

# PROJECT SUMMARY (F/S)

ASO CHN/S 302/84

Compiled Mar.1988  
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																									
1.COUNTRY	China	1.SITE OR AREA	Between Hengyang and Guangzhou--Section 1 Between Zhengzhou and Baoji--Section 2			1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled																								
2.NAME OF STUDY	Double Tracking and Electrification Project of Railways between Hengyang and Kwangchow, and Electrification Project of Railways	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) - Detailed designs were completed by the Ministry of Railways - OECF loans were approved and the project was duly implemented as follows.:  OECF Loan Agreements: <table style="margin-left: 20px; border: none;"> <tr> <td></td> <td style="text-align: center;">Hengyang</td> <td style="text-align: center;">Zhengzhou</td> </tr> <tr> <td></td> <td style="text-align: center;">- Guangzhou</td> <td style="text-align: center;">- Baoji</td> </tr> <tr> <td>Oct.1984</td> <td style="text-align: right;">10,192</td> <td style="text-align: right;">7,575</td> </tr> <tr> <td>Aug.1985</td> <td style="text-align: right;">26,822</td> <td style="text-align: right;">13,258</td> </tr> <tr> <td>Jun.1986</td> <td style="text-align: right;">24,491</td> <td style="text-align: right;">9,462</td> </tr> <tr> <td>Jul.1987</td> <td style="text-align: right;">8,789</td> <td style="text-align: right;">31,396</td> </tr> <tr> <td>Aug.1988</td> <td style="text-align: center;">-</td> <td style="text-align: right;">7,500</td> </tr> <tr> <td></td> <td colspan="2" style="text-align: right;">(million yen)</td> </tr> </table> (FY 1991 Overseas Survey) No additional information.			Hengyang	Zhengzhou		- Guangzhou	- Baoji	Oct.1984	10,192	7,575	Aug.1985	26,822	13,258	Jun.1986	24,491	9,462	Jul.1987	8,789	31,396	Aug.1988	-	7,500		(million yen)	
	Hengyang	Zhengzhou																													
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	(million yen)																														
3.SECTOR	Transportation/Railway		(US\$1,000)	1)	530,657	216,753	313,904																								
4.REFERENCE NO.			(US\$1=251 yen)	2)	923,808	545,852	377,956																								
5.TYPE OF STUDY	F/S			3)																											
6.COUNTERPART AGENCY	Planning and Statistics Bureau, Ministry of Railways	3.CONTENTS OF MAJOR PROJECT(S)	1. The electrification (Chengchow-Paoki) (1) Electrification of the track and equipments of electricity. - Construction of a transformer substation, a track of 2,375km, 5 distribution lines. - Replace of a distribution line, etc. (2) Signalisation and communication equipment. (3) Construction of a station yard for goods wagon: 1.6 million sq.m. 2. The electrification and the construction of double track. (Hengyang - Kwangchow) (1) Construction of double track (514km, 67 stations) - Construction of three tunnels (2) Construction of station yards in four areas. (3) Electrification (155km) (4) Signalisation and communication equipment.																												
7.OBJECTIVES OF STUDY	F/S for transport capacity reinforcement (double tracking electrification, structure reinforcement, etc.)																														
8.DATE OF S/W	Jun.1983	Imp. Period:	Jan.1984-Dec.1988	.1984-.1988	4.FEASIBILITY AND ITS ASSUMPTIONS Feasibility: Yes <table style="margin-left: 20px; border: none;"> <tr> <td style="text-align: center;">EIRR1)</td> <td style="text-align: right;">41.65</td> <td style="text-align: center;">FIRR1)</td> <td style="text-align: right;">19.40</td> </tr> <tr> <td style="text-align: center;">EIRR2)</td> <td style="text-align: right;">30.12</td> <td style="text-align: center;">FIRR2)</td> <td style="text-align: right;">8.70</td> </tr> <tr> <td style="text-align: center;">EIRR3)</td> <td></td> <td style="text-align: center;">FIRR3)</td> <td></td> </tr> </table> Conditions and Development Impacts: (Conditions) 1) Estimation of railway demand - Railway for long distance; -Roads for short distance 2) The electric locomotive " shan I " is considered to be the model. 3) The calculation of IRR: - Project life is 30 years. - Inflation was excluded from analysis.; - The freight charges are the revised price at December, 1983.(20% increase) (Impacts) 1) The direct impacts: - Saving waiting time of passengers. - Decrease of financing costs of railway transportation of goods. 2) The indirect impacts: - Avoidance of traffic accident in road transportation - Energy cost decrease; - Increase of employment			EIRR1)	41.65	FIRR1)	19.40	EIRR2)	30.12	FIRR2)	8.70	EIRR3)		FIRR3)													
EIRR1)	41.65	FIRR1)	19.40																												
EIRR2)	30.12	FIRR2)	8.70																												
EIRR3)		FIRR3)																													
9.CONSULTANT(S)	Japan Railway Technical Service				2.MAJOR REASONS FOR PRESENT STATUS 1. Large economic effects, such as an increase in transport capacity 2. High priority given to this project by China in promoting modernization 3. Vigorous promotion of the project by the Chinese Ministry of Railways																										
10.STUDY TEAM	No.of Members 20 Period Jul.1983-Aug.1984(13 months)																														
	Total M/M	Japan	Field	3.PRINCIPAL SOURCE OF INFORMATION ①②④																											
	81.11	57.05	24.06																												
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	none	5.TECHNICAL TRANSFER	The study term prepared and submitted to the counterparts technical reports (site reports, minutes of discussion, etc.).																												
12.EXPENDITURE			Total	207,700 (¥000)																											
			Contracted	203,558																											

和名 鄭州・宝鷄間複線鉄道電化計画、衡陽・広州間鉄道複線化及び電化計画

[F/S,D/D]

# PROJECT SUMMARY (F/S)

ASO CHN/S 301/84

Compiled Mar.1988  
Revised Mar.1993

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																															
1. COUNTRY	China	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"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled																														
2. NAME OF STUDY	Improvement Project of Chimwangtao, Lieyunkang and Tsingtao Ports	1. Qinhuangdao 2. Lianyung 3. Qingdao																																			
3. SECTOR	Transportation/Port	2. PROJECT COST				(Description) OCEF loans approved are as follows. <table style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <thead> <tr> <th></th> <th style="text-align: center;">Qinhuangdao</th> <th style="text-align: center;">Lianyung</th> <th style="text-align: center;">Qinngdao</th> </tr> </thead> <tbody> <tr> <td>1984 Oct.</td> <td style="text-align: right;">4,631</td> <td style="text-align: right;">2,445</td> <td style="text-align: right;">2,203</td> </tr> <tr> <td>1985 Aug.</td> <td style="text-align: right;">3,723</td> <td style="text-align: right;">5,772</td> <td style="text-align: right;">3,937</td> </tr> <tr> <td>1986 Jun.</td> <td style="text-align: right;">7,011</td> <td style="text-align: right;">11,085</td> <td style="text-align: right;">2,620</td> </tr> <tr> <td>1987 Jul.</td> <td style="text-align: right;">3,451</td> <td style="text-align: right;">11,911</td> <td style="text-align: right;">8,683</td> </tr> <tr> <td>1988 Aug.</td> <td style="text-align: right;">3,184</td> <td style="text-align: right;">8,297</td> <td style="text-align: right;">13,043</td> </tr> <tr> <td>1989 May</td> <td style="text-align: center;">-</td> <td style="text-align: right;">7,490</td> <td style="text-align: right;">26,514</td> </tr> </tbody> </table> (million yen) 1989 Jan. Opening of operation on western Ding Berth of Qinhuangdao (FY1992 Overseas Survey)					Qinhuangdao	Lianyung	Qinngdao	1984 Oct.	4,631	2,445	2,203	1985 Aug.	3,723	5,772	3,937	1986 Jun.	7,011	11,085	2,620	1987 Jul.	3,451	11,911	8,683	1988 Aug.	3,184	8,297	13,043	1989 May	-	7,490	26,514
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6. COUNTERPART AGENCY	National Planning Committee, National Science and Technology Committee, Transport Department	Imp. Period:   Jan.1983-Dec.1988   Jan.1985-Dec.1989   Jan.1985-Jan.1989																																			
7. OBJECTIVES OF STUDY	Preparation for port developemnt plan of 1990 as target year.																																				
8. DATE OF S/W	Jun.1983	4. FEASIBILITY AND ITS ASSUMPTIONS				2. MAJOR REASONS FOR PRESENT STATUS High priority as a national project																															
9. CONSULTANT(S)	Overseas Coastal Area Development Institute of Ja	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;">Feasibility:</td> <td style="width: 10%;">EIRR1)</td> <td style="width: 10%;">27.90</td> <td style="width: 10%;">FIRR1)</td> <td style="width: 10%;">6.08</td> </tr> <tr> <td></td> <td>Yes</td> <td>EIRR2)</td> <td>17.20</td> <td>FIRR2)</td> <td>4.11</td> </tr> <tr> <td></td> <td></td> <td>EIRR3)</td> <td>12.20</td> <td>FIRR3)</td> <td>6.39</td> </tr> </table>									Feasibility:	EIRR1)	27.90	FIRR1)	6.08		Yes	EIRR2)	17.20	FIRR2)	4.11			EIRR3)	12.20	FIRR3)	6.39										
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10. STUDY TEAM	No. of Members   19 Period   Jul.1983-Sep.1984 (15 months)	Conditions and Development Impacts: Conditions: Projection of cargo volume in 1990 Qinhuangdao 6,730 thousand tons Lianyung 19,400 thousand tons Qingdao 36,000 thousand tons  Development Impacts: Effective use of port facilities for import cargo such as grain, timber and general cargo, and for export cargo of energy resources such as coal.				3. PRINCIPAL SOURCE OF INFORMATION ①②③④																															
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	none																																				
12. EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Total</td> <td style="text-align: right;">297,053 (¥000)</td> </tr> <tr> <td>Contracted</td> <td style="text-align: right;">268,748</td> </tr> </table>	Total	297,053 (¥000)	Contracted	268,748	5. TECHNICAL TRANSFER																															
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		Preparation of a report in cooperation with counterpart																																			

和名 秦皇島港丙丁バース建設、連雲港廟嶺二期工事、青島港前湾港区建設工事

(F/S,D/D)

# PROJECT SUMMARY (F/S)

ASO CHN/S 303/84

Compiled Mar.1988  
Revised Mar.1993

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																																														
1.COUNTRY	China	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"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled																																													
2.NAME OF STUDY		Tianjin(area 46.3 sq.m : pop.778), Shanghai(area 35.3 sq.m : pop.1,181), and Guangzhou (area 318.3 sq.m : pop.5,987) * Population:ten thousands, 1982)																																																		
Tianjin,Shanghai and Guangzhou Telecommunication Expansion Project		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost																																														
		(US\$1,000)	1)	207,570	33,466	174,104																																														
		(US\$1=251 yen)	2)																																																	
			3)																																																	
3.SECTOR		3.CONTENTES OF MAJOR PROJECT(S)				(Description) The project was completed with OECF financing as follows. The total foreign currency cost of the project amounted to 35 billion yen (437 billion yen estimated in the JICA study).  Oct.1984 OECF L/A signed (1,154 million yen) Aug.1985 OECF L/A signed (9,235 million yen) Jun.1986 OECF L/A signed (7,916 million yen) Jul.1987 OECF L/A signed (9,398 million yen) Oct.1987 Detailed design completed (Japan Telecommunications Engineering and Consulting) Aug.1988 OECF L/A signed (7,297 million yen)																																														
Communications & Broadcasting/Telecommunication		<table style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;">Tianjin</td> <td style="text-align: center;">Shanghai</td> <td style="text-align: center;">Guangzhou</td> <td></td> </tr> <tr> <td>1)Exchange Terminals</td> <td style="text-align: center;">22</td> <td style="text-align: center;">9</td> <td style="text-align: center;">10</td> <td style="text-align: center;">(Stations)</td> </tr> <tr> <td>2)Transmission</td> <td style="text-align: center;">40,000</td> <td style="text-align: center;">70,000</td> <td style="text-align: center;">40,000</td> <td></td> </tr> <tr> <td>3)Subscriber cable</td> <td style="text-align: center;">41</td> <td style="text-align: center;">31</td> <td style="text-align: center;">13</td> <td style="text-align: center;">(areas)</td> </tr> <tr> <td></td> <td style="text-align: center;">22</td> <td style="text-align: center;">9</td> <td style="text-align: center;">10</td> <td style="text-align: center;">(stations)</td> </tr> <tr> <td></td> <td style="text-align: center;">(1226km)</td> <td style="text-align: center;">(2146km)</td> <td style="text-align: center;">(2556km)</td> <td></td> </tr> <tr> <td>4)Junction cable</td> <td style="text-align: center;">19</td> <td style="text-align: center;">20</td> <td style="text-align: center;">12</td> <td style="text-align: center;">(areas)</td> </tr> <tr> <td></td> <td style="text-align: center;">(75.2km)</td> <td style="text-align: center;">(97.2km)</td> <td style="text-align: center;">(82.2km)</td> <td></td> </tr> <tr> <td>5)Mobile Communication</td> <td style="text-align: center;">o</td> <td style="text-align: center;">o</td> <td style="text-align: center;">o</td> <td></td> </tr> </table>							Tianjin	Shanghai	Guangzhou		1)Exchange Terminals	22	9	10	(Stations)	2)Transmission	40,000	70,000	40,000		3)Subscriber cable	41	31	13	(areas)		22	9	10	(stations)		(1226km)	(2146km)	(2556km)		4)Junction cable	19	20	12	(areas)		(75.2km)	(97.2km)	(82.2km)		5)Mobile Communication	o	o	o	
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4.REFERENCE NO.																																																				
5.TYPE OF STUDY		F/S																																																		
6.COUNTERPART AGENCY		Ministry of Posts and Telecommunications of the People's Republic of China																																																		
7.OBJECTIVES OF STUDY		Elaborating the Telecommunications Network Expansion Project in Tianjin, Shanghai and Guanzhou, three major coastal cities of the People's Republic of China, and carrying out its feasibility study.																																																		
8.DATE OF S/W		Jun.1983																																																		
9.CONULTANT(S)		Japan Telecommunications Engineering and Consulti																																																		
		Imp. Period: .1985-.1988																																																		
		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 14.60 EJRR2) EIRR3)	FIRR1) 10.40 FIRR2) FIRR3)																																														
		Conditions and Development Impacts: Prerequisites for IRR calculation: The demand in 1985, 1990 and 2000 is forecasted based on the growth of population, the rate of economic growth and city planning taking into account telephone demand up to 1982. The project life was estimated at 20 years.  Development effects: Making economic activities, business and administration efficient, Substitution effect by means of transportation, Economy of energy, Making the distribution rational and efficient, and Enrichment of national life and education.																																																		
10.STUDY TEAM																																																				
No.of Members 27																																																				
Period Jul.1983-Jun.1984 (12 months)																																																				
Total M/M		Japan	Field																																																	
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11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		none																																																		
12.EXPENDITURE		5.TECHNICAL TRANSFER																																																		
Total		1. OJT: China Telecommunications Seminar (November 1984, in Tokyo; October 1986, in Beijing); 2. Acceptance of trainees: two counterparts (42 days as of October 1984, JICA); and 3. Other: acceptance of technical business mission (three times-February and September 1985, July 1987; 7-8 persons each)																																																		
Contracted		182,687 (¥000)																																																		
		168,036																																																		
		2.MAJOR REASONS FOR PRESENT STATUS																																																		
		1. Size of effect: Being recognized as a national project in order to establish efficient economy. 2. Degree of priority: National project 3. Other: Strong support by the Japanese agencies concerned																																																		
		3.PRINCIPAL SOURCE OF INFORMATION																																																		
		①④																																																		

