,300 trunks and 20 operators' positions) 2) Bulawayo: Trunk Exchange (2,100 trunks and 2 operators' positions)					
8.DATE OF S/W	Oct.1982	Imp. Period:		Jul.1983-Dec.1984	Jul.1987-Dec.1988	Jul.1983 D/D completed Apr.1984 OECF L/A signed (2,536 million yen) Implemented : AOR Earth Station at Mazowe Mar.- Apr.1985 A Japanese O/M expert sent to Zimbabwe Sep.1986 - Sep.1987 A JICA expert sent to Zimbabwe Oct.1989 OECF L/A signed (6,021 million yen) Part of the loan is for the Toll Exchange at Harare.	
9.CONSULTANT(S)	Kokusai Denshin Denwa Co, Ltd.	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) FIRR1) 21.62 EIRR2) FIRR2) 20.60 EIRR3) FIRR3) 22.53		
10.STUDY TEAM	No. of Members 8 Period Nov.1982-Mar.1983 (4 months)	Conditions and Development Impacts:				2.MAJOR REASONS FOR PRESENT STATUS	
	Total M/M Japan Field 16.00 10.50 5.50	Conditions: 1. Start of operation: early 1985 for AOR Network; early 1989 for IOR Network; early 1986 for Toll Exchange 2. Project life of 15 years 3. International telephone traffic forecast (busy hour calls): AOR IOR Total 1986/87 102.54ERL 20.06 122.60 (1.4 million minutes/year) 2000/01 313.54ERL 61.18 374.72 (4.2 million minutes/year) 4. FIRR 1) above is for AOR Network only, FIRR 2) for AOR and IOR Networks, and FIRR 3) for the entire project including the Toll Exchange. Development impacts: 1) Elimination of economic, political and social disadvantages of the dependency on the foreign telecommunication networks 2) Reduction of waiting time and telephone charges, convenience of direct dialling, increase of telecommunication, etc.					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER				3.PRINCIPAL SOURCE OF INFORMATION	
12.EXPENDITURE	Total 53,571 (¥'000) Contracted 41,037	1) Acceptance of trainees (JICA training program) 2) OJT					

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 Mar.1990
Revised Mar.1993

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																																																																																											
1.COUNTRY	Zimbabwe	1.SITE OR AREA				1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Discontinued or Cancelled <input type="checkbox"/> Processing																																																																																										
2.NAME OF STUDY	Medium Size Dams in Masvingo Province	2.PROJECT COST																																																																																															
3.SECTOR	Agriculture/General	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th rowspan="2"></th> <th colspan="2">Phase II</th> <th>Phase III</th> <th colspan="2">Phase IV</th> <th>Phase V</th> </tr> <tr> <th>Dam 1</th> <th>Dam 2</th> <th>Dam 3</th> <th>Dam 4</th> <th>Dam 5</th> <th>Dam 6</th> </tr> <tr> <td>1. Dam/Resovior</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Storage capacity (MCM)</td> <td>6.65</td> <td>5.67</td> <td>1.83</td> <td>2.25</td> <td>1.45</td> <td>3.13</td> </tr> <tr> <td>height (m)</td> <td>12.7</td> <td>18.8</td> <td>18.7</td> <td>18.8</td> <td>18.4</td> <td>19.3</td> </tr> <tr> <td>length (m)</td> <td>1,70</td> <td>460</td> <td>920</td> <td>580</td> <td>700</td> <td>625</td> </tr> <tr> <td>2. Pumping Station</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>volume (l/s)</td> <td>54</td> <td>76</td> <td>49</td> <td>74</td> <td>23</td> <td>151</td> </tr> <tr> <td>expansion (m)</td> <td>5,600</td> <td>7,940</td> <td>4,720</td> <td>870</td> <td>800</td> <td>860</td> </tr> <tr> <td>3. Farm pond</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>volume (m3)</td> <td>4,600</td> <td>6,500</td> <td>4,300</td> <td>4,300</td> <td>1,400</td> <td>8,700</td> </tr> <tr> <td>4. Irrigation</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>44</td> <td>70</td> <td>51</td> <td>50</td> <td>21</td> <td>100</td> </tr> </table>					Phase II		Phase III	Phase IV		Phase V	Dam 1	Dam 2	Dam 3	Dam 4	Dam 5	Dam 6	1. Dam/Resovior							Storage capacity (MCM)	6.65	5.67	1.83	2.25	1.45	3.13	height (m)	12.7	18.8	18.7	18.8	18.4	19.3	length (m)	1,70	460	920	580	700	625	2. Pumping Station							volume (l/s)	54	76	49	74	23	151	expansion (m)	5,600	7,940	4,720	870	800	860	3. Farm pond							volume (m3)	4,600	6,500	4,300	4,300	1,400	8,700	4. Irrigation									44	70	51	50	21	100	Total Cost 20,451 Local Cost 11,048 Foreign Cost 9,403
	Phase II		Phase III	Phase IV			Phase V																																																																																										
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		44	70	51	50	21	100																																																																																										
4.REFERENCE NO.		3.CONTENTS OF MAJOR PROJECT(S)				(Description) The project is to be implemented by the Japan's Grant Aid. 1989.05 Basic Design completed 1989.10 E/N (1251 million yen) 1990 Phase I Supply of Machines and Equipment completed 1991 Phase II Dam 1 and 2: construction completed (998 million yen) 1992 Phase III Dam 3: construction completed (536 million yen) 1993 Phase IV Dam 4 and 5: under construction (985 million yen) 1994 Phase V Dam 6: scheduled to start																																																																																											
5.TYPE OF STUDY	F/S																																																																																																
6.COUNTERPART AGENCY	Ministry of Energy, Water Resources and Development																																																																																																
7.OBJECTIVES OF STUDY	Implementation of an irrigation project																																																																																																
8.DATE OF S/W	Feb.1986	Imp. Period: Jul.1986-Mar.1987																																																																																															
9.CONULTANT(S)	Sanyu Consultants Inc. Nippon Giken Inc.	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No		EIRR1) 5.80 FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)																																																																																											
10.STUDY TEAM	No.of Members 11 Period Jul.1986-Mar.1987(9 months)	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. [Development Impacts] 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.				2.MAJOR REASONS FOR PRESENT STATUS The medium size dams projects is one of the most important projects of 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.																																																																																											
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>Total M/M</th> <th>Japan</th> <th>Field</th> </tr> <tr> <td>99.20</td> <td>41.70</td> <td>57.50</td> </tr> </table>	Total M/M	Japan	Field	99.20			41.70	57.50																																																																																								
Total M/M	Japan	Field																																																																																															
99.20	41.70	57.50																																																																																															
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Geographical Survey Aerophoto Mapping	5.TECHNICAL TRANSFER				3.PRINCIPAL SOURCE OF INFORMATION ①																																																																																											
12.EXPENDITURE	Total 360,096 (¥'000) Contracted 345,035	Trainee in Japan (1)																																																																																															

和名 マシング州中規模かんがい計画

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

PROJECT SUMMARY (F/S)

AFR ZWE/A 302/90

Compiled Mar.1992
Revised Mar.1993

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT						
1.COUNTRY	Zimbabwe	1.SITE OR AREA				1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Completed <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input checked="" type="checkbox"/> Promoting <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Discontinued or Cancelled					
2.NAME OF STUDY	Nyakomba Irrigation Development Project	Nyakomba Ward, Saunyama Communal land, Nyanga District, Manicaland Province										
3.SECTOR	Agriculture/General	2.PROJECT COST		Total Cost	Local Cost	Foreign Cost						
4.REFERENCE NO.		(US\$1,000)	1) 2) 3)	15,776	10,076	5,690						
5.TYPE OF STUDY	F/S	3.CONTENTES OF MAJOR PROJECT(S)				(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 ongoing in the Ministry of Foreign Affairs. - This project will possibly be implemented in FY 1993. (FY1992 Wverseas Survey) Waiting for the answer.						
6.COUNTERPART AGENCY	Republic of Zimbabwe, Ministry of Lands, Agriculture and Rural Resettlement (MLARR)	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	4.FEASIBILITY AND ITS ASSUMPTIONS										
8.DATE OF S/W	Mar.1989	Imp. Period: 1992-1995		Feasibility: Yes/No	EIRR1) 5.50 EIRR2) EIRR3)		FIRR1) 4.25 FIRR2) FIRR3)					
9.CONSULTANT(S)	Taiyo Consultants Co., Ltd. Sanyu Consultants Inc.	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 make the non-white civil administration system stable through the improvement of communal land and changing the small communal agricultural system to a commercial one. (White people still hold the control of the economic system and land ownership even after independence.) - To establish model and pilot projects for future irrigation development projects on other communal land.										
10.STUDY TEAM	No. of Members 8 Period Aug.1989-Aug.1990 (13 months)						2.MAJOR REASONS FOR PRESENT STATUS					
	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: left;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">36.62</td> <td style="text-align: center;">14.67</td> <td style="text-align: center;">23.95</td> </tr> </table>	Total M/M	Japan	Field	36.62			14.67	23.95			
Total M/M	Japan	Field										
36.62	14.67	23.95										
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Topographic survey Soil Analysis	5.TECHNICAL TRANSFER					3.PRINCIPAL SOURCE OF INFORMATION					
12.EXPENDITURE		Counterpart training 2 persons (Jun. Jul. 1990)										
	Total 174,974 (¥'000) Contracted 138,591					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)