和名 天津・上海・広州電気通信網改造計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

ASO CHN/A 301/84

Compiled Mar.1990  
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<input type="checkbox"/> Implementing																													
<input type="checkbox"/> Processing																													
2.NAME OF STUDY		2.PROJECT COST		<p><b>(Description)</b></p> <p>(FY1991 Overseas Survey)</p> <p>The study result has incorporated in the provinces 9.5 Plan with planned project budget of 3.47 bil. yuan. In Jan.92, the National Water Supply Dept. decided to provide a financial support to the project. A request has been made to the National Planning Committee for the utilization of foreign fund, and presently in process toward ratification. (FY1992 Overseas Survey).</p> <p>The entire plan of Sanko Heiqen Development Project was designed between 1974 and 1977. Rehabilitation projects of five rivers at the Sanko Heiqen are under way. About a half of the construction work was completed with the financial support of the World Bank and the local funds. The lower parts of the river has been improved. Construction of the Ryutokyo dam is necessary to prevent flood in the area of Ryutokyo. Therefore, a request for the total amount of investment of 3.47 billion yuan was made to the National Planning Committee.</p> <p>The National Planning Committee approved the implementation of the project with budget of 3.45 billion yuan in Oct., 1992. The foreign funds can be utilized to finance the project if the project is implemented after 1995. The Local Water Supply Department plans to send a mission to Japan for the negotiation of Japan's Grant Aid in Feb., 1993.</p>																									
3.SECTOR		3.CONTENTS OF MAJOR PROJECT(S)																											
4.REFERENCE NO.		- Irrigation Area : 46,170 ha																											
5.TYPE OF STUDY		- Filledam : Crest 1,478,000 cu.m																											
6.COUNTERPART AGENCY		- Diversion Weir : 2 places (Wang Jin Shan 75m, Tou Dao Crest 45m)																											
7.OBJECTIVES OF STUDY		- River Improvement : 99 km																											
8.DATE OF S/W		- Drainage Construction : 158.8 km																											
9.CONULTANT(S)		- Irrigation Construction : 172.3 km																											
10.STUDY TEAM		- Road Construction : 137 km																											
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		- Farm Land Improvement : 46,170 ha																											
12.EXPENDITURE		* Implementation period below is 2 years for design and 10 years for construction.																											
Total		931,354 (¥'000)		4.FEASIBILITY AND ITS ASSUMPTIONS																									
Contracted		758,606		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%;">Feasibility:</td> <td style="width: 15%;">EIRR1)</td> <td style="width: 15%;">11.56</td> <td style="width: 15%;">FIRR1)</td> </tr> <tr> <td></td> <td>Yes</td> <td>EIRR2)</td> <td></td> <td>FIRR2)</td> </tr> <tr> <td></td> <td></td> <td>EIRR3)</td> <td></td> <td>FIRR3)</td> </tr> </table>			Feasibility:	EIRR1)	11.56	FIRR1)		Yes	EIRR2)		FIRR2)			EIRR3)		FIRR3)									
	Feasibility:	EIRR1)	11.56	FIRR1)																									
	Yes	EIRR2)		FIRR2)																									
		EIRR3)		FIRR3)																									
		5. TECHNICAL TRANSFER		2.MAJOR REASONS FOR PRESENT STATUS																									
		1.Training in Japan: 3 times, total 27 persons 2.Training during the study period: several times		3.PRINCIPAL SOURCE OF INFORMATION																									
				①②③																									

和名 三江平原龍頭橋典型区農業開發計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

ASO CHN/A 302/84

 Compiled Mar.1990  
Revised Mar.1993

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT																
<b>1.COUNTRY</b>	China	<b>1.SITE OR AREA</b>			<b>1.PRESENT STATUS</b>	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Discontinued or Cancelled <input type="checkbox"/> Processing															
<b>2.NAME OF STUDY</b>	Basic Plan on the Sanjiang Plain Agricultural Experiment Station	Harbin and Jiamusi Cities in Hei Long Jiang Province, Bao Qing Xian <b>2.PROJECT COST</b> (US\$1,000)			(Description) (FY1992 Overseas Survey) After the completion of (D/D) of basic planning in Mar.1985, seven long-term experts and some dozens of short-term experts were dispatched as technical cooperation. Field improvement work, setting up of machineries and equipments were completed. The basic study on agriculture in a cold area was started in September 1986 and completed in March 1993. The Chinese side hopes to extend the technical cooperation for this project.																
<b>3.SECTOR</b>	Agriculture/General	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 35%;"></td> <td style="width: 15%; text-align: center;">1)</td> <td style="width: 15%; text-align: center;">Total Cost</td> <td style="width: 15%; text-align: center;">Local Cost</td> <td style="width: 20%; text-align: center;">Foreign Cost</td> </tr> <tr> <td></td> <td style="text-align: center;">2)</td> <td style="text-align: center;">8,000</td> <td style="text-align: center;">3,000</td> <td style="text-align: center;">5,000</td> </tr> <tr> <td></td> <td style="text-align: center;">3)</td> <td colspan="3"></td> </tr> </table> US\$1=2.5Yuan in 1984						1)	Total Cost	Local Cost	Foreign Cost		2)	8,000	3,000	5,000		3)			
	1)	Total Cost	Local Cost	Foreign Cost																	
	2)	8,000	3,000	5,000																	
	3)																				
<b>4.REFERENCE NO.</b>		<b>3.CONTENTES OF MAJOR PROJECT(S)</b>																			
<b>5.TYPE OF STUDY</b>	F/S	Following researches will be conducted to get basic technical data for agricultural development in San Jiang Plain 1. Research on breeding and cultivation of cold-proof seeds 2. Research on farm land improvement in a cold area with low humidity  After the final report was submitted on March 1985, a pirot firm was established. Technical cooperation had been carried out for 5 years since then. Now all are transfered and managed by China's counterpart.																			
<b>6.COUNTERPART AGENCY</b>	Committee on Science and Technology, Hei Long Jiang Province	<b>7.OBJECTIVES OF STUDY</b>																			
	Technical Study mainly for irrigation and damages by cold weathen.																				
<b>8.DATE OF S/W</b>	Aug.1984	<b>Imp. Period:</b>			<b>2.MAJOR REASONS FOR PRESENT STATUS</b>																
<b>9.CONSULTANT(S)</b>	Agricultural Development Consultants Association	<b>4.FEASIBILITY AND ITS ASSUMPTIONS</b>		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;"></td> <td style="width: 10%; text-align: center;">Feasibility:</td> <td style="width: 35%; text-align: center;">EIRR1)</td> <td style="width: 30%; text-align: center;">FIRR1)</td> </tr> <tr> <td></td> <td style="text-align: center;">Yes/No</td> <td style="text-align: center;">EIRR2)</td> <td style="text-align: center;">FIRR2)</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">EIRR3)</td> <td style="text-align: center;">FIRR3)</td> </tr> </table>				Feasibility:	EIRR1)	FIRR1)		Yes/No	EIRR2)	FIRR2)			EIRR3)	FIRR3)			
	Feasibility:	EIRR1)	FIRR1)																		
	Yes/No	EIRR2)	FIRR2)																		
		EIRR3)	FIRR3)																		
		<b>Conditions and Development Impacts:</b> Until recently Chinese way of research was inflexible because of rigidity of coverage by each ministry, therefore there was no idea of integrating irrigation and agricultural projects. This kind of integrated experiment stations started for the purpose of development of San Jiang Plain is meaningful since it indicates perspective of Chinese experiment station. This is also indispensable to implement agricultural development in San Jiang Plain smoothly.																			
<b>10.STUDY TEAM</b>	No.of Members 9 Period Sep.1984-Mar.1985 (7 months)	<b>5.technical transfer</b>			<b>3.principal source of information</b> ①③																
	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%; text-align: center;">Total M/M</td> <td style="width: 25%; text-align: center;">Japan</td> <td style="width: 25%; text-align: center;">Field</td> <td style="width: 25%;"></td> </tr> <tr> <td style="text-align: center;">16.00</td> <td style="text-align: center;">6.81</td> <td style="text-align: center;">9.19</td> <td></td> </tr> </table>	Total M/M	Japan	Field				16.00	6.81	9.19		Cooperation with related experiment stations by establishing a new organization under Committee on Science and Technology of Hei Long Jiang Province. Technical Transfer is being along through operation between irrigation research institute and integrated agricultural research institute.									
Total M/M	Japan	Field																			
16.00	6.81	9.19																			
<b>11.ASSOCIATED AND/OR SUBCONTRACTED STUDY</b>																					
<b>12.EXPENDITURE</b>																					
	Total 54,180 (¥'000)																				
	Contracted 46,378																				

社名 三江平原農業綜合試驗場基本計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

ASO CHN/S 305/86

Compiled Mar.1990  
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	China	1.SITE OR AREA				1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input checked="" type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY Subway Project of Shanghai		Shanghai and its suburbs(Shanghai new station-Xin Longhua)					
3.SECTOR Transportation/Railway		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost	
		(US\$1,000)	1)	1,170,754	861,226		
		(US\$1=159 yen)	2)				
			3)				
4.REFERENCE NO.		3.CONTENTS OF MAJOR PROJECT(S)				(Description) - OECF loan was not requested. - West Germany agreed to finance in January 1989. - Additional finance was obtained from USA and France. - The review of the F/S and the basic designs were undertaken by the Chinese authorities.  (FY 1991 Overseas Survey) The total planned budget for the project is 2.543 bil. yuan, of which 1.58 bil. yuan is domestic financing and US\$262 mil. is foreign borrowing.  (FY 1992 Domestic Survey) The subway plan (Route 1, South-north line) was once proposed 13.5km between Xin Longhua - Shanghai. But it was extended to 15 km because one section was added between Xin Longhua and Jin-Jiang Dong Yuan. 6.6km between Shu Jia hui and Jin-Jiang Dong-Yuan was finished and opened May 1895. The rest part will be finished and opened early 1995.	
5.TYPE OF STUDY		Construction of a express-railway line (underground line) between Xinlonghua station and Shanghai new station --- Major purpose is the improvement of the traffic situation of Shanghai city.					
6.COUNTERPART AGENCY		- Between Xinlonghua and Shanghai new: 13.5km - Structures; station part middle part sealed tunnel - No. of stations; 13, management facilities (including air conditioner, prevention of disaster system), passenger control facilities. - line facilities; floors, ties, rails, etc. - Electric facilities; power transformation facilities, contact wire facilities, power transmission and distribution wire facilities, signalling facilities planning, telecommunications facilities. - Rolling stocks; section to be opened (the year 1991)138 cars. Section to be planned north-south line facilities (xinlonghua - Ji Yun Lu) (the year 2013) 392 cars. - Rolling stock bases 1) base facilities; facilities for main part inspection or overhaul, temporary repair, trip inspection, regular inspection, car cleaning facilities, storage track. 2) Inspection and repair facilities; management office, workshop building, wheel grinding shop, maintenance base, other buildings. - Operational safety and traffic control systems; automatic- signal block system, cab signal system, 1st-type electric relay system, automatic train control system (CS-ATC), centralized train control system (CTC).					
7.OBJECTIVES OF STUDY		Imp. Period: .1986-.1991					
8.DATE OF S/W		Jan.1985					
9.CONSULTANT(S)		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility:	EIRR1) 8.70 FIRR1) 1.14		
Japan Railway Technical Service				Yes	EIRR2) FIRR2) EIRR3) FIRR3)		
10.STUDY TEAM		Conditions and Development Impacts:					
No.of Members 13		1. Preconditions					
Period May.1985-Aug.1986(15 months)		Transport demand was estimated for the years from 1983 to 2020. As for rolling stock gauge, axle load, car dimensions, etc., standard values in Japan were used as samples.					
Total M/M		EIRR:					
Japan		(1)Inflation; not considered.					
Field		(2)Exchange rate: 1 yuan= 85yen.					
81.58		(3)Residual value; earmarked for the last year of the project and residual value					
52.17		(4) Period of analysis; up to 2020					
29.41		FIRR:					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		(1)Sample price for analysis; market price.					
		(2)Tariff for importing materials; not considered					
		(3)Introduction for automatic system for ticket examining must be considered after eliminating accumulated deficit.					
		2. Development impact:					
		Improvement of road traffic congestion (FY 1993 Domestic Survey)					
12.EXPENDITURE		5.TECHNICAL TRANSFER					
Total		1. OJT: A seminar was held.					
Contracted		2. Training of counterpart personnel: One person for one month.					
196,815 (#'000)		3. Two Chinese experts observed the status of subway construction and operation in Japan.					
191,021		3.PRINCIPAL SOURCE OF INFORMATION					
		①②					
		2.MAJOR REASONS FOR PRESENT STATUS					
		Although loans from Japan had been originally planned, this was not accepted by the Chinese government.					