CSA ARG/S 301/79

Compiled Mar.1986

Revised Mar.1992

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 Total Cost Local Cost Foreign Cost 923,472		1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Discontinued or Cancelled						
2.NAME OF STUDY	Deep Water Port Construction Project at Punta Medanos	2.PROJECT COST											
3.SECTOR	Transportation/Port	3.CONTENTES OF MAJOR PROJECT(S)		(Description) (FY 1991 Overseas Survey) COPUAP (Deepsea Ports Construction Commission) was disbanded in 1987, and the construction of new ports has been frozen since then. Emphasis was shifted to the strengthening of the existing ports, and it was decided to deepen Bahia Blanca and Quequen Ports. In late 1991, the dredging was completed to the depths of 40 - 45 feet at Bahia Blanca, while Quequen is being dredged to the depth of 40 feet. The Government has been promoting the decentralization of administration, and the port facilities have been gradually transferred from the national government to provincial or local authorities. According to the new Port Law now under parliamentary deliberations, only five ports (Buenos Aires, Quequen, Bahia Blanca, Santa Fe and Ushuaia) will remain under AGP. The operation of the five ports will be eventually privatized in the future. The economic policy of the present Government has been emphasizing the privatization of public enterprises, deregulation and decentralization. Investments in port facilities along Parana, Paraguay and La Plata Rivers will be undertaken increasingly by the private sector.									
4.REFERENCE NO.		Planning for a deep sea for grain export, iron ore and coal import. Breakwater: north 4100m, south 1900m Breakwater: 2 total length 800m Piers : 10 for fishery, 2 x 400m for grain export Quays : 500m for containers, 500m for iron ores exclusive quays for steel mill and industry Fishery related: freezing and cold storage facilities, market, factories											
5.TYPE OF STUDY	F/S	4.FEASIBILITY AND ITS ASSUMPTIONS											
6.COUNTERPART AGENCY	Ministerio de Economia, Secretaria de Estado de Intereses Maritimos (SEIM)	Feasibility: EIRR1) FIRR1) Yes/No EIRR2) FIRR2) EIRR3) FIRR3)											
7.OBJECTIVES OF STUDY	Technical Study on the location of port and its planning	5.TECHNICAL TRANSFER											
8.DATE OF S/W	May.1979	Imp. Period:											
9.CONSULTANT(S)	Overseas Coastal Area Development Institute of Ja	Conditions and Development Impacts:											
10.STUDY TEAM	No.of Members 4 Period Apr.1979-Jul.1979(3 months) <table style="margin-left: 20px;"> <tr> <td>Total M/M</td> <td>Japan</td> <td>Field</td> </tr> <tr> <td>4.10</td> <td>2.30</td> <td>1.80</td> </tr> </table>	Total M/M	Japan					Field	4.10	2.30	1.80	- 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.	
Total M/M	Japan	Field											
4.10	2.30	1.80											
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		2.MAJOR REASONS FOR PRESENT STATUS											
12.EXPENDITURE	Total 14,324 (¥'000) Contracted 6,587	3.PRINCIPAL SOURCE OF INFORMATION											
				<input checked="" type="checkbox"/>									

和名 プンタ・メダノス深水港建設計画

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

PROJECT SUMMARY (M/P)

CSA ARG/S 101/86

Compiled Mar.1990
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS 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				
2.NAME OF STUDY	Study on Economic Development	2.PROJECT COST	(US\$1,000)	Total Cost Local Cost Foreign Cost		<input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued				
3.SECTOR	Development Plan/Integrated Regional Development Plan	3.CONTENTES OF MAJOR PROJECT(S)	<p>In response to the specific requests from the Argentine side, the study examined the following five sectors and offered proposals which would be effective to reduce their constraints and to contribute to the reactivation of the Argentine economy.</p> <p>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.)</p> <p>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.</p>							
4.REFERENCE NO.		4.CONDITIONS AND DEVELOPMENT IMPACTS								
5.TYPE OF STUDY	M/P	5.technical transfer								
6.COUNTERPART AGENCY	Planning Secretariat, Presidency of the Nation									
7.OBJECTIVES OF STUDY	To suggest development policies and measures concerning five sectors of macroeconomic management, agriculture, industry, transportation and export.									
8.DATE OF S/W	Aug.1985		<p>(Description)</p> <p>Based on the recommendations of the study, a number of Japanese experts in various fields of industry and fisheries have been sent to Argentina. The technical cooperation project on packaging technology which began in March 1989 was based on one of the study's recommendations.</p> <p>(FY1991 Overseas Survey)</p> <p>In Sept. 1991, the Planning Secretariat, the counterpart agency of the JICA study, was reorganized into the Economic Planning Secretariat under the Ministry of Economy. The functions of the new Secretariat are compilation and analysis of the economic trends rather than the identification and promotion of new projects / programs.</p> <p>The improvement of administrative efficiency, privatization and other general policy measures, which were discussed in the JICA study, have been proceeding rapidly under the policy package adopted in accordance with the Currency Exchange Law of April 1991.</p> <p>The Government has been pushing various measures of the fiscal reform and administrative reorganization and rationalization in adherence to the IMF conditionality. Accordingly, specific recommendations of the study (such as institutional credit, infrastructural development and preferential taxation) are yet to make impacts on policy makers.</p> <p>The report of the study has been utilized extensively when and where various issues of long-term development are discussed.</p>							
9.CONSULTANT(S)	International Development Center of Japan									
10.STUDY TEAM	No.of Members 31 Period Aug.1985-Jan.1987(18 months)		2.MAJOR REASONS FOR PRESENT STATUS							
	<table style="margin-left: auto; margin-right: auto;"> <tr> <td style="padding: 0 10px;">Total M/M</td> <td style="padding: 0 10px;">Japan</td> <td style="padding: 0 10px;">Field</td> </tr> <tr> <td style="text-align: center;">95.36</td> <td style="text-align: center;">45.36</td> <td style="text-align: center;">50.00</td> </tr> </table>	Total M/M					Japan	Field	95.36	45.36
Total M/M	Japan	Field								
95.36	45.36	50.00								
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY			3.PRINCIPAL SOURCE OF INFORMATION							
12.EXPENDITURE										
	<table style="margin-left: auto; margin-right: auto;"> <tr> <td style="padding: 0 10px;">Total</td> <td style="padding: 0 10px;">262,407 (¥'000)</td> </tr> <tr> <td style="padding: 0 10px;">Contracted</td> <td style="padding: 0 10px;">316,373</td> </tr> </table>	Total	262,407 (¥'000)	Contracted	316,373		①②			
Total	262,407 (¥'000)									
Contracted	316,373									

和名 経済開発調査

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

PROJECT SUMMARY (F/S)

CSA ARG/S 302/86

Compiled Mar.1990

Revised Mar.1992

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 Constitucion along the General Roca Line			1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY		2.PROJECT COST		Total Cost	Local Cost	(Description) 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. Owing to the worsening of the economic situation, the electrification program was scaled down and the construction of the new facility was de facto cancelled. The rehabilitation and improvement of the existing facilities was subsequently proposed as an alternative. (FY1991 Overseas Survey) In order to simplify the process of privatization, FA was divided in April 1991, and FEMESA was created for metropolitan railways. Subsequently, preparations have been going on for the privatization of each railway line. To date, tenders have been called for the Mitre, Urquiza and Sarmiento Lines. Preparation of the tender documents has not been completed for the Roca and San Martin Lines. Therefore, it is yet hard to know what will happen to the inspection and repair functions after privatization. However, Escalada Plant still remains the center of inspection and repair and appears likely to remain as such in the future.	
Preliminary Design for the Amplification of an Inspection and Repairing Workshop for Electric Rolling Stock		(US\$1,000) (US\$1=251Yen)		1) 19,282	17,016		
				2)			
				3)			
3.SECTOR		3.CONTENTS OF MAJOR PROJECT(S)					
Transportation/Railway		Expansion of an existing workshop so as to enable the inspection and repair of 320 electric railcars (additional installation of sheds and machines)					
4.REFERENCE NO.							
5.TYPE OF STUDY		F/S					
6.COUNTERPART AGENCY		Argentine Railway (F.S.)					
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.					
8.DATE OF S/W		Jul.1984					
9.CONSULTANT(S)		Japan Railway Technical Service					
10.STUDY TEAM		Imp. Period: Feb.1985-Sep.1986 4.FEASIBILITY AND ITS ASSUMPTIONS Feasibility: Yes/No EIRR1) FIRR1) EIRR2) FIRR2) EIRR3) FIRR3) 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		5.TECHNICAL TRANSFER		2.MAJOR REASONS FOR PRESENT STATUS			
Total 191,378 (¥000) Contracted 184,115		Technical transfers occurred through working together with counterparts on site investigations, reports, etc.					Owing mainly to economic factors, there has been no progress in electrification.
				3.PRINCIPAL SOURCE OF INFORMATION			
				①②			

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)

CSA ARG/S 102/87

Compiled Mar.1990
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS 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				
2.NAME OF STUDY	Development Plan for the Telecommunication and Broadcasting Networks in the Province of Mendoza	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost	<input type="checkbox"/> Delayed				
3.SECTOR	Communications & Broadcasting/General	(US\$1,000)	1) 291,540			<input type="checkbox"/> Discontinued				
4.REFERENCE NO.		(US\$1=1.25 Austral)	2) 28,279							
5.TYPE OF STUDY	M/P	3.CONTENTS OF MAJOR PROJECT(S)			(Description) The Provincial Government of the of Mendoza uses the study results as guidelines for the private sector. (FY 1991 Overseas Survey) Telecommunication is still operated by CAT, but the negotiations have been going on between CAT and Telefonica. Before long, telecommunication will be transferred to Telefonica. On the basis of the proposed master plan, the Provincial Government is planning to undertake a feasibility study of the telephone network development.					
6.COUNTERPART AGENCY	Direccion de Comunicaciones, Ministerio de Obras y Servicios Publicos, Provincia de Mendoza	<p>1. Long-term development and improvement plan for the telecommunications networks up to the year 2005.</p> <p>1) Phase 1 (1991-1995) (Total project cost US\$80,082 thousand) (1)Subscriber telephone installation (STI) 54,800 (2)Public telephone installation (PTI) 1,500 (3)Rural telephone installation (RTI) 900 (4)Local exchange installation (LEI) 79,144 terminals(t.) (5)Toll exchange installation (TEI) 2,200t.</p> <p>2) Phase 2 (1996-2000) (Total project cost US\$81,602 thousand) (1)STI 75,200 (2)PTI 1,400 (3)RTI 400 (4)LEI 92,070t. (5)TEI 1,800t.</p> <p>3) Phase 3 (2001-2005) (Total project cost US\$129,856 thousand) (1)STI 106,100 (2)PTI 1,500 (3)RTI 800 (4)LEI 161,081t. (5)TEI 3,000t.</p> <p>2. Long-term development and improvement for the broadcasting networks up to the year 2005: 1)MF transmitter installation and renewal 13 sets; 2)FM transmitter installation 76 sets; 3)TV transmitter installation 67 sets; 4)Satellite relay construction 3 links; 5)Terrestrial line addition for TV use 1 line</p>								
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 2005.	4.CONDITIONS AND DEVELOPMENT IMPACTS			2.MAJOR REASONS FOR PRESENT STATUS Financing					
8.DATE OF S/W	Feb.1986	<p>1. Long-term development and improvement plan for the telecommunications networks up to the year 2005. Conditions: 1)Facilities usefull life 20 years; 2)Corporation tax 3% Financial internal rate of return 12%(including rural telephones)</p> <p>Improvement Impacts: 1)Telephone demand in the province will mostly be satisfied, and telephone services will also become available for the areas where the service is not provided at present; 2)Telephone density will increase from 6.3 to 18.5 main lines per 100 inhabitants in the year 2005. The density of public telephones will also increase from 0.7 to 2.5 units per 1,000 inhabitants in the same year. 3)As the result of the digitalization of exchanges, diversified new telephone services can be provided economically.</p> <p>2. Long-term development and improvement for the broadcasting networks up to the year 2005. Improvement impacts: 1)Enrichment of educational broadcast programs can reduce the number of teachers and educational facilities; 2)Rural inhabitants can make closer contact with the central government and participate easily in national policy. 3)Improvement of educational and recreational broadcast programs will enrich the spiritual life of the rural inhabitants.</p>								
9.CONSULTANT(S)	Japan Telecommunications Engineering and Consulti	5. TECHNICAL TRANSFER			3.PRINCIPAL SOURCE OF INFORMATION ①②					
10.STUDY TEAM	<p>No.of Members 10</p> <p>Period Jul.1986-Mar.1987 (15 months) Jun.1987-Nov.1987</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">76.23</td> <td style="text-align: center;">41.70</td> <td style="text-align: center;">34.53</td> </tr> </table>	Total M/M	Japan	Field			76.23	41.70	34.53	<p>1) Joint implementation of every field survey</p> <p>2) Training of four counterparts in Japan (Drawing up reports, Telecommunications two persons, Broadcasting one person)</p>
Total M/M	Japan	Field								
76.23	41.70	34.53								
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY										
12.EXPENDITURE										
	Total	228,872 (¥000)								
	Contracted	207,116								

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 Mar.1990
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS 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.PROJECT COST					
3.SECTOR	Agriculture/General		(US\$1,000)	1)	2)	(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 with the 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 implement two projects. 1) Drainage project: 12km drainage canal is under construction. 2) Vegetable cultivation mini-project: JICA is implementing technical cooperation at the vegetable cultivation center.	
4.REFERENCE NO.			203,981	86,654	117,327		
5.TYPE OF STUDY	M/P	3.CONTENTS OF MAJOR PROJECT(S)			2.MAJOR REASONS FOR PRESENT STATUS		
6.COUNTERPART AGENCY	Government of the Province of Corrientes (Ministry of Agriculture and Animal Husbandry)	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					
7.OBJECTIVES OF STUDY		4.CONDITIONS AND DEVELOPMENT IMPACTS			3.PRINCIPAL SOURCE OF INFORMATION ①②		
8.DATE OF S/W	Sep.1986	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 machineries 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)					
9.CONSULTANT(S)	Japan Agricultural Land Development Agency	5.technical transfer			Co-operative work to make a report		
10.STUDY TEAM	No.of Members 21 Period Feb.1987-Dec.1988 (23 months) <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">177.00</td> <td style="text-align: center;">75.00</td> <td style="text-align: center;">102.00</td> </tr> </table>	Total M/M	Japan	Field			
Total M/M	Japan	Field					
177.00	75.00	102.00					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Data analysis of LANDSAT Imagery						
12.EXPENDITURE							
	Total	479,165 (¥'000)					
	Contracted	390,505					

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)