和名 上海都市快速鉄道整備計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

ASO CHN/S 304/86

Compiled Mar.1990  
Revised Mar.1993

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	China	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"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY	Port Development Project in Dapeng Bay	Dapeng Wang, Kwang Tung prefecture					
3.SECTOR	Transportation/Port	2.PROJECT COST		Total Cost	Local Cost	Foreign Cost	
4.REFERENCE NO.		(US\$1,000)	1)	102,283	58,113	44,170	
5.TYPE OF STUDY	F/S	(US\$1=162Yen)	2)				
6.COUNTERPART AGENCY	Ministry of Transportation		3)				
7.OBJECTIVES OF STUDY	Zoning plan of the coastal area Long term M/P F/S on the development plan aiming at the year 1990	3.CONTENTS OF MAJOR PROJECT(S)				(Description) The project is scheduled to be executed by the OECF loan (1990-1994) 1991.1 : OECF loan agreement signed. (7,613 million Jap. yen) 1991.10: OECF loan agreement signed. (3,691 million Jap. yen) 1992.10: OECF loan agreement signed. (3,377 million Jap. yen)  Major components to be financed: 1) Construction of 6 berths handling cargo volume of 2.8 million tons (1 container berth, 1 multi-purpose berth, 1 bulk berth, 3 general berth) and port facilities 2) Railway (24km) 3) Road (72km)  1988 :Commencement of reclamation and dredging 1989.10 :Opening of trial operation on 3 berths (1,000; 3,000; 10,000 tonnage) 1990 :Commencement of construction of railway and road  (FY1992 Overseas Survey) - The Phase 1 construction of 2 container berths and 1 multi-purpose berth is in progress. (Completion is scheduled at the end of 1993) - Construction of road(72km) is in progress. (Completion is scheduled at the end of 1993) - Construction of railway(25km) is in progress. (Completion is scheduled at the end of 1993)	
8.DATE OF S/W	Oct.1985	The 1st Phase Plan for the year of 1990 is as follows:					
9.CONSULTANT(S)	Overseas Coastal Area Development Institute of Japan Toko Engineering Consultants Ltd.	- Wharf	Unit	920			
10.STUDY TEAM	No.of Members 13 Period Jan.1986-Mar.1987(15 months)	- Berth	-	2(25,000DWT) 1(15,000DWT) 3(1,000DWT)			
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	none	- Revetment	m	500			
12.EXPENDITURE	Total 181,859 (¥'000) Contracted 177,438	- Breakwater	m	100			
		- Dredging	X 1,000cu.m	2,860			
		- Reclamation	X 1,000cu.m	4,210			
		4.FEASIBILITY AND ITS ASSUMPTIONS				2.MAJOR REASONS FOR PRESENT STATUS	
		Imp. Period: Jul.1988-Dec.1992					
		Feasibility: Yes		EIRR1) 12.80	FIRR1) 2.20		
				EIRR2)	FIRR2)		
				EIRR3)	FIRR3)		
		5.technical transfer				3.PRINCIPAL SOURCE OF INFORMATION ①②③④	
		OJT(on the job Training) by the Seminar.					

和名 大鵬湾港湾整備計画

(F/S,D/D)

# PROJECT SUMMARY (M/P)

ASO CHN/S 101/87

Compiled Mar.1990  
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS	
1.COUNTRY	China	1.SITE OR AREA	Shanghai city		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2.NAME OF STUDY	Shanghai Air Pollution Control	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description)  (FY 1991 Overseas Survey) Although there is no marked progress toward the implementation of the proposed projects, the study results led to the establishment of the Shanghai City Program for the Protection against Air Pollution.
3.SECTOR	Administration/Livestock Processing	(US\$1,000)	1)	127,000		
4.REFERENCE NO.		(US\$1=125Yen)	2)			
5.TYPE OF STUDY	M/P	3.CONTENTS OF MAJOR PROJECT(S)				
6.COUNTERPART AGENCY	Department of Environment, Municipality of Shanghai	- Installation of desulfurization equipment at the power plant - Large-scale concentrated power supply (for factories in the western part of Shanghai City) - Introduction of various pollution control devices and measures at 301 factories of Shanghai Proposed master plan for air pollution control leading to the year 2000 is follows:				
7.OBJECTIVES OF STUDY	Air Pollution Control	Reduction policy	Factory	Reduction of SOx (ton/year)	Initial Investment (million year)	
8.DATE OF S/W	Oct.1985	Energy Saving,	58	496	14.53	
9.CONSULTANT(S)	Pacific Consultants International Research, Analysis and Computing	Coal Pelleting,	14	196	0.84	
10.STUDY TEAM	No.of Members 16 Period Jan.1986-Feb.1988(26 months)	Fuel Change (Coal to oil),	1	12,732	0.01	
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		Factory removal,	4	2,519	225.63	
12.EXPENDITURE	Total 385,188 (¥000) Contracted 224,269	Floating floor combustion,	133	23,087	389.80	
		Desulfurization of the factories,	73	16,891	208.61	
		Desulfurization of the power plants,	1	238,301	396.03	
		Large-scale Concentrated power supply. 21km2	12,233	12,233	336.00	
		Total	306,897	306,897	1,574.88	
		4.CONDITIONS AND DEVELOPMENT IMPACTS				
		[Conditions] The amounts of coal/oil consumption are expected to be follows: (mill.ton)				
		1985	2000			
		coal	18	52		
		oil	3	2.5		
		[Impacts] The exhaust amount of SO2 would increase from 243,000 ton (1985) to 567,000 ton (2000) in case that no policy is carried out. It is expected that the concentration of SO2 in the most city area can't meet the 3rd standard of China's environmental policy (industrial area), nothing to say the 2nd standard (resident/commercial area). But the proposed projects will reduce about 300,000 ton of SO2 so that most area in the city can 2nd standard and no area under 3rd standard. In the environmental aspect, there is expectation of environmental improvement, however, there is very little expectation of economical investment impact. In other words, it is a key point for project implementation whether the Shanghai City Municipality is able to afford the expense or not.				
		(FY 1993 Domestic Survey)				
		5. TECHNICAL TRANSFER				
		Hold seminar on air pollution control; On the job training and short term training in Japan for counterparts on air pollution analysis; and Guidance of operation of equipment such as vehicle mounted air pollution measurement equipment and factory				
		6. MAJOR REASONS FOR PRESENT STATUS				
		3. PRINCIPAL SOURCE OF INFORMATION				
		①②				

和名 上海市大气污染对策

(M/P, Basic Study, Other)



# PROJECT SUMMARY (F/S)

ASO CHN/S 306/87

Compiled Mar.1990  
Revised Mar.1993

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	China	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"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY		Between Shanghai and Nanjing					
Shanghai-Nanjing Expressway Construction Project		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost	
		(US\$1,000)	1)	949,000	530,000		
		(US\$1=372yuan)	2)				
			3)				
3.SECTOR		3.CONTENTES OF MAJOR PROJECT(S)				(Description)  (FY 1991 Overseas Survey) A D/D was conducted during 1990-1992 by both the provincial and national funds. The project is scheduled to be implemented during the period between 1992 and 1997 with total of 4.7 bil. yuan sourced from the provincial development investment fund and a national subsidy. Japanese technical cooperation is wanted when some major technical problems arise during the construction process.	
Transportation/Fish Processing		The main road existing between Shanghai and Nanjing is gone around and its total length reaches to 359km. So almost all sections are always tied up and traffic accidents happens frequently. So a new highway is intended. The route is planned to connect industrial and cultural cities and go through the most active area between Shanghai and Nanjing.					
4.REFERENCE NO.		(1) Extention					
5.TYPE OF STUDY		- route of extention ; main route ( Shanghai - Nanjing) : 274.04km					
6.COUNTERPART AGENCY		Zhenjiang branch route : 10.70km					
Highway Planning & Design Institute, Ministry of Communication		Total : 284.74km					
		- sort of extention : roadway : 266.74km (93.7%)					
		bridge : 18.00km (6.3%)					
7.OBJECTIVES OF STUDY		(2)Standard					
Expressway Construction		- a full road for motoring ; main route Zhenjiang branch					
		Grade express first					
		Design Speed (km/h) 120 100					
		Lane 4 4					
		Total width (m) 26.0 20.5					
		18 interchanges including 1 junction are planned					
		(3)Construction periods. year to start year to start					
		section construction operation					
		Maqunic - Danyang IC 1992 1996					
		Danyang IC - Wuxi North IC 1993 1998					
8.DATE OF S/W		Imp. Period: .1991-.1998					
Nov.1985		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 19.50   FIRR1) 7.40		
9.CONSULTANT(S)		Katahira & Engineers International		EIRR2)	FIRR2)		
Nippon Koei Co., Ltd.				EIRR3)	FIRR3)		
10.STUDY TEAM		Conditions and Development Impacts: For estimation of IRR. 1) estimated future traffic demand in 3 periods, and 2) used 2 kinds of OD lists for analysis of induced traffic  [Effects] - Promoting industrial and economic exchanges among the cities - Promoting cartel and corporation of enterprises - Developing and spreading commodity economy - Promoting international trades and domestic markets - Technical innovation led by action man-power and technical exchanges - Conveying informations effectively - Improving efficiency of sightseeing tours  (FY 1993 Domestic Survey)				2.MAJOR REASONS FOR PRESENT STATUS	
No.of Members 15							
Period Feb.1986-Dec.1987(23 months)							
Total M/M		Japan		Field			
81.80		11.10		70.70			
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER				3.PRINCIPAL SOURCE OF INFORMATION	
		1. OJT					
12.EXPENDITURE		2. Seminar				①②	
Total		289,192 (¥'000)					
Contracted		146,700					
		3. Training in Japan for 3 months in the field of Highway Planning and Design					
		4. Joint Reporting					

和名 上海・南京間高速道路建設計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

ASO CHN/S 307/87

Compiled Mar.1990  
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	China	1. SITE OR AREA	Southern zone of Shanghai City			1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Kouhokou River Bridge Construction Project	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) Mar.1988 F/S reviewed by the Urban Planning and Design Bureau of the Shanghai Municipal Government Oct.1989 D/D completed by the Urban Planning and Design Bureau and the Dosai University  The project was financed by ADB. Fixed cost of the project Total cost 330 million US\$ Local cost 225 million US\$  Finance Local 225 million US\$ ADB 105 million US\$  (FY 1991 Overseas Survey) The construction was completed.	
3. SECTOR	Transportation/Fish Processing	(US\$1,000)	1) 305,000	188,000	117,000		
4. REFERENCE NO.		(US\$1=125Yen)	2)			3. MAJOR REASONS FOR PRESENT STATUS 1. Cost decrease at crossing Huanqpu River and development of the eastern bank 2. The priority project in the M/P of Chanqhai City 3. Promotion system was established.	
5. TYPE OF STUDY	F/S		3)				
6. COUNTERPART AGENCY	Public Relations Office for Kouhokou Bridge Construction	3. CONTENTS OF MAJOR PROJECT(S)				3. PRINCIPAL SOURCE OF INFORMATION ①②	
7. OBJECTIVES OF STUDY	Economic and financial analysis of the new bridge construction	Municipality of Shanghai, PRC, is making greate effort to develop the Pudong New Area which expands at east bank of Huanqpu River flowing down in the central part of Shanghai urban area. This Pudong New Area is connected only by tunnels and new transportation facilities crossing the River are indispensable element for the development of the Area. The project aims to construct the six lanes traffic corridor between both banks. Total length of the corridor is some 8km. Main bridge is cable stayed bridge having 400m center span length (total bridge length 657m). For project site aquisition compensation for factories, stores, etc 123 thousand m2), construction of new houses (350 thousand m2), and farm land aquisition (133 thousand m2) are planned.					
8. DATE OF S/W	Nov.1986	Imp. Period: Jan.1986-Oct.1991				4. FEASIBILITY AND ITS ASSUMPTIONS Feasibility: Yes EIRR1) 12.80 FIRR1) 8.70 EIRR2) FIRR2) EIRR3) FIRR3)	
9. CONSULTANT(S)	Chodai Co., Ltd. Pacific Consultants International	Conditions and Development Impacts: Assumptions for IRR calculation: - Traffic projections in four points of time - Six traffic lanes - Tolls for vehicles are the same as the current charges of ferry services or tunnel passage  Development Impacts: - Reduction of travel time and of distance crossing Huanqpu - River based on the DD result in 1987 and on the projection of the frequency of river-crossing - Development in the eastern bank of the river - Alleviation of traffic and housing congestions in the western bank of the River  (FY 1993 Domestic Survey)					
10. STUDY TEAM	No. of Members 12 Period Feb.1987-Mar.1988(14 months)	5. TECHNICAL TRANSFER				5. EXPENDITURE Total 92,541 (¥000) Contracted 87,037	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	O/D survey over Kouhokou River geological survey						

和名 上海市黄浦江架橋計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

ASO CHN/S 308/87

Compiled Mar.1990  
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT							
1.COUNTRY	China	1.SITE OR AREA				1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled						
2.NAME OF STUDY		Hokkou River basin, Guangzhou Province											
Hokkou Hirakyo Multipurpose Dam Construction Project		2.PROJECT COST		Total Cost	Local Cost	(Description) The project was included in the application list for the Third Yen Loan (1990-1994), but was not approved.  (FY 1991 Overseas Survey) Presently the provincial government is conducting a preliminary design mostly in accordance with the F/S result. The project is planned to be implemented as soon as the approval of the central government is issued, with budget from the provincial fund and a national subsidy.							
		(US\$1,000)	1)	298,500	174								
		(US\$1=160Yen)	2)										
3.SECTOR		3.CONTENTS OF MAJOR PROJECT(S)											
Social Infrastructures/Water Resource Development		- Catchment area : 34.097km <sup>2</sup> - Effective storage volume : 1,459 x 10 <sup>6</sup> m <sup>3</sup> - Rockfill dam 1,887.5m long, 50m high 3,568,000 m <sup>3</sup> in volume - 16 radial gates (14m wide and 19.5m high) for spillway, 38,100m <sup>3</sup> in concrete volume - Power plants (4 units, 43.5MW each), surface type 100m(L) x 88m(W) Bulb turbine - Navigation lock, lock with single chamber type, 190m(L) 16m(W), minimum draft depth 3m, 281,000m <sup>3</sup> in concrete volume - River diversion, trapezoidal channel type, design flood 15,500 m <sup>2</sup> /s, first stage cofferdam 1,560,000m <sup>3</sup> , second stage cofferdam 710,000m <sup>3</sup> - Construction, period - 7 years, cost 1,074,456 x 10 <sup>3</sup> Chinese yen (US\$ 298.5 x 10 <sup>6</sup> ) base year 1986											
4.REFERENCE NO.		4.FEASIBILITY AND ITS ASSUMPTIONS    Feasibility: Yes    EIRR1) 13.90    FIRR1) 6.70 EIRR2)    FIRR2) EIRR3)    FIRR3)											
5.TYPE OF STUDY								F/S					
6.COUNTERPART AGENCY								Pearl River Water Resources Commission					
7.OBJECTIVES OF STUDY								F/S on flood control, navigation and power generation.					
8.DATE OF S/W		Imp. Period: Jan.1989-Oct.1995						2.MAJOR REASONS FOR PRESENT STATUS					
9.CONSULTANT(S)		Nippon Koei Co., Ltd. INA Civic Engineering Consultants Co., Ltd.											
10.STUDY TEAM		Conditions and Development Impacts: Condition: Benefits were calculated for flood control, power generation and river navigation.  Development Impacts: - Reduction of flood damages - Increased supply of power - Savings of labor and fuel costs by shortening the distance and hours necessary for river travel  Environmental Impacts: As a result of environmental impact study, it has come to a conclusion that the development of the project was considered to be unlikely to be a cause of serious impact there to.  (FY 1993 Domestic Survey)						3.PRINCIPAL SOURCE OF INFORMATION ②					
No.of Members    13 Period Jun.1986-Oct.1987(17 months)													
<table style="width: 100%; border: none;"> <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;">22.11</td> <td style="text-align: center;">7.10</td> <td style="text-align: center;">15.01</td> </tr> </table>		Total M/M	Japan	Field	22.11	7.10	15.01						
Total M/M	Japan	Field											
22.11	7.10	15.01											
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY													
12.EXPENDITURE		5.TECHNICAL TRANSFER											
<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: center;">225,097 (¥'000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">97,907</td> </tr> </table>		Total	225,097 (¥'000)	Contracted	97,907	1. Lecturing to Chinese counterparts. 2. Construction site inspections in Japan. 3. Guidance of Japanese soil test equipment.							
Total	225,097 (¥'000)												
Contracted	97,907												