CSA BOL/S 301/77

Compiled Mar.1986
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																													
1.COUNTRY	Bolivia	1.SITE OR AREA				1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Discontinued or Cancelled <input type="checkbox"/> Processing																												
2.NAME OF STUDY	Viru Viru International Airport Development	Viru Viru in Santa Cruz, Bolivia																																	
3.SECTOR	Transportation/Air Transportation & Airport	2.PROJECT COST				(Description)																													
4.REFERENCE NO.		<table style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;">1)</td> <td style="text-align: center;">Total Cost</td> <td style="text-align: center;">Local Cost</td> <td style="text-align: center;">Foreign Cost</td> </tr> <tr> <td>(US\$1,000)</td> <td></td> <td style="text-align: center;">151,666</td> <td style="text-align: center;">52,078</td> <td style="text-align: center;">99,588</td> </tr> <tr> <td>(US\$1=260Yen)</td> <td></td> <td style="text-align: center;">2) 167,914</td> <td style="text-align: center;">58,242</td> <td style="text-align: center;">167,914</td> </tr> <tr> <td></td> <td style="text-align: center;">3)</td> <td></td> <td></td> <td></td> </tr> </table>							1)	Total Cost	Local Cost	Foreign Cost	(US\$1,000)		151,666	52,078	99,588	(US\$1=260Yen)		2) 167,914	58,242	167,914		3)											
	1)	Total Cost	Local Cost	Foreign Cost																															
(US\$1,000)		151,666	52,078	99,588																															
(US\$1=260Yen)		2) 167,914	58,242	167,914																															
	3)																																		
5.TYPE OF STUDY	F/S	3.CONTENTES OF MAJOR PROJECT(S)				Feb.1978 D/D completed May 1979 OECF loan agreement (10,800 million yen) Mar.1983 OECF loan agreement (6,689 million yen) Jul.1984 Operation started - 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 Airpot has the current priority.																													
6.COUNTERPART AGENCY	AASANA/Administration of Airport and Supplementary Services for Air Navigation	The Study reviewed the Master Plan of the new port proposed by the Bolivian Government, and forecast the air traffic demand in the years 1985, 1990, 1995, and 2000. 1. Airfield facilities Runway (3,200mX45m): parallel taxiway (720m in 1985, 3,500m in 2000); passenger apron (5 berths in 1985, 13 in 2000); cargo apron (2 berths in 1985, 4 in 2000) 2. Buildings Passenger terminal (11,000 sq.m in 1985, 23,000 in 2000); cargo terminal (900 sq.m in 1985, 3,600 in 2000) 3. Navigational aids/telecommunications/Meteorological facilities Aeronautical fixed service; aeronautical mobile service; radio navigational aids (ILS Category 1, VOR/DME, NDB & locator) 4. Lighting (approach lighting system; visual approach slope indicator; runway & taxiway lights; etc.) 5. Power supply and fuel supply facilities * Cost 1) is for two-stage construction, and 2) for four-stage construction.																																	
7.OBJECTIVES OF STUDY	To forecast air transport demand and examine technical and economic feasibility of the Project	4.FEASIBILITY AND ITS ASSUMPTIONS				(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 occupancy rate of only 30% (owing to the fact that Lima Airport has still been the principal airport despite the expectation that Vira Vira would substitute it)																													
8.DATE OF S/W	Mar.1977	Imp. Period: Jun.1978-Dec.1980 <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Feasibility:</td> <td style="text-align: center;">EIRR1)</td> <td style="text-align: center;">15.00</td> <td style="text-align: center;">FIRR1)</td> <td style="text-align: center;">0.15</td> </tr> <tr> <td style="text-align: center;">Yes</td> <td style="text-align: center;">EIRR2)</td> <td></td> <td style="text-align: center;">FIRR2)</td> <td style="text-align: center;">4.13</td> </tr> <tr> <td></td> <td style="text-align: center;">EIRR3)</td> <td></td> <td style="text-align: center;">FIRR3)</td> <td style="text-align: center;">7.17</td> </tr> </table>						Feasibility:	EIRR1)	15.00	FIRR1)	0.15	Yes	EIRR2)		FIRR2)	4.13		EIRR3)		FIRR3)	7.17													
Feasibility:	EIRR1)	15.00	FIRR1)	0.15																															
Yes	EIRR2)		FIRR2)	4.13																															
	EIRR3)		FIRR3)	7.17																															
9.CONSULTANT(S)	Japan Airport Consultants, Inc.	Conditions and Development Impacts:				2.MAJOR REASONS FOR PRESENT STATUS																													
10.STUDY TEAM	No.of Members 17 Period Apr.1977-Dec.1977(8 months) <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">32.60</td> <td style="text-align: center;">16.00</td> <td style="text-align: center;">16.60</td> </tr> </table>	Total M/M	Japan	Field	32.60			16.00	16.60	Conditions: 1. Project life of 20 years; discount rate 10% 2. Traffic forecast: <table style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td colspan="2" style="text-align: center;">Passengers ('000)</td> <td colspan="2" style="text-align: center;">Carqo ('000t)</td> <td style="text-align: center;">Aircraft</td> </tr> <tr> <td></td> <td style="text-align: center;">Dom.</td> <td style="text-align: center;">Int'l</td> <td style="text-align: center;">Dom.</td> <td style="text-align: center;">Int'l</td> <td style="text-align: center;">Movements</td> </tr> <tr> <td>1990</td> <td style="text-align: center;">1,004</td> <td style="text-align: center;">355</td> <td style="text-align: center;">15.3</td> <td style="text-align: center;">30.3</td> <td style="text-align: center;">62,970</td> </tr> <tr> <td>2000</td> <td style="text-align: center;">2,214</td> <td style="text-align: center;">2,075</td> <td style="text-align: center;">3.4</td> <td style="text-align: center;">6.7</td> <td style="text-align: center;">132,060</td> </tr> </table> 3. Quantifiable benefits: 1) upgraded services, 2) time saving by improved baggage handling, 3) shortened travel time by opening direct routes, 4) increased accommodation of passenger traffic demands, 5) reduced airport maintenance cost, and 6) saving in road tunnel construction 4. FIRRs are calculated for 3 alternatives of tariff rates and 2 alternatives of construction. FIRRs above are for the two-stage construction, with 1) for current rates, 2) for increased rates-A and 3) for increased rates-B. Development impacts: 1. Contribution to socio-economic development of Bolivia 2. Increased importance of the airport as a relay point of north-south international air routes 3. Contribution to the regional development from the high-quality air cargo service to Santa Cruz State					Passengers ('000)		Carqo ('000t)		Aircraft		Dom.	Int'l	Dom.	Int'l	Movements	1990	1,004	355	15.3	30.3	62,970	2000	2,214	2,075	3.4
Total M/M	Japan	Field																																	
32.60	16.00	16.60																																	
	Passengers ('000)		Carqo ('000t)		Aircraft																														
	Dom.	Int'l	Dom.	Int'l	Movements																														
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2000	2,214	2,075	3.4	6.7	132,060																														
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER				3.PRINCIPAL SOURCE OF INFORMATION																													
12.EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: center;">124,077 (¥'000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">70,820</td> </tr> </table>	Total	124,077 (¥'000)	Contracted	70,820			1) OJT: Study tour of NTIA, 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.																											
Total	124,077 (¥'000)																																		
Contracted	70,820																																		
						①②④																													

和名 ビルビル国際空港計画

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

PROJECT SUMMARY (Basic Study)

CSA BOL/S 501/78

Compiled Mar.1990
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS 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.PROJECT COST				
3.SECTOR	Social Infrastructures/Survey & Mapping	(US\$1,000)	1) 2)	(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.		3.CONTENTES OF MAJOR PROJECT(S)				
5.TYPE OF STUDY	Basic Study	National base map (scale: 1/50,000; 44 plates)				
6.COUNTERPART AGENCY	Instituto Geographico Militar					
7.OBJECTIVES OF STUDY	To prepare basic information for development planning					
8.DATE OF S/W	Jun.1974	4.CONDITIONS AND DEVELOPMENT IMPACTS			2.MAJOR REASONS FOR PRESENT STATUS	
9.CONSULTANT(S)	International Engineering Consultants Association	Maps are expected to serve as a base for development planning				
10.STUDY TEAM	No.of Members 55 Period May.1975-Mar.1978 (35 months) Total M/M Japan Field					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER			3.PRINCIPAL SOURCE OF INFORMATION	
12.EXPENDITURE		OUT on aerophoto mapping techniques				
	Total 565,818 (¥'000)				①②	
	Contracted					

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 Mar.1991
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS			
1.COUNTRY	Bolivia	1.SITE OR AREA	Chapare District and surrounding regions in Cochabamba Province		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued		
2.NAME OF STUDY (Land Use Mapping Project for Chapare Area)		2.PROJECT COST (US\$1,000)			(Description)			
3.SECTOR Agriculture/General		Total Cost Local Cost Foreign Cost						
4.REFERENCE NO.		1) 2)						
5.TYPE OF STUDY Basic Study		3.CONTENTS OF MAJOR PROJECT(S)						
6.COUNTERPART AGENCY Department of Farmers, Agriculture and Animal Husbandry		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.						
7.OBJECTIVES OF STUDY								
8.DATE OF S/W .0								
9.CONSULTANT(S) Agricultural Development Consultants Association Nihon Koei Co., Ltd. Sanyu Consultants Inc. Kokusai Kougyo Co., Ltd.		4.CONDITIONS AND DEVELOPMENT IMPACTS						
10.STUDY TEAM		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 sajo palm. 5.To put more importance on beef cattle than on milch cows.					2.MAJOR REASONS FOR PRESENT STATUS	
No.of Members 9 Period Feb.1980-Mar.1980(2 months)								
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER			3.PRINCIPAL SOURCE OF INFORMATION			
12.EXPENDITURE					①			
Total 46,720 (¥'000) Contracted 33,686								

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 Mar.1990
Revised Mar.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"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Discontinued or Cancelled <input type="checkbox"/> Processing					
2.NAME OF STUDY	Railway Construction/Rehabilitation Project (Eastern Line: Taperas-Robore and Ipias-Robore)	2.PROJECT COST	1) 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.						
3.SECTOR	Transportation/Railway		2) (US\$1,000)	33,865	11,883							
4.REFERENCE NO.		3.CONTENTIS OF MAJOR PROJECT(S)	3) (US\$1=19.99 pesos)			Earthwork (cutting, embarking) 345,000cu.m Bridges 9 places 325m Culverts 7 places Tracks (provisional and main tracks) 11.7km						
5.TYPE OF STUDY	F/S	6.COUNTERPART AGENCY										
6.COUNTERPART AGENCY	Bolivian National Railways (ENFE)	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			Imp. Period: Dec.1985-Feb.1988 4.FEASIBILITY AND ITS ASSUMPTIONS Feasibility: Yes EIRR1) 26.10 FIRR1) 9.20 EIRR2) EIRR3) FIRR3)						
8.DATE OF S/W	Apr.1979	9.CONSULTANT(S)	Japan Railway Technical Service									
9.CONSULTANT(S)	Japan Railway Technical Service	10.STUDY TEAM	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.			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.						
10.STUDY TEAM	No.of Members 103 Period Jun.1979-Mar.1982 (0 months) <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">201.47</td> <td style="text-align: center;">129.93</td> <td style="text-align: center;">71.54</td> </tr> </table>	Total M/M	Japan	Field	201.47			129.93	71.54	11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		
Total M/M	Japan	Field										
201.47	129.93	71.54										
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		12.EXPENDITURE	5.TECHNICAL TRANSFER 1) Training in civil engineering for counterpart personnel 2) Utilization of a local consultant for construction work									
12.EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: right;">415,881 (¥'000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: right;">405,849</td> </tr> </table>	Total	415,881 (¥'000)	Contracted	405,849							
Total	415,881 (¥'000)											
Contracted	405,849											

和名 国鉄復旧計画

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

PROJECT SUMMARY (F/S)

CSA BOL/S 303/82

Compiled Mar.1986
Revised Mar.1992

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 COST		Total Cost	Local Cost		
3.SECTOR	Communications & Broadcasting/Telecommunication			1) 51,196	15,556	35,640	
4.REFERENCE NO.							
5.TYPE OF STUDY	F/S						
6.COUNTERPART AGENCY	ENTEL	3.CONTENTES OF MAJOR PROJECT(S)		(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.			
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 2) Establishment of toll public telephone facilities in remote area: - Toll public telephone facilities: 59 3) Construction of local telephone offices and outside plants: - Total number of line units: 13,900					
8.DATE OF S/W	Jul.1981	Imp. Period:		1983-.1986			
9.CONSULTANT(S)	Nippon Telecommunication Consulting Co., Ltd.	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 9.87 EIRR2) EIRR3)	FIRR1) 7.65 FIRR2) FIRR3)	
10.STUDY TEAM	No.of Members 14 Period Jan.1982-Sep.1982(8 months)	Conditions and Development Impacts:		By the implementation of this project, the subscriber trunk dialling system will become available for mutual connections among seven major cities of Bolivia and among 12 medium and small local cities in the southwestern region of the country. At the same time, the telecommunications network in remote areas in the southwestern region will be remarkably improved.			
	Total M/M	Japan	Field				
	27.00	15.17	11.83	2.MAJOR REASONS FOR PRESENT STATUS			
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.technical transfer		- Extreme inflation of the economy - Proposed technologies became outdated during the postponement.			
12.EXPENDITURE		1) Trainee acceptance: 2 counterparts invited to Japan 2) On the job training(ENTEL counterparts)					
	Total	81,766 (¥'000)		3.PRINCIPAL SOURCE OF INFORMATION			
	Contracted	49,194		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)

CSA BOL/S 201A/87

Compiled Mar.1990
Revised Mar.1993

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS																																	
1.COUNTRY	Bolivia	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	El Alto Airport Modernization Project	El Alto Airport, La Paz																																				
3.SECTOR	Transportation/Air Transportation & Airport	2.PROJECT COST			(Description) Followed by F/S. (FY1991 Overseas Survey) No additional information.																																	
4.REFERENCE NO.		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">(US\$1,000)</td> <td style="text-align: center;">1)</td> <td style="text-align: center;">Total Cost</td> <td style="text-align: center;">Local Cost</td> <td style="text-align: center;">Foreign Cost</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">138,000</td> <td style="text-align: center;">26,000</td> <td style="text-align: center;">112,000</td> </tr> <tr> <td style="text-align: center;">(US\$1=150Yen)</td> <td style="text-align: center;">2)</td> <td></td> <td></td> <td></td> </tr> </table>					(US\$1,000)	1)	Total Cost	Local Cost	Foreign Cost			138,000	26,000	112,000	(US\$1=150Yen)	2)																				
(US\$1,000)	1)	Total Cost	Local Cost	Foreign Cost																																		
		138,000	26,000	112,000																																		
(US\$1=150Yen)	2)																																					
5.TYPE OF STUDY	M/P+(F/S)	3.CONTENTES OF MAJOR PROJECT(S)																																				
6.COUNTERPART AGENCY	Administracion de Aeropuertos y Servicios Auxiliares a la Navegacion Aérea	Development Phases of Airport Master Plan: 1. Immediate Improvement Work(1988 -1993) : Total project cost US\$679,000 1) Improvement of runway pavement and construction of runway shoulders and blast pads 2) Renovation of the existing passenger terminal building 2. Phase 1 development Project(1994 - 1997) : Total project cost US\$138,000,000 1) Pavement overlay of the existing runway 2) Construction of taxiways 3) Construction of aprons 4) Construction of roads and a car park 5) Construction of a new passenger terminal building 6) Construction of a new cargo building 7) Construction of a new administration building and control tower 8) Improvement of air navigation systems 3. Phase 2 Development Project(1998 -2005) (Total project cost US\$53,000,000) 1) Pavement overlay of the existing runway; 2)Expansion of aprons; 3) Expansion of car park; 4) Expansion of passenger terminal building; 5) Expansion of cargo terminal building; 6) Replacement of air navigation systems																																				
7.OBJECTIVES OF STUDY	Airport facilities	4.CONDITIONS AND DEVELOPMENT IMPACTS																																				
8.DATE OF S/W	Aug.1986	Conditions: <table style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td colspan="3" style="text-align: center;">Air Traffic Demand</td> </tr> <tr> <td style="text-align: left;">Year</td> <td style="text-align: center;">1985</td> <td style="text-align: center;">1997</td> <td style="text-align: center;">2005</td> </tr> <tr> <td style="text-align: left;">Annual Passengers</td> <td></td> <td></td> <td></td> </tr> <tr> <td style="text-align: left;">Domestic</td> <td style="text-align: center;">413,000</td> <td style="text-align: center;">1,030,000</td> <td style="text-align: center;">1,700,000</td> </tr> <tr> <td style="text-align: left;">International</td> <td style="text-align: center;">133,000</td> <td style="text-align: center;">280,000</td> <td style="text-align: center;">440,000</td> </tr> <tr> <td style="text-align: left;">Annual Cargo Volume (ton)</td> <td></td> <td></td> <td></td> </tr> <tr> <td style="text-align: left;">Domestic</td> <td style="text-align: center;">6,700</td> <td style="text-align: center;">15,400</td> <td style="text-align: center;">26,900</td> </tr> <tr> <td style="text-align: left;">International</td> <td style="text-align: center;">5,800</td> <td style="text-align: center;">15,600</td> <td style="text-align: center;">25,700</td> </tr> </table> Development Impacts: Safety and efficiency of air transportation will be promoted by 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.						Air Traffic Demand			Year	1985	1997	2005	Annual Passengers				Domestic	413,000	1,030,000	1,700,000	International	133,000	280,000	440,000	Annual Cargo Volume (ton)				Domestic	6,700	15,400	26,900	International	5,800	15,600	25,700
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International	5,800	15,600	25,700																																			
9.CONSULTANT(S)	Pacific Consultants International	10.STUDY TEAM																																				
10.STUDY TEAM	No.of Members 8 Period Jan.1987-Feb.1988(14 months)	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">37.43</td> <td style="text-align: center;">16.99</td> <td style="text-align: center;">20.44</td> </tr> </table>			Total M/M	Japan	Field	37.43	16.99	20.44																												
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37.43	16.99	20.44																																				
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER																																				
12.EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: left;">Total</td> <td style="text-align: right;">151,820 (¥'000)</td> </tr> <tr> <td style="text-align: left;">Contracted</td> <td style="text-align: right;">133,737</td> </tr> </table>	Total	151,820 (¥'000)	Contracted	133,737	1) Seminar on computer analysis, economic/financial analysis & evaluation of aircraft noise; 2) Training in Japan; 3) Use of local consultants for geological investigation & survey; and 4) Guidance on aircraft noise measurement																																
Total	151,820 (¥'000)																																					
Contracted	133,737																																					
					2.MAJOR REASONS FOR PRESENT STATUS																																	
					High priority is placed in the national development plan as important and urgent.																																	
					3.PRINCIPAL SOURCE 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)