和名 北江飛来峡多目的ダム建設計画

(F/S,D/D)

# PROJECT SUMMARY (Basic Study)

ASO CHN/S 501/87

Compiled Mar.1990  
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS						
1.COUNTRY	China	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	Groundwater Development Project in Tianjin City	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) The Government included the D/D on ground water development in the request for the Third Yen Credit (1990 - 1994), but has been unsuccessful.  (FY 1991 Overseas Survey) Due to a city's own project, the problem of water supply in Tianjin for both the civil life and industrial development has basically been solved. Accordingly there is no planned project based on the study, the studied areas still having a role as potential water resources for future urban and industrial development.					
3.SECTOR	Social Infrastructures/Water Resource Development	(US\$1,000)	1) 32,300								
4.REFERENCE NO.		(US\$1=130Yen)	2)								
5.TYPE OF STUDY	Basic Study	3.CONTENTS OF MAJOR PROJECT(S)									
6.COUNTERPART AGENCY	Science and Technology Council and Dept. of Geology and Mining of Tianjin City	The study examined the possibility of water supply to four industrial development areas in Tianjin City. However, the chinese authorities plan to work on the project from their own resources, and they have not yet made the detailed design.									
7.OBJECTIVES OF STUDY	Survey of water resources to develop a water supply system	4.CONDITIONS AND DEVELOPMENT IMPACTS									
8.DATE OF S/W	Jun.1985	After the study examined, the authorities identified one site ( ) which will supply 50 million cu.m of water per annum.									
9.CONSULTANT(S)	Nippon Koel Co., Ltd. Japan Engineering Consultants Co., Ltd.	10.STUDY TEAM									
		No.of Members 7 Period Nov.1985-Dec.1987(26 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;">41.70</td> <td style="text-align: center;">11.50</td> <td style="text-align: center;">30.20</td> </tr> </table>					Total M/M	Japan	Field	41.70	11.50
Total M/M	Japan	Field									
41.70	11.50	30.20									
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		12.EXPENDITURE									
		5.TECHNICAL TRANSFER									
		OJT and JICA training on water resource simulation in Japan									
		3.PRINCIPAL SOURCE OF INFORMATION									
		①②									

和名 天津市地下水源開発計画

{M/P,Basic Study,Other}

# PROJECT SUMMARY (M/P)

ASO CHN/S 102/88

Compiled Mar.1990  
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDY RESULTS																										
1.COUNTRY	China	1.SITE OR AREA	Hainan Island (pop. 5.98 million, 33,900 sq. km)		1.PRESENT STATUS																									
2.NAME OF STUDY	Hainan Island Integrated Development	2.PROJECT COST				<div style="display: flex; justify-content: space-between;"> <span>(US\$1,000)</span> <span>1) 20,937,500</span> <span>Total Cost</span> <span>Local Cost</span> <span>Foreign Cost</span> </div> <div style="display: flex; justify-content: space-between;"> <span>(US\$1=3.2 yuan)</span> <span>2)</span> </div>		<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued																						
3.SECTOR	Development Plan/Sericulture	3.CONTENTES OF MAJOR PROJECT(S)	(Description) 1) Based on the study, OECF loans have been approved as follows. - East trunk road improvement (under construction) Jan.1991 OECF L/A signed (7.2 billion yen) Oct.1991 OECF L/A signed (Stage II, 2.6 billion yen) To be completed in June 1994 - Deep-sea berth of Haikou Port (under construction) Oct.1991 OECF L/A signed (2,589 million yen) To be completed in Dec. 1993 - 3 berths (20,000 DWT) of Yanqpu Port OECF (5,200 million yen) - Telecommunication development Jan.1991 OECF L/A signed (5 billion yen) Oct.1991 OECF L/A signed (4.17 billion yen) To be completed in Dec. 1994.  2) The report was translated into English, and the following assistance have been offered. - World Bank (Dam construction, agricultural development, regional development) - ADB (studies on the energy sector and environmental conservation) - UNDP (studies on economic policy reforms)  3) Activities toward the development of infrastructure and resources have been started in two core cities following the proposals of this report.  (FY 1993 Domestic Survey) 4) Development of business area and road network based on the M/P of Haikou City. 5) Development of the trade center area of Haikou. 6) Development the area used to be Haikou airport.  (FY 1991 Overseas Survey) No additional information.																											
4.REFERENCE NO.		4.CONDITIONS AND DEVELOPMENT IMPACTS			Basic strategies: 1) Sophistication of the industrial structure (from agriculture to industry, tourism and various services) 2) Formation of growth centers and wider economic areas based on the open market system 3) Infrastructural development in accordance with 1) & 2).  Development targets (in billion yuan): <table style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;">1995</td> <td style="text-align: center;">2005</td> <td style="text-align: right;">Gross</td> </tr> <tr> <td>Regional Product</td> <td style="text-align: center;">16.0</td> <td style="text-align: center;">34.4</td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">(growth 10.3%/year)</td> <td style="text-align: center;">(growth 8.0%/year)</td> <td></td> </tr> <tr> <td>Gross Agri. Product</td> <td style="text-align: center;">5.1</td> <td style="text-align: center;">8.7</td> <td></td> </tr> <tr> <td>Gross Indus. Product</td> <td style="text-align: center;">5.2</td> <td style="text-align: center;">12.6</td> <td></td> </tr> <tr> <td>Gross Product of Tertiary Sector</td> <td style="text-align: center;">5.9</td> <td style="text-align: center;">13.1</td> <td></td> </tr> </table> (FY 1993 Domestic Survey)			1995	2005	Gross	Regional Product	16.0	34.4			(growth 10.3%/year)	(growth 8.0%/year)		Gross Agri. Product	5.1	8.7		Gross Indus. Product	5.2	12.6		Gross Product of Tertiary Sector	5.9	13.1	
	1995	2005					Gross																							
Regional Product	16.0	34.4																												
	(growth 10.3%/year)	(growth 8.0%/year)																												
Gross Agri. Product	5.1	8.7																												
Gross Indus. Product	5.2	12.6																												
Gross Product of Tertiary Sector	5.9	13.1																												
5.TYPE OF STUDY	M/P	5.technical transfer					3.PRINCIPAL SOURCE OF INFORMATION ①②④																							
6.COUNTERPART AGENCY	National Planning Commission Dept. of Land, Province of Guangdong and Office of Integrated Development, Hainan District	5.technical transfer							2.MAJOR REASONS FOR PRESENT STATUS																					
7.OBJECTIVES OF STUDY	Formulation of a master plan through 2005	5.technical transfer	3.PRINCIPAL SOURCE OF INFORMATION ①②④																											
8.DATE OF S/W	Dec.1985	5.technical transfer			2.MAJOR REASONS FOR PRESENT STATUS																									
9.CONSULTANT(S)	International Development Center of Japan Pacific Consultants International	5.technical transfer									2.MAJOR REASONS FOR PRESENT STATUS																			
10.STUDY TEAM	No.of Members 22 Period Mar.1986-Mar.1988(19 months)	5.technical transfer											2.MAJOR REASONS FOR PRESENT STATUS																	
	Total M/M Japan Field 153.41 42.50 110.91	5.technical transfer													2.MAJOR REASONS FOR PRESENT STATUS															
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.technical transfer															2.MAJOR REASONS FOR PRESENT STATUS													
12.EXPENDITURE	Total 443,011 (¥'000) Contracted 414,792	5.technical transfer																	2.MAJOR REASONS FOR PRESENT STATUS											

和名 海南島総合開発

(M/P,Basic Study,Other)

# PROJECT SUMMARY (M/P+F/S)

ASO CHN/S 201B/88

Compiled Mar.1990  
Revised Mar.1993

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																													
1.COUNTRY	China	1.SITE OR AREA		Dalian Port (1986 throughput of 44.3 million tons) and Daiyou Bay		1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled																												
2.NAME OF STUDY		2.PROJECT COST						<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;">M/P 1)</td> <td style="width: 10%;">Local Cost</td> <td style="width: 10%;">Foreign Cost</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td></td> <td>2)</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>F/S 1)</td> <td style="text-align: center;">185,020</td> <td style="text-align: center;">105,820</td> <td style="text-align: center;">79,200</td> <td></td> </tr> <tr> <td></td> <td>2)</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>3)</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>			M/P 1)	Local Cost	Foreign Cost				2)						F/S 1)	185,020	105,820	79,200			2)						3)
	M/P 1)	Local Cost	Foreign Cost																																
	2)																																		
	F/S 1)	185,020	105,820	79,200																															
	2)																																		
	3)																																		
3.SECTOR		3.CONTENTS OF MAJOR PROJECT(S)				(Description) Construction of 4 berths in the first half of the Phase 1 Plan were completed by the World Bank finance.  Schedule of the Phase 1: 1987.8 Commencement of shore protection works 1991 Opening of trial operation on a container berth and a multi-purpose one. 1992.12 Opening of operation on all 4 berths  (FY1992 Overseas Survey) The loan agreement of 6 berths in the Daiyou Bay has not been realized due to the following reasons. 1) The loan agreement is delayed due to the Tianamen massacre. 2) Total amount of the OECF's finance regarding port development project has not been increased much since 1990. 3) Each port has own urgent projects, and its degree of urgency differs among ports.																													
4.REFERENCE NO.		<M/P>(1) Construction of a new port in the Daiyou Bay by the year 2000 (15 berths, breakwater, access railway and road) (2) Construction of the new port by the year 1995 (10 berths and access railway and road) (3) Improvement of the old Dalian Port (berth for passenger boats, wharves, information system for container management)  <F/S>(1) Wharfs (1,440 m) Berths 2(50,000DWT) 3(20,000DWT) 1(15,000DWT) (2) Temporary and reclamation revetment (1,150 m) (3) Dredging (5,145 m) (4) Reclamation by land excavation (3,070 m) (5) Reclamation by sea-bed sediment (772 m) (6) Pavement of roads and yards (250,800 sq.m)																																	
5.TYPE OF STUDY						M/P+F/S		4.FEASIBILITY AND ITS ASSUMPTIONS		2.MAJOR REASONS FOR PRESENT STATUS																									
6.COUNTERPART AGENCY		Traffic Dept., Dalian Port Authority		Imp. Period: 1990-1994 <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;">Feasibility:</td> <td style="width: 10%;">EIRR1)</td> <td style="width: 10%;">23.76</td> <td style="width: 10%;">FIRR1)</td> <td style="width: 10%;">3.70</td> </tr> <tr> <td></td> <td>Yes</td> <td>EIRR2)</td> <td></td> <td>FIRR2)</td> <td></td> </tr> <tr> <td></td> <td></td> <td>EIRR3)</td> <td></td> <td>FIRR3)</td> <td></td> </tr> </table>			Feasibility:	EIRR1)	23.76			FIRR1)	3.70		Yes	EIRR2)		FIRR2)				EIRR3)		FIRR3)											
	Feasibility:	EIRR1)	23.76	FIRR1)	3.70																														
	Yes	EIRR2)		FIRR2)																															
		EIRR3)		FIRR3)																															
7.OBJECTIVES OF STUDY		Conditions and Development Impacts: <M/P>(Conditions) The cargo amount of the Dalian port is estimated as 75,850,000 tons in the year of 2000. The new port is estimated to handle 8,510,000 tons. [Development Impacts] 1) Promotion of external trade. 2) To smooth the goods and material transportation. 3) Development of northeastern area. <F/S>(Conditions) The project life is 35 years. The amount of cargo in 1995 is estimated as 63,860,000 tons and the amount for the new port is to be 5,860,000 tons. [Development Impacts] 1) To save the cost of waiting and cargo handling. 2) To save the cost of sea transportation and land transportation. 3) Promotion of industrial development and urban development in the economical & technical development areas. 4) Increase of job opportunities. 5) Development of northeastern area.				3.PRINCIPAL SOURCE OF INFORMATION ①③																													
8.DATE OF S/W								Nov.1986																											
9.CONSULTANT(S)		Overseas Coastal Area Development Institute of Japan Nippon Koei Co., Ltd.				10.STUDY TEAM No.of Members 17 Period Apr.1987-Oct.1988(18 months)  <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;">Total M/M</td> <td style="width: 10%;">Japan</td> <td style="width: 10%;">Field</td> </tr> <tr> <td></td> <td style="text-align: center;">99.70</td> <td style="text-align: center;">52.80</td> <td style="text-align: center;">46.90</td> </tr> </table>			Total M/M	Japan	Field		99.70	52.80	46.90																				
	Total M/M	Japan	Field																																
	99.70	52.80	46.90																																
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		None				5.TECHNICAL TRANSFER Seminars carried out in China and technical transfer in Japan.																													
12.EXPENDITURE		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;">Total</td> <td style="width: 10%;">303,894 (¥000)</td> </tr> <tr> <td></td> <td>Contracted</td> <td style="text-align: center;">240,779</td> </tr> </table>							Total	303,894 (¥000)		Contracted	240,779																						
	Total	303,894 (¥000)																																	
	Contracted	240,779																																	

和名 大連港港湾整備計画

{M/P+F/S}

# PROJECT SUMMARY (M/P+F/S)

ASO CHN/A 201B/88

Compiled Mar.1990  
Revised Mar.1993

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	China	1.SITE OR AREA		8 villages and 6th regional cattle breeding examination center of Minsan which surround east Rosei village of Min district of Kanshuku Region (Area 7,150 ha)		1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY	Lujingxiang Model Stock-farming Project in Gansu Province	2.PROJECT COST (US\$1,000)	M/P 1) 17,765 2) Local Cost				
3.SECTOR	Animal Husbandry/General	US\$1=3.85Yuan in Ju	F/S 1) 7,208 2) 3)	3,796	3,412	(Description) (FY 1991 Overseas Survey) A research cooperation (study on production technology of beef cattle and feed) as a mini-project based on the results of this Development Study is under way. 3 long-term experts and 7 short-term experts have been dispatched. Main items of the study are 1) improvement of beef cattle breed and breeding management and 2) improvement of a grassland. The following construction works were completed with finance of the local funds: an experiment center with 30 rooms, 2 breeding farms(200sq.m), 6 breeding farms(1200sq.m), an artificial insemination facility(40sq.m), offices and a dining room(540sq.m). The Chinese side plans to execute the following projects to widespread among farm houses the satisfactory results obtained by this study. 1) Establishment of a company grouped with beef cattle production firms, 2) Establishment of Technical Service Center, 3) Construction of basic facilities, 4) Establishment of efficient and scientific beef cattle production system The Chinese side reduced cost of investment in basic facilities from 68.39 million yuan suggested by the Development Study to 42.05 million yuan. A half of the investment cost (21.025 million yuan) will be requested to the Japan's Grant Aid.	
4.REFERENCE NO.		3.CONTENTS OF MAJOR PROJECT(S)					
5.TYPE OF STUDY	M/P+F/S	<M/P> 1. Grassland establishment: meadow 6,444ha, pasture 899ha 2. Road development for grassland management and marketing : asphalt pavement 48.5km, sediment pavement 106.1km 3. Fence setting for proper management of tame pasture 412km 4. Introduction of machineries for grassland management and meadow cutting: tractor 55 units etc. 5. Machinery maintenance center 6. Cattle barn and ensilage for non-grazing season: 181 paddocks 7. Artificial insemination center for animal improvement 8. Feed mixing plant for stable supply of superior grain feed  <F/S> 1. Verification research and diffusion: research and diffusion center in sub-grassland No. 5 and experimental stock-farm in No.6 2. Grassland establishment: meadow 1,630ha, pasture 242ha 3. Livestock facility and machinery necessary for the items mentioned above 4. Road development: main and branch roads in the study area 47km 5. Drainage improvement : 5.1km of drainage channel in sub-grassland No.6 6. Meat processing plant 7. Rural development: water supply, electrification, education and medical service in the area					
6.COUNTERPART AGENCY	National Scientific Technology Committee, Ministry of Animal Husbandry of Kansyuku Region	Imp. Period: .1990-.2000					
7.OBJECTIVES OF STUDY	To elaborate a master plan as well as to carry out a feasibility study for the execution of integrated agricultural and livestock development in Lujingxiang region with 81,800ha.	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)		
8.DATE OF S/W	Jun.1987	10.STUDY TEAM					
9.CONSULTANT(S)	Japan Agricultural Land Development Agency	No.of Members		11			
		Period		Oct.1987-Mar.1989(18 months)			
		Total M/M	Japan	Field			
		69.00	29.00	40.00			
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		Conditions and Development Impacts: [M/P] This master plan aims to be a representative project on livestock development in the north-western territory with regard to the 7th, five-year-plan of China. It is expected to develop and improve grassland establishment, livestock breeding, food processing and marketing, as well as to achieve increase of farmer's income and uplift of living.  [F/S] Feasibility Study mainly focuses on the model district for livestock development in about 7,150ha aiming to increase grassland productivity and cattle breeding in consideration of the basic plan. Furthermore this model project shows a good example to other district with its excellent effect so as to extend advisable farming and development theory of the Master Plan.  (FY 1993 Domestic Survey)					
12.EXPENDITURE		5.TECHNICAL TRANSFER		3.PRINCIPAL SOURCE OF INFORMATION			
Total	155,358 (¥'000)	Co-operative work to make a report		①②③			
Contracted	132,921						

和名 甘肅省閩井地区牧畜業開發計画

(M/P+F/S)

# PROJECT SUMMARY (F/S)

ASO CHN/S 310/88

Compiled Mar.1990  
Revised Mar.1993

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1.COUNTRY	China	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"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled	
2.NAME OF STUDY	Beijing Airport International Terminal Area Development	Beijing Airport						
3.SECTOR	Transportation/Air Transportaion & Airport	2.PROJECT COST		Total Cost	Local Cost	(Description) Based on the results of the study, the Yen Loan Agreement amounting to 12.3 billion yen has been concluded for the Project with the local currency portion of the fund to be supplied by China Construction Bank in the amount of 1.5 billion yuan.  Beijing Capital International Airport Authority invited concept design proposals in December 1992 for construction of Beijing International Airport terminal building from 4 airport design consulting firms including foreign firms.  The accepted concept design will be bought out by the Government and the detailed design will be developed from this concept design.  A group of Chinese design houses commenced the design development work in the middle of 1993.  OECF signed L/A on Beijing Capital Airport Development Project (8,106 million yen) in Aug. 1993.  (FY 1992 Overseas Survey) Waiting for the answer		
4.REFERENCE NO.		(US\$1,000)	1)	262,438	118,900			143,538
5.TYPE OF STUDY	F/S		2)					
6.COUNTERPART AGENCY	Civil Aviation of China (Air China International after April 1991)	3.CONTENTS OF MAJOR PROJECT(S)						
7.OBJECTIVES OF STUDY	Development Plan for a passenger terminal of Beijing Airport	- Passenger terminal expansion 129,000 sq.m - New cargo terminal 9,000 sq.m - Administration building 9,000 sq.m - Staff housing (family, single use) 65,000 sq.m - Car park extension 41,700 sq.m - Power substation extension 10,000KVA x 2 - Storage tank and accessories (expansion) 2,700 cu.m x 2 - Sewage treatment 3,300 cu.m/day - Dump pit treatment & disposal 30 cu.m/day - Aircraft refuelling tanks 3,500kl x 6 - Apron expansion, loading 19 night stay 6 positions - Utilities (power, boiler 65t/hr x 5, generator 3,000KW x 3, gas, etc.)						
8.DATE OF S/W	Sep.1987	Imp. Period:		Apr.1991-Dec.1994				
9.CONSULTANT(S)	Japan Airport Consultants, Inc.	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 24.40 EIRR2) EIRR3)	FIRR1) 9.30 FIRR2) FIRR3)		
10.STUDY TEAM	No.of Members 6 Period Mar.1988-Jan.1989(11 months)	Conditions and Development Impacts:						
	Total M/M      Japan      Field 39.50          24.00      15.50	Development Impacts: The present Beijing Airport is unable to accommodate the growing number of passengers. The project will facilitate the increase of passenger arrivals for tourism and business. Increased airplane operations will contribute to the improvement of balance of payments and the creation of employment.						
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Topographic survey and boring	5. TECHNICAL TRANSFER				2.MAJOR REASONS FOR PRESENT STATUS Priority in project implementation is being discussed at the government.		
12.EXPENDITURE	Total 99,947 (¥'000) Contracted 93,153	OJT on the methods of study and planning, especially passenger movement survey and analysis.						3.PRINCIPAL SOURCE OF INFORMATION ①②④⑥

和名 北京首都空港施設地区拡張計画

(F/S,D/D)



# PROJECT SUMMARY (F/S)

ASO CHN/S 309/88

Compiled Mar.1990  
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1.COUNTRY	China	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"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled	
2.NAME OF STUDY Guanyinye Reservoir Project		Taizi River, 40 km upstream from Benxi City, Liaoning Province						
3.SECTOR Social Infrastructures/Water Resource Development		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost		
4.REFERENCE NO.		(US\$1,000)	1)	376,000	214,000	162,000		
5.TYPE OF STUDY		in early 1988 price		2)				
6.COUNTERPART AGENCY Bureau of Water Resources and Electric Power, Liaoning Province				3)				
7.OBJECTIVES OF STUDY Economic evaluation of Guanyinye Dam and technology transfer of the RCD method		3.CONTENTS OF MAJOR PROJECT(S)				(Description) The project was included in the Second Yen Loan (1985-1989) and the Third Yen Loan (1990-1994), and is now under implementation.  Aug. 1988 OECF L/A signed (2,846 million yen) for the dam Dec. 1989 Dam construction commenced (Nippon Koei Co. and Dam Engineering Center) Nov. 1990 OECF L/A signed (6,445 million yen) for construction equipment, generators, early flood warning system, etc.) Dec. 1995 Dam construction scheduled to be completed  (FY 1991 Overseas Survey) No additional information.		
8.DATE OF S/W		Imp. Period: Jun.1989-Jun.1994						
9.CONSULTANT(S) Nippon Koei Co., Ltd. Dam Engineering Center		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 13.10 EIRR2) EIRR3)			FIRR1) 8.80 FIRR2) FIRR3)
10.STUDY TEAM		Conditions and Development Impacts:						
No.of Members 16		[Conditions]						
Period Apr.1987-Oct.1988 (18 months)		- The supply of irrigation water, the flood control, the generation of electricity, and fish farming are calculated as the benefits. Tourism at the Reservoir is not included.						
Total M/M		- The price of the begin of 1988 is the standard price.						
Japan		- The evaluation period is 50 years.						
Field		[Impacts]						
84.97		1) Industrial water supply (687 million cu.m per year)						
46.79		2) Irrigation (17,600 ha, annual water intake of 280 million cu.m)						
38.18		3) Flood control (two cities and rural areas)						
		4) Power generation (75.52 GWh per year)						
		5) Fish culture (710 tons per year)						
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.technical transfer				2.MAJOR REASONS FOR PRESENT STATUS		
12.EXPENDITURE		1. RCD construction method developed by MOC Japan				The funding for the project is in progress.		
Total 276,557 (¥'000)		2. F/S procedures						
Contracted 251,622		3. Japanese hydrological study method				3.PRINCIPAL SOURCE OF INFORMATION		
						①②④		

和名 観音閣ダム建設計画

{F/S,D/D}

# PROJECT SUMMARY (F/S)

ASO CHN/A 303/88

Compiled Mar.1990  
Revised Mar.1993

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	China	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"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY	Irrigation Development Project in Northern Hubei	Located on the northern Hubei province in the inland China or middle courses of the Yangtze River (The total land area: 1,540 sq.km, population: 1,170 thousand)					
3.SECTOR	Agriculture/General	2.PROJECT COST		Total Cost	Local Cost	Foreign Cost	
4.REFERENCE NO.		(US\$1,000)	1)	30,180	16,900	13,280	
5.TYPE OF STUDY	F/S	US\$1=3.7Yuan in 1987	2)	40,660	23,000	17,660	
6.COUNTERPART AGENCY	Committee of Science and Technology	3)					
7.OBJECTIVES OF STUDY	Irrigation Development	3.CONTENTS OF MAJOR PROJECT(S)				(Description) The Government of China requested a Grant Aid of the Government of Japan for the Shitaisi Area. The Government of Japan approved donation of 13 pumps out of 23 pumps and incidental machines. Public engineering/construction works are done by the Chinese side. 1990.5 - 1990.8 : Basic design study 1991.7.1 : E/M (1,635 million yen) 1993.3.15 : Final completion of the project scheduled (FY1992 Overseas Survey) 1) Shitaisi: a) An alteration of the Intake Plan from 5.5cu.m/sec estimated by the JICA Study to 8.4 cu.m/sec. b) Installation of 3 pumps at the 1st class station is completed. c) Installation of 3 pumps at the 2nd class station is in progress. d) Installation of 3 pumps at the 3rd class, the 4th class and the 4-1 class stations is expected to end in March 1993. e) Construction of the bridge for canals is delayed due to lack of finance. f) Construction of power stations is in progress. g) Construction of all irrigation facilities is scheduled to end in 1995. 2) Yintan: a) The Intake Plan was altered from 60 cu.m/sec estimated by the JICA Study to 87 cu.m/sec due to 20,000ha increase of the proposed irrigation area b) Completion of buildings at the pumping station c) Installation of 8 out of 12 pumps. (cost: 2 bil. yuan) Started operation. d) Rest of construction work is discontinued due to lack of finance.	
8.DATE OF S/W	Jan.1987	In Ebeiqiangdi, Hubei Province where there are frequent typhoons, the F/S of the projects was completed to provide stable irrigated agriculture.					
9.CONSULTANT(S)	Taiyo Consultants Co., Ltd. Japan Engineering Consultants Co., Ltd.	Irrigated area (ha)	Shitaisi 14,053	Yintan (Qingquanqou) 140,000			
10.STUDY TEAM	No. of Members 12 Period Jul.1987-Jun.1988 (12 months)	Pumping station	6	1			
	Total M/M	Intake (cu.m/sec)	7.00	60.00			
	Japan	Irrigation canal (km)	182.2	1,703.2			
	Field	Substation	5	2			
	52.52	Above costs were calculated in 1987.					
	41.69						
	10.83						
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		4.FEASIBILITY AND ITS ASSUMPTIONS				2.MAJOR REASONS FOR PRESENT STATUS The Government of China recognized that agricultural development is a key issue for economic development of China. Therefore, the Government decided to develop the granary of the Hubei Province with a top priority.	
12.EXPENDITURE	Total	Feasibility:	Yes	EIRR1) 7.55	FIRR1) 13.73		
	Contracted	Conditions and Development Impacts: 1. Shitaisi 1) To increase the cropping area rate from 171% to 200% by irrigation. 2) At present a farmer's land holding size is 0.67ha, but the size will gradually increase with the decrease in the number of farmers in the future. 3) The cultivation style will be kept, and profitable and stable crops should be selected. 4) The amount of organic matter applied should increase for soil fertility. 5) To make good use of constructed dams and natural water. 6) To plan the facilities by using the standard draught rate of 1974. 2. Yintan (Qingquanqou intake works expansion plan) 1) When the water level of the Tanjiangq dam is high, 100cu.m/sec of water can be intaked by gravity through public head races. Development Impacts: 1) Creation of employment opportunities. 2) Improving living standards. 3) Contribution to acquire foreign currency with the increase of soy bean, cotton and so on. The EIRR above is 7.55-9.35% in case of 1), 27.94-35.39% in case of 2).				EIRR2) 27.94	FIRR2) 47.91
	177,676 (¥000)						
	154,282	5. TECHNICAL TRANSFER				3.PRINCIPAL SOURCE OF INFORMATION ①②③④	
	154,282	(1) Joint works of Japan and China (China organized the survey team similar to the Japanese team) (2) Organizing seminars (3) OJT					