CSA BOL/S 201B/87

Compiled Mar.1990
Revised Mar.1993

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 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	El Alto Airport Modernization Project	2. PROJECT COST		Total Cost	Local Cost		
		(US\$1,000)	1) 138,000	26,000	112,000		
		(US\$1=150Yen)	2)				
		3)					
3. SECTOR	Transportation/Air Transportation & Airport	3. CONTENTS OF MAJOR PROJECT(S)		(Description) 1989.5 requested OECF loan (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 was reduced to \$4.95 million for an alternative project design. (FY1992 Overseas Survey) - The Project has been reviewed. Total Cost \$US 65,306,650 Local Cost \$US 20,906,650 Foreign Cost \$US 44,400,000 - The government of Bolivia requested Japanese Grant for 1996.			
4. REFERENCE NO.		Major First Stage Construction Works:					
5. TYPE OF STUDY	(M/P)+F/S	a) Pavement overlay of the existing runway 4,000m x 46m, 14cm thick					
6. COUNTERPART AGENCY	Administración de Aeropuertos y Servicios Auxiliares a la Navegación Aérea	b) Construction of taxiways 4,000m x 23m					
7. OBJECTIVES OF STUDY	Improvement of airport facilities	c) Passenger terminal apron (324.5m x 131m)					
8. DATE OF S/W	Aug.1986	d) Freight terminal apron (97.5m x 131m)					
9. CONSULTANT(S)	Pacific Consultants International	e) Construction of roads and a car park 1 lump sum					
		f) Passenger terminal building (total floor area 16,500 sq.m)					
		g) Freight terminal building (total floor area 5,000 sq.m)					
		h) Administration buildings and control tower (Total floor area 4,000 sq.m)					
		i) Improvement of air navigation systems 1 lump sum					
		j) Other related facilities					
		Imp. Period: Jul.1991-Dec.1993					
		4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 18.20 EIRR2) EIRR3)	FIRR1) 4.00 FIRR2) FIRR3)		
10. STUDY TEAM		Conditions and Development Impacts:					
No. of Members 8		Condition: Project life of 25 years after completion of the construction					
Period Jan.1987-Feb.1988 (14 months)		Development Impacts: -Safety improvement of air transportation -Efficient air transportation -Increase in trade and business opportunity -Increase of employment and attraction of foreign tourists -Growth of the national economy of Bolivia.					
Total M/M		Japan		Field		2. MAJOR REASONS FOR PRESENT STATUS	
37.43		16.99		20.44		Lack of external funds.	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER					
		1) Seminar on computer analysis, economic/financial analysis & evaluation of aircraft noise; 2) Training in Japan; 3) Use of local consultants for geological investigation & survey; and 4) Guidance on aircraft noise measurement					
12. EXPENDITURE		3. PRINCIPAL SOURCE OF INFORMATION					
Total 151,820 (¥'000)		①②					
Contracted 133,737							

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 Mar.1992
Revised

CSA BOL/S 305/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT			
1.COUNTRY	Bolivia	1.SITE OR AREA				1.PRESENT STATUS <input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Discontinued or Cancelled <input type="checkbox"/> Processing			
2.NAME OF STUDY	Groundwater Development Project on El Alto District in La Paz City	El Alto District, excluding the airport area (71.5 sq.km) (The District was upgraded to El Alto City during the present study)							
3.SECTOR	Public Utilities/Water Supply	2.PROJECT COST		Total Cost	Local Cost	Foreign Cost			
4.REFERENCE NO.		(US\$1,000)	1)	14,575					
5.TYPE OF STUDY	F/S	\$1=123.5 yen	2)	8,900					
6.COUNTERPART AGENCY	Servicio Autonomo Municipal de Agua Potable y Alcantarillada (SAMAPA)	3)							
7.OBJECTIVES OF STUDY	Water supply for El Alto District, utilizing underground water	3.CONTENTES OF MAJOR PROJECT(S)				(Description) On the basis of the study, a basic design study was subsequently undertaken, financed by the Japanese grant aid program. Oct. 1988 E/N for Japanese General Grant Aid (1,693 million yen) Phase 1 construction: 16 intake wells, conveyance pipelines 27.6km, 5 pumps, 1 distribution pond, distribution pipes 9.35km, etc. Jun. 1989 E/N for Japanese General Grant Aid (691 million yen) Phase 2 construction: 14 intake wells, conveyance pipelines 11.2km, distribution pipes 9.6km, etc. The SAMAPA is currently extending the pipeline for water supply with its own budget. The existing facilities can supply 5,000 cu.m per day, relative to the planned target of 30,000 cu.m for the year 2009.			
8.DATE OF S/W	Oct.1986	Imp. Period: .1990-.1995 .1995-.2000							
9.CONULTANT(S)	Kyowa Engineering Consultants Co., Ltd.	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) EIRR2) EIRR3)			FIRR1) FIRR2) FIRR3)	
10.STUDY TEAM	No.of Members 6 Period Jan.1987-Jan.1988 (13 months)	Conditions and Development Impacts:							
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	- Geological survey - Electrical prospecting - Groundwater level survey	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)							
12.EXPENDITURE	Total 94,738 (¥'000) Contracted 65,213	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 Tuní) does not have the capacity, and it is urgently needed to develop groundwater resources.							
		5.TECHNICAL TRANSFER						2.MAJOR REASONS FOR PRESENT STATUS	
								The early implementation was expected to contribute greatly to the realization of social stability, one of the primary national objectives.	
								3.PRINCIPAL SOURCE OF INFORMATION	
								①②	

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 Mar.1990
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Bolivia	1.SITE OR AREA				1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Discontinued or Cancelled <input type="checkbox"/> Processing
2.NAME OF STUDY	Mejoramiento de la carretera entre San Borja y Trinidad	Road between San Borja and Trinidad					
3.SECTOR	Transportation/Road	2.PROJECT COST		Total Cost	Local Cost	Foreign Cost	
4.REFERENCE NO.		(US\$1,000)	1)	64,000	25,145	38,852	
5.TYPE OF STUDY	F/S		2)	65,300	24,489	40,826	
6.COUNTERPART AGENCY	Servicio Nacional de Caminos		3)				
7.OBJECTIVES OF STUDY	Technical survey, preliminary design and evaluation of socio-economic impacts	3.CONTENTS OF MAJOR PROJECT(S)				(Description) Jan.1989 D/D completed by Central Consultant Dec.1989 Requested Inter-American Development Bank (IDB) financing (road construction) 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 environmental impact assessment as a condition for its loan approval. (FY1991 Overseas Survey) According to SENAC, the construction is being planned to start sometime during 1995-1998. The cost is estimated to be US\$89 million, of which 80% (US\$57 million) will be obtained from IDB and 20% from the government funds. The construction will follow the results of F/S and D/D by JICA.	
8.DATE OF S/W	Aug.1985	Imp. Period: .1989-.1991 .1994-.1995					
9.CONSULTANT(S)	Central Consultant, Inc. CTI Engineering Co., Ltd.	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)	
10.STUDY TEAM	No. of Members Period Nov.1985-Jul.1987 (21 months) Total M/M Japan Field	Conditions and Development Impacts: Economic evaluation was done during the D/D study (See next page).				2.MAJOR REASONS FOR PRESENT STATUS	
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER					
12.EXPENDITURE	Total 458,528 (¥'000) Contracted					3.PRINCIPAL SOURCE OF INFORMATION ①②	