和名 湖北省北部農業水利開發計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

ASO CHN/S 311/89

Compiled Mar.1991  
Revised Mar.1993

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																						
<b>1.COUNTRY</b>	China	<b>1.SITE OR AREA</b>				<b>1.PRESENT STATUS</b>	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled																					
<b>2.NAME OF STUDY</b>	Construction Projects of the Three Ports	1.Port of Quihuandao; 2.Port of Lianyungang; and 3.Port of Shijiu																										
<b>3.SECTOR</b>	Transportation/Port	<b>2.PROJECT COST</b>		Total Cost	Local Cost	Foreign Cost																						
<b>4.REFERENCE NO.</b>		(US\$1,000)	1)	126,485	72,821	53,906																						
<b>5.TYPE OF STUDY</b>	F/S	(US\$1=3,722yuan=141Yen)	2)	162,251	116,684	45,566																						
<b>6.COUNTERPART AGENCY</b>	Ministry of Communications	3)		107,420	61,305	46,112																						
<b>7.OBJECTIVES OF STUDY</b>	Execution of the feasibility study on three ports development project	<b>3.CONTENTS OF MAJOR PROJECT(S)</b>				<b>(Description)</b> (FY1992 Overseas Survey) The Phase 2 construction of the three ports (Qinhuandao, Lianyun, and Shijiu) is the subject of this study. Construction of the Phase 1 at all three ports was completed in the past. The study has already been completed by the Chinese side, and the study was incorporated in the 7th Five Year Plan and requested to the OECF's 3rd Yen Credit Loan.  Shijiu Port Second Phase Construction Project Oct. 1991 (I) L/A Signed 2,506 million yen Oct. 1992 (II) L/A Signed 3,583 million yen Major Components: 3 berths (15 kilo ton class) 2 berths (10 kilo ton class) Lianyungang Port Xuqou Area First Phase Construction Project Oct. 1992 L/A signed 5,900 million yen Major Components: 6 berths Port equipment Qinhuandao Port E and F Berth Construction Project Oct. 1992 L/A signed 3,944 million yen Major Components: 3 coal terminals (30 meqa ton per year)  1) Shijiu Port Extension of the wharf(780m) was completed. Construction of the breakwater was completed in 1990. 5 berths are scheduled to be completed in 1995. 2) Qinhuandao Port The entire plan incorporated in the long-term port development plan was approved in Hebei and the Dept. of Traffic. 3) Lianyun Port Some parts of the plan were altered by the national examination. May 1993 Commencement of construction Jun.1996 Completion scheduled																						
<b>8.DATE OF S/W</b>	Aug.1988	<b>Imp. Period:</b>																										
<b>9.CONULTANT(S)</b>	Overseas Coastal Area Development Institute of Ja Yachiyo Engineering Co., Ltd.	.1991-.1995	.1991-.1994	.1991-.1995																								
<b>10.STUDY TEAM</b>	No.of Members 21 Period Dec.1988-Feb.1990 (15 months)	<b>4.FEASIBILITY AND ITS ASSUMPTIONS</b>		Feasibility: Yes	EIRR1) 19.60		FIRR1) 5.10																					
<b>11.ASSOCIATED AND/OR SUBCONTRACTED STUDY</b>				EIRR2) 13.10	FIRR2) 3.60																							
<b>12.EXPENDITURE</b>	Total 290,001 (¥'000) Contracted 280,829			EIRR3) 12.90	FIRR3) 3.90																							
		<b>Conditions and Development Impacts:</b>					<b>2.MAJOR REASONS FOR PRESENT STATUS</b>																					
		<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">(Conditions)</th> <th style="text-align: center;">Unit</th> <th style="text-align: center;">1)Qinhuandao Port</th> <th style="text-align: center;">2)Lieyun Port</th> <th style="text-align: center;">3)Shijiu Port</th> </tr> </thead> <tbody> <tr> <td>Project Life</td> <td style="text-align: center;">years</td> <td style="text-align: center;">35</td> <td style="text-align: center;">34</td> <td style="text-align: center;">35</td> </tr> <tr> <td>Est.amt.in 1995</td> <td style="text-align: center;">x 10,000ton</td> <td style="text-align: center;">889</td> <td style="text-align: center;">2,260</td> <td style="text-align: center;">245</td> </tr> <tr> <td>Amt.covered by this project</td> <td style="text-align: center;">x 10,000ton</td> <td style="text-align: center;">300</td> <td style="text-align: center;">220</td> <td style="text-align: center;">220</td> </tr> </tbody> </table>					(Conditions)	Unit	1)Qinhuandao Port	2)Lieyun Port	3)Shijiu Port	Project Life	years	35	34	35	Est.amt.in 1995	x 10,000ton	889	2,260	245	Amt.covered by this project	x 10,000ton	300	220	220		
(Conditions)	Unit	1)Qinhuandao Port	2)Lieyun Port	3)Shijiu Port																								
Project Life	years	35	34	35																								
Est.amt.in 1995	x 10,000ton	889	2,260	245																								
Amt.covered by this project	x 10,000ton	300	220	220																								
		<b>(Development Impacts)</b> Common to these three ports: -Economic effects such as reduction in transportation cost -Acceleration of regional development etc.																										
		<b>5. TECHNICAL TRANSFER</b>				<b>3.PRINCIPAL SOURCE OF INFORMATION</b>																						
		Execution of a small seminar on coastal area development (at the time of 1st and 4th field study)				①③④																						

和名 三港湾整備計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

ASO CHN/S 312/89

Compiled Mar.1991  
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	China	1.SITE OR AREA		Wuhan City(Population 6.244 million, Area 8392 sq.km)		1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY Construction Project of Wuhan / Tanhe Civil Airport		2.PROJECT COST		Total Cost	Local Cost		
		(US\$1,000)	1)	142,120	94,200	47,920	
				2)			
				3)			
3.SECTOR Transportation/Air Transportaion & Airport		3.CONTENTIS OF MAJOR PROJECT(S) Construction of the following airport facilities and other related facilities: Runway(3,000m), Taxiway, Apron(19 Spots), Passenger Terminal Build(Total Floor Area 27,300 sq.m), Carqo Terminal Build, Maintenance Facility, G.S.E. Facility, Roads and Car park, Drainage Facility, Radio-Nav.Aids, Airfield Lighting System, Air Traffic Control Facility, Communication Facility, Meteorological Facility, Electric Power Supply Facility, Water Supply Facility, Electric Facility, Exclusive Railway, Sewerage Disposal Facility, Fuel Supply Facility, Airconditioning Facility, Rescue and Fire-Fighting Facility, Access Road etc.				(Description) The OECF Loan Agreement(L/A) amounting to 6,279 million yen was signed in March 1991, and the local fund has been allocated by China Construction Bank to the amount of 665 million yuan. With the ratification of the L/A by the Government, the construction work commenced on 16 December 1990. Design services were provided by 8 design groups including the Civil Aviation Authority of China and the mid-south China Building Design Institute. Construction work has been supervised by Wuhan Airport Construction Supervision Department. The project will be completed by the end of 1993.  (FY 1992 Overseas Survey) Waiting for the answer	
4.REFERENCE NO.							
5.TYPE OF STUDY		F/S					
6.COUNTERPART AGENCY Civil Aviation Administration of China(People's Government of Wukan city)							
7.OBJECTIVES OF STUDY Construction of New Airport							
8.DATE OF S/W		Aug.1988				Imp. Period: Aug.1990-Dec.1993	
9.CONSULTANT(S) Japan Airport Consultants, Inc.		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 12.10 EIRR2) EIRR3)	FIRR1) 7.80 FIRR2) FIRR3)	
10.STUDY TEAM		Conditions and Development Impacts: [Conditions] - The project life is 20 years beginning from 1990. - The average interest rate should be below 7%. - The Project is economically feasible since the economic internal rate of return is over the social discount rate of China. - Since the operational institution of this project has already been established, the project is feasible from a view of management.  [Impacts] 1)To save the time of Chinese passengers; 2)Increase of income of tourism; 3)To save the direct cost of transport for the Chinese air companies; 4)To save the cost of noise compensation as social cost. 5)Increase of comfortableness and convenience; 6)Increase of job opportunities.					
No.of Members      9							
Period Nov.1988-Mar.1990(13 months)							
Total M/M		Japan		Field		2.MAJOR REASONS FOR PRESENT STATUS	
58.25		31.25		27.00			
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY							
12.EXPENDITURE		5.TECHNICAL TRANSFER				3.PRINCIPAL SOURCE OF INFORMATION	
Total		- Methodology for airport planning. - Method of Passenqer Survey by questionnaire. - Training in Japan.					
Contracted		174,384 (¥'000)				①②④	

和名 武漢天河空港建設計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

ASO CHN/A 304/89

Compiled Mar.1991  
Revised Mar.1993

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	China	1.SITE OR AREA		Northern part of Hunan Province (right bank of Yangzi River middle basin)		1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY		2.PROJECT COST		Total Cost	Local Cost		
Integrated Agricultural Infrastructure Development in Dong Ting Lake Area in Hunan Province		(US\$1,000)	1)	28,263	27,883	380	
3.SECTOR				2)			
Agriculture/General				3)			
4.REFERENCE NO.				3.CONTENTS OF MAJOR PROJECT(S)			
5.TYPE OF STUDY		F/S		1) Model Block at Nan-da-ti Area (15,400ha: Nan-da area 8930ha; Huang Mao Zhou area 6,470 ha) - Drainage facilities for dike improvement work - Electric-transmission for Xiang-nan Drainage Pump Station - New pump station at the Nan-da District - On-farm level irrigation land in the Huang Mao Zhou district  2) Model Block at Shi-ji-hu-ti Area (105ha) - Drainage facilities and Horticultural facilities for technical development - Experimental Center - Pump station land and other auto-irrigation facilities - Tunnel house  * Implementation period below is 5 years.			
6.COUNTERPART AGENCY		Hunan Science and Technology Commission					
7.OBJECTIVES OF STUDY		Feasibility study on the comprehensive water utilization and agricultural development plan		(FY1991 Overseas Survey) In 1991 a request for a Japanese Grant Aid was made by the Chinese Government. Out of the total project budget of 2.55 billion yen, 1.2 billion yen is expected to be financed by the Grant Aid and the remaining by domestic funds.  (FY1992 Overseas Survey) The Chinese side is executing the following projects by the local funds and hopes to execute the new pump station project in the Nan-da-ti Area.  1) Nan-da-ti Area - The dike improvement work is in progress. - The repair of drainage facilities was completed. (89 places) - The drainage construction plan was modified in order to reduce the cost of constructing substations.  2) Shi-ji-hu-ti Area - Construction of the electric-transmission facilities was completed. - Construction of irrigation canal & farm land is in progress. - The drainage work was completed. (155km)			
8.DATE OF S/W		Apr.1988					Imp. Period:
9.CONSULTANT(S)		Sanyu Consultants Inc. Japan Engineering Consultants Co., Ltd.		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	
10.STUDY TEAM		No.of Members 14 Period Aug.1988-Feb.1990 (18 months)		EIRR1) 13.60   FIRR1)		EIRR2) 20.10   FIRR2)	
		Total M/M   Japan   Field		EIRR3)   FIRR3)			
		53.70   19.60   34.10		Conditions and Development Impacts: Conditions: - The evaluation period is 50 years for 1), 20 years for 2). - The incremental crop production was calculated as the direct benefits of the project.  Development Impacts: It is expected that agricultural development in Dong-Ting-Lake Reclamation area and urban type vegetable production could become possible.  *The EIRR 1) and 2) are for Nan-da-ti and for Shi-ji-hu-ti			
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY				5. TECHNICAL TRANSFER			
12.EXPENDITURE		Total 194,043 (¥000)		Transfer of technology for government officials in China and Japan were made.			
		Contracted 160,483		2.MAJOR REASONS FOR PRESENT STATUS			
				In the large-scale agricultural development projects in China, local funds occupies a major part of finance. The request for finance is usually made only for foreign currency portion.			
				3.PRINCIPAL SOURCE OF INFORMATION			
				①②③			

和名 湖南省洞庭湖地区総合水利及び農業開発計画

(F/S,D/D)

# PROJECT SUMMARY (M/P+F/S)

ASO CHN/S 202B/90

Compiled Mar.1992  
Revised

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	China	1.SITE OR AREA				1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY	Municipal Solid Waste Treatment Plan in Xian City	The old area & a part of expansion area in Xian City (172 sq.km) <M/P> Inner City in Xian City (Final Disposal Site) Outer City in Xian City (Intermediate Treatment Site) <F/S>					
3.SECTOR	Public Utilities/Urban Sanitation	2.PROJECT COST		M/P 1) 14,431 Local Cost   14,431 Foreign Cost 2) F/S 1) 4,233   4,233 2) 3)		(Description)  (FY 1991 Overseas Survey) A detailed design financed by domestic fund has been conducted since 1991. The project is assigned high priority in the city's eighth Five Year Plan (1991-95), and the city hopes for further cooperation of JICA in continuing the study on the construction of the transfer station.	
4.REFERENCE NO.		3.CONTENTS OF MAJOR PROJECT(S)					
5.TYPE OF STUDY	M/P+F/S	<M/P> Recommended plans for solid waste management system of the target year 2000 in Xian City are as follows: (1) Collection system Setting up of collection container and vehicle with a promotion of separate discharge system and establishment of 2 steps transportation system with transfer station. (2) Final disposal facility construction of final disposal facility (12,000,000 cu.m) assumed 10 years life. <F/S> The First Phase Project of which the target year is 1995 should be as follows: 1) Construction of controlled type of final disposal facility. Location : Chian-Sun District Landfill method : Semi-Anaerobic Metabolism in Landfill Major facilities : Reservoir type deposit Water insulation Underground Water Discharge Rainwater Discharge Access road 2) Construction of transfer station. Contents of Major Project Targeted Population : 475,343 (1995) Planned waste collection volume : 477 tons/day Capacity of Planned Facilities : Compector Container 160 tons/day Flat Landfill 360 tons/day					
6.COUNTERPART AGENCY	Joint Venture of Study for Municipal Solid Waste Treatment Plan in Xian City	4.FEASIBILITY AND ITS ASSUMPTIONS					
7.OBJECTIVES OF STUDY	Present Condition Analysis & Master Plan Feasibility Study	Feasibility: Yes		EIRR1) 25.20   FIRR1) EIRR2)   FIRR2) EIRR3)   FIRR3)			
8.DATE OF S/W	Sep.1988	Imp. Period: 1991-1995					
9.CONSULTANT(S)	Nippon Koel Co., Ltd. Japan Engineering Consultants Co., Ltd.	10.STUDY TEAM					
No.of Members 13 Period Jan.1989-Jun.1990(16 months)		Conditions and Development Impacts: <M/P><Impacts>: 1) By adopting separate discharging system, flexibility for the future change of the disposal system would be secured. 2) The project would bring about more efficient waste collection and haulage system. 3) The project would make an improvement of environmental preservation. <F/S> Unit cost: Operation and Maintenance 11.8 Yuan/ton   Total cost 35.7 Yuan/ton The present waste collection charge is 10 Yuan/ton. For implementation, the subsidy from city budget to the environment management agency is needed. If the charge to the beneficiaries is increased twice and three times, the subsidy amount will be 83% and 66%. Charge (Yuan/ton)   Amount of Subsidy ('000/Yuan) 10   82,337 20   69,402					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		<Impacts>: The project would bring about more efficient waste collection and haulage system and the project would make an improvement of environmental preservation.					
12.EXPENDITURE		5. TECHNICAL TRANSFER					
Total 261,310 (¥000) Contracted 68,205		From the view point of the effective transfer of knowledge, all field investigation works were carried out in cooperation with counterpart engineer.					
						2.MAJOR REASONS FOR PRESENT STATUS	
						3.PRINCIPAL SOURCE OF INFORMATION	
						①②	

和名 西安市生活廢棄物處理計畫

(M/P+F/S)

# PROJECT SUMMARY (F/S)

ASO CHN/S 313/90

Compiled Mar.1992  
Revised

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	China	1.SITE OR AREA				1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY	Rapid Railway Construction Project in Tianjin	Tianjin City Area: 11312km    Population: 8.15 Million (1986)					
3.SECTOR	Transportation/Railway	2.PROJECT COST		Total Cost	Local Cost		
4.REFERENCE NO.		(US\$1,000)		1) 396,958	281,875		
5.TYPE OF STUDY	F/S	US\$1=4yuan		2)	115,083		
6.COUNTERPART AGENCY	Tianjin Science and Technology Commission	3)		3.CONTENTES OF MAJOR PROJECT(S)			
7.OBJECTIVES OF STUDY	F/S for a new railway line construction between Tianjin and Tanggu, about 50km	Construction by Tianjin City of a new passenger railway line of about 50 km between Tianjin and Tanggu --- Major purpose is the development of regions along the route, especially, the improvement of commuter transport in Tianjin and Tanggu, and balanced development of regions along the Hai He River. - Section to be opened at the 1st Stage (end of 1995): between Shuang Lin and He Bey Lue, 38.70km, Structures: viaduct 31.50km, embankment: 7.20km, No. of stations: 9 rolling stock: 58 cars (commuter electric railways), maximum operation speed of trains 120km/h - Section to be opened at the 2nd stage (early 2000): between He Bey Lue and Tianjin New Port, 10.85km, No. of stations: 2, rolling stock: 84 cars Operational safety and traffic control systems: cab signal block system, cab signal system, 1st-type electric relay or electronic relay system, automatic train control (ATC) system, centralized train control (CTC) system; Rolling stock base: 1) Base facilities: facilities for main part inspection or overhaul, temporary repair, trip inspection, regular inspection (monthly, etc.), car cleaning facilities, storage track, etc. 2) Inspection and repair facilities: management office, inspection building, workshop building, wheel grinding shop, maintenance base, other buildings. Electric facilities: power transformation facilities, contact wire facilities, power transmission and distribution wire facilities, signalling facilities planning, telecommunications facilities planning.					
8.DATE OF S/W	Sep.1988	Imp. Period:		1991-1999			
9.CONSULTANT(S)	Japan Railway Technical Service Yachiyo Engineering Co., Ltd.	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) 7.21 EIRR2) EIRR3)	FIRR1) 2.42 FIRR2) FIRR3)	(Description) At present, it seems that technical sectors are considering the materialization of the project. However, details are unknown.  (FY 1991 Overseas Survey) To date neither a detailed study nor official request for financial cooperation has been made.  Information from Tianjin, as of February 1993: At the time when the JICA report on the F/S was submitted, it was impossible to implement this project due to the financial difficulty. However, the Tianjin City Government has decided to incorporate the project into a projection on a commercial basis. In this regard, in order to promote the construction, the City Government is planning to dispatch a study team to Japan to conduct observation and discussions concerning the present situation of high-speed aided transport systems in Japan and related technical problems mentioned in the report.  (FY 1992 Overseas Survey) Waiting for the answer.
10.STUDY TEAM	No. of Members 14 Period Feb.1989-Jun.1990 (17 months)	Conditions and Development Impacts: Preconditions: 1. Inflation: Not considered 2. Exchange rate: 1yuan = 36 yen 3. Residual value: Earmarked for the last year of the project and residual value. 4. Period of analysis: Up to 2020 (30 years from the start of construction). 5. Transport demand: Estimated for 1996, 2000, and 2015. Fare is assumed to be 0.05 yuan per km. Development Impacts: 1) greatly increase the passenger transport capacity between Tianjin and Tanggu and reinforce the basic railway network in Tianjin. 2) promote comprehensive urban construction projects in Tianjin City, especially, the economic and technical zone development projects, etc. 3) promote harmonized development of areas along the Hai He river as well as the sound development of all of Tianjin.					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Local students were used in a supplemental survey for collecting traffic data. (Costs borne by the Chinese side.)	5. TECHNICAL TRANSFER		3.PRINCIPAL SOURCE OF INFORMATION			
12.EXPENDITURE	Total 189,751 (¥'000) Contracted 17,900	1) Technical transfer, via on-site work, concerning demand forecasting, construction standards, train operation planning, electrification, signal and telecommunication facilities and rolling stock. 2) Training one counterpart in demand forecasting (Jan. and Feb., 1990).		①②			
2.MAJOR REASONS FOR PRESENT STATUS		Delay of other related projects (development of economic and technical development areas).					

和名 天津市津塘快速铁道新線建設計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

ASO CHN/A 305/90

Compiled Mar.1992  
Revised Mar.1993

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																											
1.COUNTRY	China	1.SITE OR AREA		<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>2.PROJECT COST</td> <td style="text-align: center;">1)</td> <td style="text-align: center;">37,566</td> <td style="text-align: center;">21,856</td> <td style="text-align: center;">15,710</td> </tr> <tr> <td>(US\$1,000)</td> <td style="text-align: center;">2)</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">3)</td> <td></td> <td></td> <td></td> </tr> </table>				Total Cost	Local Cost	Foreign Cost	2.PROJECT COST	1)	37,566	21,856	15,710	(US\$1,000)	2)					3)				<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">1.PRESENT STATUS</td> <td style="width: 15%;"> <input checked="" type="checkbox"/> Completed or in Progress    <input type="checkbox"/> Promoting  <input type="checkbox"/> Completed  <input type="checkbox"/> Partially Completed    <input type="checkbox"/> Delayed or Suspended  <input checked="" type="checkbox"/> Implementing  <input type="checkbox"/> Processing    <input type="checkbox"/> Discontinued or Cancelled                 </td> </tr> <tr> <td colspan="2">(Description)</td> </tr> <tr> <td colspan="2">                     This project consists of two parts: (1) technology transfer for water saving irrigation by the project-type technical cooperation (2) introduction of the water management equipment through Japan's Grant Aid Assistance.                      The Government of China had already requested the first one to the Government of Japan in 1991, and the Government of Japan agreed.                      Consequently, the Government of Japan had executed the long-term investigation from August 24, 1992 to September 17, 1992. And the Mission for discussion on the execution has been dispatched from February 22, 1993 to March 4.                      For the second one, the Government of China intends to request after finishing the on-going agricultural development project by the Japan's Grant Aid Assistance.                      (FY 1992 Overseas Survey)                      Rehabilitation and construction of the North Main Canal were completed by the local funds in Dec., 1991.                      The Government of China invested 6.16 million yuan as construction cost to carry out the following projects: 1) Gate for the main canal (2 places), 2) Branch pipeline canal (30km), 3) Reservoir (15 places), 4) Irrigation areas (10,000 mu)                      In order to introduce the Water Saving Irrigation, the Chinese side hopes to finance the water management system by the Japan's Grant Aid. Especially, the local government has a strong wish to implement this project in this way.                 </td> </tr> </table>		1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled	(Description)		This project consists of two parts: (1) technology transfer for water saving irrigation by the project-type technical cooperation (2) introduction of the water management equipment through Japan's Grant Aid Assistance. The Government of China had already requested the first one to the Government of Japan in 1991, and the Government of Japan agreed. Consequently, the Government of Japan had executed the long-term investigation from August 24, 1992 to September 17, 1992. And the Mission for discussion on the execution has been dispatched from February 22, 1993 to March 4. For the second one, the Government of China intends to request after finishing the on-going agricultural development project by the Japan's Grant Aid Assistance. (FY 1992 Overseas Survey) Rehabilitation and construction of the North Main Canal were completed by the local funds in Dec., 1991. The Government of China invested 6.16 million yuan as construction cost to carry out the following projects: 1) Gate for the main canal (2 places), 2) Branch pipeline canal (30km), 3) Reservoir (15 places), 4) Irrigation areas (10,000 mu) In order to introduce the Water Saving Irrigation, the Chinese side hopes to finance the water management system by the Japan's Grant Aid. Especially, the local government has a strong wish to implement this project in this way.	
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2.PROJECT COST	1)	37,566	21,856			15,710																											
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2.NAME OF STUDY		Beijin city, Pinggu Prefecture																															
Agricultural Water-use Development Project on Haizi Dam Area in Beijin City																																	
3.SECTOR		3.CONTENTIS OF MAJOR PROJECT(S)																															
Agriculture/General		(1) Rehabilitation of South Main Canal, 1 - 24.3 Km (2) Rehabilitation and Cosntruction of Appurtenant Facilities of North/South Main Canal, 149 nos. (3) Cosntruction of Branch Pipeline Canal, 1 - 171.94 Km (4) Construction of Farm Pond, 238 nos. (5) Construction of Pump Station and Delivery Pipeline, 105,000 mu (6) Sprincling Equipment, 2,544 sets (7) Construction of Road, 1 - 87.5 Km (8) Installation of Water Management Equipment, L.S.																															
4.REFERENCE NO.																																	
5.TYPE OF STUDY		F/S																															
6.COUNTERPART AGENCY		Ministry of Water Resources																															
7.OBJECTIVES OF STUDY		To judge the feasibility of this Water Saving Irrigation Project by introducing the modern water management system																															
8.DATE OF S/W		Nov.1988		Imp. Period: .1991-.1995																													
9.CONSULTANT(S)		Japan Engineering Consultants Co., Ltd. Sanyu Consultants Inc.		4.FEASIBILITY AND ITS ASSUMPTIONS																													
				<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">Feasibility:</td> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">EIRR1)</td> <td style="width: 15%; text-align: center;">38.78</td> <td style="width: 15%; text-align: center;">FIRR1)</td> <td style="width: 15%; text-align: center;">30.86</td> </tr> <tr> <td></td> <td style="text-align: center;">Yes</td> <td></td> <td style="text-align: center;">EIRR2)</td> <td></td> <td style="text-align: center;">FIRR2)</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td style="text-align: center;">EIRR3)</td> <td></td> <td style="text-align: center;">FIRR3)</td> <td></td> </tr> </table>			Feasibility:		EIRR1)	38.78	FIRR1)	30.86		Yes		EIRR2)		FIRR2)					EIRR3)		FIRR3)								
	Feasibility:		EIRR1)	38.78	FIRR1)	30.86																											
	Yes		EIRR2)		FIRR2)																												
			EIRR3)		FIRR3)																												
				Conditions and Development Impacts: Development Impacts: <ol style="list-style-type: none"> <li>1. Promotion of the development of correlated industry</li> <li>2. Promotion of the development of livestock industry</li> <li>3. Saving time and cost of distribution for agricultural products</li> <li>4. Improvement of the living standard</li> <li>5. The income of a medium size farmer will be increased from 1,500 yuan to 4,500 yuan.</li> </ol>																													
10.STUDY TEAM																																	
No.of Members		9																															
Period		Dec.1989-Mar.1991(15 months)																															
Total M/M		Japan		Field																													
58.64		25.70		32.94																													
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY																																	
12.EXPENDITURE				5.TECHNICAL TRANSFER																													
Total		187,087 (¥'000)		The technical transfer has been made as follows to the counterparts. - how to collect and analyze the data - how to measure the soil moisture - how to arrange the survey results as F/S Report.		2.MAJOR REASONS FOR PRESENT STATUS																											
Contracted		172,000				For the second one mentioned above, this is the plan of the Ministry of Foreign Economic Relation and Trade.																											
						3.PRINCIPAL SOURCE OF INFORMATION																											
						①②③																											

和名 北京市海子ダム農業水利開発計画

(F/S,D/D)



# PROJECT SUMMARY (Basic Study)

ASO CHN/S 502/90

Compiled Mar.1992  
Revised Mar.1993

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS																	
1.COUNTRY	China	1.SITE OR AREA	Su-Shan water source 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	Groundwater Development Project in Urumuqi	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;">16,500</td> <td style="text-align: center;">2,500</td> <td style="text-align: center;">14,000</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)	16,500	2,500	14,000		2)
		Total Cost	Local Cost	Foreign Cost																		
(US\$1,000)	1)	16,500	2,500	14,000																		
	2)																					
3.SECTOR	Social Infrastructures/Water Resource Development	3.CONTENTS OF MAJOR PROJECT(S)	US\$1=135yen Groundwater Development: 30000t/day (15 drilling production wells with pump equipment) Water Supply System: Su-Shan, Urumuqi City Diameter 500mm Ductile iron pipe; 1600cm Distribution in Reservoir; 6000 sq.m			(Description) The local government hopes for the project implementation by the grant aid from the Japanese Government. However, the priority of the project at the national level is reportedly not high enough to be included in the project list for the Japanese grant aid program. Although the local government is keen to implement the project, no action has been taken because of the budgetary limitations.																
4.REFERENCE NO.		4.CONDITIONS AND DEVELOPMENT IMPACTS						Urumuqi City has a water supply system of 160,000t/day capacity with a population of about 1200,000. 850,000 people out of it are receiving 80 liter per day. By this project, about 30% of the capacity will be increased and more than 100,000 people will be newly benefitting by conducting developed water to the worse areas.  (FY 1993 Domestic Survey)														
5.TYPE OF STUDY	Basic Study	5.technical transfer	1) Know how to drive the high speed drilling rig and to manipulate progressed logging devices. 2) Know how to simulate the groundwater flow using the computer.			2.MAJOR REASONS FOR PRESENT STATUS Financial problem.																
6.COUNTERPART AGENCY	Ministry of Geology & Mineral Resources	11.ASSOCIATED AND/OR SUBCONTRACTED STUDY						None			3.PRINCIPAL SOURCE OF INFORMATION ①②											
7.OBJECTIVES OF STUDY	To conduct the master plan on the groundwater resources development for Su-Shan water source area	12.EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> </tr> <tr> <td>Total</td> <td>445,584 (¥000)</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Contracted</td> <td>161,643</td> <td></td> <td></td> <td></td> </tr> </table>													Total	445,584 (¥000)				Contracted	161,643
Total	445,584 (¥000)																					
Contracted	161,643																					
8.DATE OF S/W	Aug.1987																					
9.CONSULTANT(S)	Yachiyo Engineering Co., Ltd.																					
10.STUDY TEAM	No.of Members 7 Period Jun.1988-Jul.1990(25 months)  <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> </tr> <tr> <td>Total M/M</td> <td>Japan</td> <td>Field</td> <td></td> <td></td> </tr> <tr> <td>43.96</td> <td>16.06</td> <td>27.90</td> <td></td> <td></td> </tr> </table>						Total M/M						Japan	Field			43.96	16.06	27.90			
Total M/M	Japan	Field																				
43.96	16.06	27.90																				