和名 サンボルハ〜トリニダ道路改良

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

PROJECT SUMMARY (D/D)

CSA BOL/S 401/88

Compiled Mar.1990
Revised Mar.1993

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																									
1.COUNTRY	Bolivia	1.SITE OR AREA		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">Total Cost</td> <td style="width: 15%; text-align: center;">Local Cost</td> <td style="width: 15%; text-align: center;">Foreign Cost</td> <td colspan="2"></td> </tr> <tr> <td style="text-align: center;">1)</td> <td style="text-align: center;">61,771</td> <td style="text-align: center;">24,649</td> <td style="text-align: center;">37,122</td> <td colspan="2"></td> </tr> <tr> <td style="text-align: center;">2)</td> <td></td> <td></td> <td></td> <td colspan="2"></td> </tr> <tr> <td style="text-align: center;">3)</td> <td></td> <td></td> <td></td> <td colspan="2"></td> </tr> </table>			Total Cost	Local Cost	Foreign Cost			1)	61,771	24,649	37,122			2)						3)						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"/> Delayed or Suspended <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled	(Description) Dec.1989 Requested the Inter-American Development Bank (IDB) financing. Note: The 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. The 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.(60%) will be financed by the 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 the IDB as having changed so that it will provide no further assistance in road construction. (FY1992 Overseas Survey) 1993 L/A Signed (IDB \$US 3.5 million) for the Ecological Economic Land Use Study Project. The L/A was ratified at the national congress in February
	Total Cost	Local Cost	Foreign Cost																												
1)	61,771	24,649	37,122																												
2)																															
3)																															
2.NAME OF STUDY	Mejoramiento de la carretera entre San Borja y Trinidad	2.PROJECT COST (US\$1,000)																													
3.SECTOR	Transportation/Road	3.CONTENTES OF MAJOR PROJECT(S)																													
4.REFERENCE NO.		First Phase Construction: - Road improvement - bridge construction (total length after improvement 229 km (including the ferry-served 7 km), 9 bridges)																													
5.TYPE OF STUDY	D/D																														
6.COUNTERPART AGENCY	Servicio Nacional de Caminos																														
7.OBJECTIVES OF STUDY	Basic design																														
8.DATE OF S/W	Jul.1987	Imp. Period: 1990-1993																													
9.CONSULTANT(S)	Central Consultant, Inc. Kokusai Kogyo Co., Ltd.	4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 24.76 EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)																										
10.STUDY TEAM	No. of Members 7 Period Sep.1987-Jan.1989 (16 months)	Conditions and Development Impacts: 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.																													
	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 30%; text-align: center;">Japan</td> <td style="width: 30%; text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">14.57</td> <td style="text-align: center;">31.97</td> </tr> <tr> <td style="text-align: center;">46.54</td> <td></td> <td></td> </tr> </table>				Japan	Field	Total M/M	14.57	31.97	46.54																					
	Japan	Field																													
Total M/M	14.57	31.97																													
46.54																															
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Measurement and geological survey	5. TECHNICAL TRANSFER																													
12.EXPENDITURE		OJT on computerized efficient designing, hydrologic analysis, and drainage technology.		3.PRINCIPAL SOURCE OF INFORMATION																											
	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">Total</td> <td style="width: 15%; text-align: center;">245,542 (Y'000)</td> <td colspan="2"></td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td></td> <td style="text-align: center;">232,720</td> <td colspan="2"></td> </tr> </table>				Total	245,542 (Y'000)			Contracted		232,720			①②																	
	Total	245,542 (Y'000)																													
Contracted		232,720																													

和名 サンボルハ〜トリニダ道路改良

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

PROJECT SUMMARY (F/S)

CSA BOL/S 306/90

Compiled Mar.1992
Revised Mar.1993

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			1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Completed <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input checked="" type="checkbox"/> Promoting <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Discontinued or Cancelled	
2.NAME OF STUDY	Road Improvement between Santa Barbara and Bella Vista	2.PROJECT COST	(US\$1,000)	1) 2) 3)	Total Cost Local Cost Foreign Cost			
					188,420 84,463 103,957			
3.SECTOR	Transportation/Road	3.CONTENTS OF MAJOR PROJECT(S)	1. Total length of the projected road: 108.63km (Current road: 115.5km) 2. Length of the widened road: 92.29km (85%) 3. Length of the rerouted road: 16.34km (15%) 4. Number of bridges: 13 5. Number of tunnels: 2 6. Pavement: asphalt and concrete pavement				(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 Planeamiento y Coordinación ranked the project as second priority for the development projects in the fiscal 1991 from the Japanese government. (FY1992 Overseas Survey) 1991.2 Requested Japanese government for a Technical Assistance. Up to date the government of Japan has not yet answered officially this request. Bolivia is preparing a new request regarding this matter. The existing road has been improved.	
4.REFERENCE NO.		4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) EIRR2) EIRR3)	19.70	FIRR1) FIRR2) FIRR3)		
5.TYPE OF STUDY	F/S	Conditions and Development Impacts: Project Benefit is as follows: 1. Running time saving 2. Waiting time saving 3. Vehicle operating cost saving 4. Accident deduction 5. Disaster prevention 6. Transportation cost deduction from refrigerated trucks 7. Development benefit						
6.COUNTERPART AGENCY	National Road Service Ministry of Transportation and Communication	5. TECHNICAL TRANSFER						
7.OBJECTIVES OF STUDY	Feasibility Study on the road improvement between Santa Barbara and Bella Vista					2.MAJOR REASONS FOR PRESENT STATUS		
8.DATE OF S/W	Jun.1988	Imp. Period: 1996-.2000						
9.CONSULTANT(S)	Central Consultant, Inc. Nihon Koei Co., Ltd. Kokusai Kougyo Co., Ltd.							
10.STUDY TEAM	No.of Members 16 Period Aug.1989-Mar.1991 (17 months)							
	Total M/M	Japan	Field					
	67.04	27.81	39.23					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Aerophoto 10281000yen					3.PRINCIPAL SOURCE OF INFORMATION		
12.EXPENDITURE	Total 315,634 (¥'000) Contracted 300,645	The technical transfer was confirmed in the field of road design and bridge design.				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)

CSA BOL/A 301/90

Compiled Mar.1992
Revised Mar.1993

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																							
1.COUNTRY	Bolivia	1.SITE OR AREA		1.PRESENT STATUS		<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Discontinued or Cancelled <input checked="" type="checkbox"/> Processing																							
2.NAME OF STUDY	Agricultural and Rural Development Project in Santa Ana	Santa Ana in Tarija Dept.		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">Total Cost</td> <td style="width: 15%; text-align: center;">Local Cost</td> <td style="width: 15%; text-align: center;">Foreign Cost</td> <td colspan="2"></td> </tr> <tr> <td style="text-align: center;">(US\$1,000)</td> <td style="text-align: center;">1) 15,185</td> <td style="text-align: center;">7,463</td> <td style="text-align: center;">7,722</td> <td colspan="2"></td> </tr> <tr> <td></td> <td style="text-align: center;">2)</td> <td></td> <td></td> <td colspan="2"></td> </tr> <tr> <td></td> <td style="text-align: center;">3)</td> <td></td> <td></td> <td colspan="2"></td> </tr> </table>					Total Cost	Local Cost	Foreign Cost			(US\$1,000)	1) 15,185	7,463	7,722				2)						3)		
	Total Cost	Local Cost	Foreign Cost																										
(US\$1,000)	1) 15,185	7,463	7,722																										
	2)																												
	3)																												
3.SECTOR	Agriculture/General	3.CONTENTES OF MAJOR PROJECT(S)		(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. Therefore, the project has not made any progress. In 1991, CODETAR became very passive about practicing this project because of its small effect. (FY1992 Overseas Survey) - CODETAR is paving the road Tarija-Santa Ana, which is the main access to the project area. - Basic Sanitation Works were completed in Yasera Norte. - CODETAR has the necessary domestic resources for the counterpart of the Final Project. - The costs of the implementation and construction of the project could be reduced. - The development projects are executed by JICA. The training of the counter part is necessary.																									
4.REFERENCE NO.		Beneficial area (irrigation): 1,090 ha																											
5.TYPE OF STUDY	F/S	Proposed facilities:																											
6.COUNTERPART AGENCY	Regional Development Corporation of Tarija	- Water source (concrete gravity dam)																											
7.OBJECTIVES OF STUDY	Formulation of irrigated agriculture and rural development plans	- Sedimentation dam																											
8.DATE OF S/W	Dec.1988	- Irrigation canals																											
9.CONSULTANT(S)	Naigal Engineering Co., Ltd.	Main 5.4km																											
10.STUDY TEAM	No. of Members 10 Period Jul.1989-Aug.1990 (13 months)	Secondary 24.8km																											
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Geological survey	Reservoirs 14 nos.																											
12.EXPENDITURE	Total 183,787 (¥'000) Contracted 132,582	20.2km																											
		- Road improvement 15 nos.																											
		- Rural water supply (shallow wells) 20.0km																											
		- Rural electrification 3 places																											
		- Public health center 2 places																											
		- Educational facilities (school houses, etc.) 3 places																											
		- O/M equipment 3 places																											
		Imp. Period: 1991-1994																											
		4.FEASIBILITY AND ITS ASSUMPTIONS																											
		Feasibility: Yes/No																											
		EIRR1) 10.20 FIRR1)																											
		EIRR2) FIRR2)																											
		EIRR3) FIRR3)																											
		Conditions and Development Impacts:																											
		Conditions:																											
		- In the agricultural development plan, the case study regarding the irrigation scale of the beneficial farmers will be made. The plan will be verified with technical and economical points of view taking the analysis of the internal rate of return and farm economy including O & M and repayment costs after completion of the project.																											
		- Economical effects borne by the rural development scheme will be incorporated with the evaluation of the project because the scheme is the major components of the project as well as the agricultural development plan in the objective areas.																											
		- Introduction of the perennial crops is indispensable for the stability of farm economy in the objective area. Out of 4 ha which is the average cultivation area of the farmer, perennial crop cultivation of 1 ha is proposed in the project.																											
		Development Impacts:																											
		Increased agricultural production 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)																											
		Total 1,994,220 (US\$/target year)																											
		5. TECHNICAL TRANSFER																											
		OUT																											
		2.MAJOR REASONS FOR PRESENT STATUS																											
		The proposed development policy for FY91 and 92 by CODETAR has been oriented toward projects involving the linking of roads and basic sanitation of Tarija.																											
		3.PRINCIPAL SOURCE OF INFORMATION																											
		①②																											

和名 サンタアナ農業農村開発計画

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

PROJECT SUMMARY (M/P)

Compiled Mar.1993

Revised

CSA BOL/S 101/91

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS														
1.COUNTRY	Bolivia	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		Bolivia : Total railway length about 3,600km			(Description) The master plan should be implemented as early as possible, since its implementation is considered significant from the standpoint of national economy. As for the urgent projects, it is necessary to draw up an optimum plan by comparing various alternative plans through feasibility studies and the like. It is also necessary to promote railway reinforcement in terms of both hardware and software. In connection with this project, the "Railway Improvement between Oruro and Cochabama (Topographical map preparation)" was officially announced in March 1993 as a project to be undertaken by JICA. A F/S is supposed to start after the completion of the topographical maps. (FY1992 Overseas Survey) The M/P is being executed by ENFE according to the possible economic resources. The maintenance of the whole railway line is kept up. In several sections the track has been improved. Four new stations have been constructed. The repair of locomotive engines and equipment of workshops are being carried on. The F/S on the economic side for the Aiquile-Santa Cruz branch line has been already elaborated.	2.MAJOR REASONS FOR PRESENT STATUS													
Modernization and Rehabilitation of Bolivian National Railways		2.PROJECT COST																	
3.SECTOR		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">(US\$1,000)</td> <td style="text-align: center;">1)</td> <td style="text-align: center;">Total Cost</td> <td style="text-align: center;">Local Cost</td> <td style="text-align: center;">Foreign Cost</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">1,456,000</td> <td style="text-align: center;">234,000</td> <td style="text-align: center;">1,222,000</td> </tr> <tr> <td></td> <td style="text-align: center;">2)</td> <td></td> <td></td> <td></td> </tr> </table>			(US\$1,000)	1)	Total Cost	Local Cost	Foreign Cost			1,456,000	234,000	1,222,000		2)			
(US\$1,000)	1)	Total Cost	Local Cost	Foreign Cost															
		1,456,000	234,000	1,222,000															
	2)																		
Transportation/Railway		3.CONTENTS OF MAJOR PROJECT(S)			2.MAJOR REASONS FOR PRESENT STATUS														
4.REFERENCE NO.		Optimum railway network in 2020, and railway reinforcement plans by stage 1. Short-term plan (1991 - 2000) : Total investment, US\$720 million 1) Track improvement, 4 lines 2) Rolling stock reinforcement 3) Improvement of rolling stock workshops 4) Reinforcement of telecommunications network 2. Medium-term plan (2001 - 2010) : Total investment, US\$ 485 million 1) Track improvement, 2 lines 2) Rolling stock reinforcement 3) Improvement of rolling stock workshops 4) Reinforcement of telecommunications network 5) Computer utilization 6) New line construction, about 133km 3. Long-term plan (2011 - 2020) : Total investment, US\$ 251 million 1) Track improvement, 4 lines 2) Rolling stock reinforcement 3) Reinforcement of the railway training school																	
5.TYPE OF STUDY		4.CONDITIONS AND DEVELOPMENT IMPACTS			2.MAJOR REASONS FOR PRESENT STATUS														
M/P		Reconditions: 1) Appropriate scale of investment is determined by taking into consideration the economy of Bolivia and the financial situation of ENFE; 2) Railway improvement stage plans are proposed to enhance the contribution of the railway to the social, economic, and physical development of Bolivia, and to ensure reliable, safe, and stable transportation for domestic and international mobility; 3) In order to establish the priority for railway modernization and rehabilitation, comprehensive examination is made on such factors as safety of transport, effects of investment, relevance for railway management and operation, degree of urgency, relative importance of the lines concerned, and efficiency and profitability of operation. Development Impacts: 1) Safe, stable, and efficient transportation 2) Contribution to economic development of Bolivia																	
6.COUNTERPART AGENCY		5.TECHNICAL TRANSFER			3.PRINCIPAL SOURCE OF INFORMATION														
Bolivian National Railways		1) Guidance on each field of technology during the detailed presentation of the reports (Esp. train operation planning and track maintenance) 2) Counterpart training (2 persons) on railway management conducted in Japan.																	
7.OBJECTIVES OF STUDY		10.STUDY TEAM			3.PRINCIPAL SOURCE OF INFORMATION														
Draw-up a Master plan and Plan of stage on modernization of the Bolivian National Railways		No.of Members 11 Period Mar.1990-Nov.1991 (21 months)																	
8.DATE OF S/W		11.ASSOCIATED AND/OR SUBCONTRACTED STUDY			3.PRINCIPAL SOURCE OF INFORMATION														
Oct.1989																			
9.CONSULTANT(S)		12.EXPENDITURE			3.PRINCIPAL SOURCE OF INFORMATION														
Japan Railway Technical Service Japan Transportation Consultants, Inc.		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">67.13</td> <td style="text-align: center;">30.60</td> <td style="text-align: center;">36.53</td> </tr> </table>				Total	Japan	Field	67.13	30.60	36.53								
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10.STUDY TEAM		12.EXPENDITURE			3.PRINCIPAL SOURCE OF INFORMATION														
No.of Members 11 Period Mar.1990-Nov.1991 (21 months)		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">67.13</td> <td style="text-align: center;">30.60</td> <td style="text-align: center;">36.53</td> </tr> </table>				Total	Japan	Field	67.13	30.60	36.53								
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11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		12.EXPENDITURE			3.PRINCIPAL SOURCE OF INFORMATION														
		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: center;">255,739 (¥'000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">237,000</td> </tr> </table>				Total	255,739 (¥'000)	Contracted	237,000										
Total	255,739 (¥'000)																		
Contracted	237,000																		

和名 鉄道網整備計画

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