和名 ウルムチ地下水開発計画

(M/P,Basic Study,Other)

# PROJECT SUMMARY (F/S)

ASO CHN/S 314/91

Compiled Mar.1993  
Revised Mar.1993

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
<b>1.COUNTRY</b>	China	<b>1.SITE OR AREA</b>				<b>1.PRESENT STATUS</b>	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
<b>2.NAME OF STUDY</b>	Telephone Network Automatization Plan in Dehui County, Jilin Province	Whole area of Dehui County in Jilin Province (Population 820,000; Area 3,435 sq.km)					
<b>3.SECTOR</b>	Communications & Broadcasting/Telecommunication	<b>2.PROJECT COST</b>		Total Cost	Local Cost	Foreign Cost	
<b>4.REFERENCE NO.</b>		(US\$1,000)	1)	17,500	11,908	5,592	
<b>5.TYPE OF STUDY</b>	F/S		2)				
<b>6.COUNTERPART AGENCY</b>	Posts and Telecommunications Administration of Jilin Province		3)				
<b>7.OBJECTIVES OF STUDY</b>	To formulate a telephone network automatization plan in Dehui County, Jilin Province. Through the study, in addition, some technology will be transferred to the Chinese counterparts.	<b>3.CONTENTS OF MAJOR PROJECT(S)</b>				<b>(Description)</b> On July 1991, the Committee constructed by "The Association for the Promotion of International Trade, Japan" visited in China, vice-president of Ministry of Posts and Telecommunication of China and requested promotion of this project. Chinese Government has not yet requested the implementation of this project toward ratification.  (FY1992 Overseas Survey) A request has been made to the Ministry of Foreign Economic Relations and Trade for the utilization of Japanese Grant Aid and presently in progress toward ratification.	
<b>8.DATE OF S/W</b>	Mar.1990	This telephone automatization and expansion plan designates 1995 as the targets. In Dehui county, the telephone sets for the areas, where 24 local government offices are located, are installed so as to cope with the demands until 1995. For about 300 villages, 5 telephone sets are installed for office in every 5 hamlets. The total number of telephone sets will be about 8,100. The necessary facilities for implementation of this project are following. 1. Exchange                    1 Toll/ Local switch Unit    4,700 L.U. 11 remote switch Unit        3,160 L.U. 2. Transmission            11 sections 33 systems       4,800 pair-km 3. Subscriber Cable    55,500 pair-km 4. Others Building, Power 12 locations  This implementation plan will be divided into two(2) terms. In first term, subscriber cables for the areas where local government offices are located, buildings, power, exchanges and transmission facilities will be expanded. In second term, subscriber cables for official institutions and hamlets will be installed. Implementation period below is 3 years.					
<b>9.CONULTANT(S)</b>	NTT International Corporation	<b>4.FEASIBILITY AND ITS ASSUMPTIONS</b>		Feasibility: Yes	EIRR1) 8.85 EIRR2) EIRR3)	FIRR1) 2.64 FIRR2) FIRR3)	
<b>10.STUDY TEAM</b>	No.of Members    8 Period Jul.1990-Sep.1991(13 months)	<b>Conditions and Development Impacts:</b> <b>Assumptions:</b> - Telephone automatization plan is to be completed in 1994 for local telephones and in 1995 for rural telephones. - The incremental revenues and costs, which are calculated by multiplying the number of pay subscribers with the corresponding charges, between before and after automatization are taken into account. - Project life is 20 years.  <b>Development Impacts:</b> - To increase agricultural production by improving the function of conveying information. - The acquisition of market and commercial information will lead to increase profits and create job opportunities in the district. - To provide a means of communication in case of emergency, which will minimize damage to be brought about by accidents, disasters, sudden illness, etc.					
<b>11.ASSOCIATED AND/OR SUBCONTRACTED STUDY</b>		Total M/M		Japan	Field	<b>2.MAJOR REASONS FOR PRESENT STATUS</b>	
		57.96	23.28	34.68	Chinese Government hold a lot of projects, therefore implementation of this project has been delayed.		
<b>12.EXPENDITURE</b>		<b>5.technical transfer</b>				<b>3.PRINCIPAL SOURCE OF INFORMATION</b>	
	Total                    168,499 (¥000)	- Method of survey and data analysis - Formulation of automatization plans - 2 counterparts took a training in Japan				①②	
	Contracted            110,175						

和名 吉林省德惠県電話網自動化計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

ASO CHN/A 306/91

Compiled Mar.1993  
Revised

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																													
1.COUNTRY	China	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"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled																												
2.NAME OF STUDY		Qinzhou Region, Guangxi Zhuang Autonomous Region Area: 34,363 ha, Population: 135(thousand) (1990)																																	
Improvement of Agricultural Land Reclamation Dike and Agriculture Development Project, Qinzhou Region, Guangxi Zhuang Autonomous Region		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost																													
		(US\$1,000)		1) 240,742	178,894	61,847																													
				2)																															
3.SECTOR		3.CONTENTS OF MAJOR PROJECT(S)				(Description) The project implementation requires approval from the Provincial Planning Committee. An application was filed in Jan. 1992. The Guangxi Water and Power Department applied to register the project to the National 8th Five Year Plan. At the same time, the environmental studies were being carried out. In consideration of the peculiarities of the project, the cost for the D/D would be requested to the JICA. Local costs for the implementation would be provided by the local funds, and foreign costs by the OECF loan. In June 1992, the sea dike in Baiquwei suffered damage from the 4th typhoon. On the other hand, Beibai city, adjoining Baiquwei, which is selected as a special economic development zone, is recognized as an important trading point in the south-western part of China due to its role for national border trade with Vietnam and domestic trade within adjoining provinces. Therefore, the Guangxi Regional Planning Committee emphasizes on the expansion of the Beihai harbor, development of railways and roads, and the construction of a new harbor at the entrance of the Qinzhou bay in the National 8th Five Year Plan. However, the Guangxi Regional Planning Committee also recognized importance of this agricultural development project. The committee will register this project to the National 9th Five Year Plan (1996/2000), once the environmental study is finished. (FY1992 Overseas Survey) Waiting for the answer.																													
Agriculture/General																																			
4.REFERENCE NO.																																			
5.TYPE OF STUDY		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">Baiquwei</th> <th style="text-align: center;">Kangxilingwei</th> <th style="text-align: center;">Total</th> </tr> </thead> <tbody> <tr> <td>* Reclamation Area</td> <td style="text-align: center;">7,930 ha</td> <td style="text-align: center;">3,333 ha</td> <td style="text-align: center;">11,263 ha</td> </tr> <tr> <td>* Reclamation Dike</td> <td style="text-align: center;">23.4 km</td> <td style="text-align: center;">12.4 km</td> <td style="text-align: center;">35.8 km</td> </tr> <tr> <td>* River Embankment Improvement</td> <td style="text-align: center;">43.8 km</td> <td style="text-align: center;">39.6 km</td> <td style="text-align: center;">83.4 km</td> </tr> <tr> <td>* Headworks</td> <td style="text-align: center;">- unit</td> <td style="text-align: center;">1 unit</td> <td style="text-align: center;">1 unit</td> </tr> <tr> <td>* Main Irrigation Canal</td> <td style="text-align: center;">31 km</td> <td style="text-align: center;">9.6 km</td> <td style="text-align: center;">40.6 km</td> </tr> <tr> <td>* Roads</td> <td style="text-align: center;">463 km</td> <td style="text-align: center;">40.0 km</td> <td style="text-align: center;">503 km</td> </tr> </tbody> </table>							Baiquwei	Kangxilingwei	Total	* Reclamation Area	7,930 ha	3,333 ha	11,263 ha	* Reclamation Dike	23.4 km	12.4 km	35.8 km	* River Embankment Improvement	43.8 km	39.6 km	83.4 km	* Headworks	- unit	1 unit	1 unit	* Main Irrigation Canal	31 km	9.6 km	40.6 km	* Roads	463 km	40.0 km	503 km
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6.COUNTERPART AGENCY																																			
China Guangxi Water and Power Department																																			
7.OBJECTIVES OF STUDY																																			
Feasibility Study of the improvement of Agricultural Land Reclamation Dike and Agriculture Development in two selected typical regions.																																			
8.DATE OF S/W		Imp. Period: Jan.1991-Dec.2012																																	
Feb.1990																																			
9.CONSULTANT(S)		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes		<table border="1" style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td style="text-align: center;">EIRR1)</td> <td style="text-align: center;">11.20</td> <td style="text-align: center;">FIRR1)</td> <td style="text-align: center;">9.20</td> </tr> <tr> <td style="text-align: center;">EIRR2)</td> <td style="text-align: center;">10.20</td> <td style="text-align: center;">FIRR2)</td> <td style="text-align: center;">8.30</td> </tr> <tr> <td style="text-align: center;">EIRR3)</td> <td></td> <td style="text-align: center;">FIRR3)</td> <td></td> </tr> </tbody> </table>		EIRR1)	11.20	FIRR1)	9.20	EIRR2)	10.20	FIRR2)	8.30	EIRR3)		FIRR3)																	
EIRR1)	11.20	FIRR1)	9.20																																
EIRR2)	10.20	FIRR2)	8.30																																
EIRR3)		FIRR3)																																	
Taiyo Consultants Co., Ltd.		Conditions and Development Impacts: Conditions: The project sites are in Baiquwei and Kangxilingwei along the Qinzhou bay. The project is to reclaim dikes to protect cultivated land (reclaimed water areas) from billows by typhoons and flood waters from back marshes and to promote agricultural development. Period for construction: 12 years. Period for settlement: 2 years. Start farming in 15 years Development Impacts: Flood control, Settlement to new land, Increase agricultural, fisheries and animal products, Improve rural living conditions. The economic and financial evaluation is as follows: <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th colspan="2" style="text-align: center;">Baiquwei</th> <th colspan="2" style="text-align: center;">Kangxilingwei</th> </tr> <tr> <th></th> <th style="text-align: center;">Economic</th> <th style="text-align: center;">Financial</th> <th style="text-align: center;">Economic</th> <th style="text-align: center;">Financial</th> </tr> </thead> <tbody> <tr> <td>IRR</td> <td style="text-align: center;">11.2%</td> <td style="text-align: center;">9.2%</td> <td style="text-align: center;">10.2%</td> <td style="text-align: center;">8.3%</td> </tr> <tr> <td>E/C ratio (discount ratio 8%)</td> <td style="text-align: center;">1.46</td> <td style="text-align: center;">1.15</td> <td style="text-align: center;">1.29</td> <td style="text-align: center;">1.04</td> </tr> </tbody> </table>							Baiquwei		Kangxilingwei			Economic	Financial	Economic	Financial	IRR	11.2%	9.2%	10.2%	8.3%	E/C ratio (discount ratio 8%)	1.46	1.15	1.29	1.04								
	Baiquwei		Kangxilingwei																																
	Economic	Financial	Economic	Financial																															
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E/C ratio (discount ratio 8%)	1.46	1.15	1.29	1.04																															
10.STUDY TEAM		No.of Members 11 Period Aug.1990-Sep.1991(13 months)  <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Total M/M</th> <th>Japan</th> <th>Field</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">52.50</td> <td style="text-align: center;">32.93</td> <td style="text-align: center;">19.57</td> </tr> </tbody> </table>						Total M/M	Japan	Field	52.50	32.93	19.57																						
Total M/M	Japan	Field																																	
52.50	32.93	19.57																																	
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY																																			
12.EXPENDITURE		5. TECHNICAL TRANSFER				2.MAJOR REASONS FOR PRESENT STATUS																													
Total 245,618 (¥000)		Technical Transfer of Design Criteria on Reclamation Dike was done.																																	
Contracted 170,591						3.PRINCIPAL SOURCE OF INFORMATION																													
						①②																													

和名 広西壮族自治区欽州地区農業海河堤整備及び農業開発計画

(F/S,D/D)

# PROJECT SUMMARY (M/P+F/S)

ASO CHN/A 202B/92

Compiled Mar. 1994  
Revised

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT			
1. COUNTRY	China	1. SITE OR AREA	M/P Site of area: 202,260 ha of Project area located in the center of mentioned autonomous district. F/S Model project area: 4,943ha in Changde region Huayao prefecture			1. PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled		
2. NAME OF STUDY		2. PROJECT COST							
The Integrated Agricultural and Animal dry Development Project in Xiangxi Nanzhi Shanno Are		(US\$1,000)		Local Cost	Foreign Cost	(Description) It is only one year after completion of the study. Accordingly the Chinese Government is considering next step for the execution of the project.			
3. SECTOR		MP 1) 2) F/S 1) 2) 3)		76,306 4,349	10,961 3,757			65,345 592	
Agriculture/General		3. CONTENTS OF MAJOR PROJECT(S)							
4. REFERENCE NO.		(M/P) Pasture development 31,000ha Farm road development 282km							
5. TYPE OF STUDY		M/P+F/S							
6. COUNTERPART AGENCY		Ministry of Agriculture, Hunan province							
7. OBJECTIVES OF STUDY		Agricultural instrument introduction 48,000 units live stock barn establishment, Livestock introduction. Meat processing facility (7 centers), Establishment or improvement of technical verification and promotion center for agriculture and animal husbandry Agricultural and rural development (Irrigation 1,345ha, Drainage 562ha, Rural water supply, school, Library, Marketing center, Medical Service and equipment, Rural electrification (F/S) Pasture development 973ha, Farm road development 30.9km, Agricultural instrument introduction 1,882 units. Live stock barn establishment. Livestock introduction, Agricultural and animal Husbandry development center, Sub-sector, Agricultural and rural development (Irrigation 47ha, Rural water supply, School, Library, Marketing center, Rural electrification							
8. DATE OF S/W		Nov. 1990							
9. CONSULTANT(S)		Japan Agricultural Land Development Agency							
10. STUDY TEAM		Imp. Period: .1993-.1995							
No. of Members 12 Period Feb. 1991-Jul. 1992 (17 months)		4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No					
Total M/M 88.00				EIRR1) 14.20 FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)				2. MAJOR REASONS FOR PRESENT STATUS	
Japan 32.00									
Field 56.00									
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		Conditions and Development Impacts:				3. PRINCIPAL SOURCE OF INFORMATION			
LANDSAT image : Processing		(M/P, F/S) It is expected that in 2005 net average income will be increased from actual 210 yuan to 400 yuan per farmer as well as food crop production from 253kg to 325 kg per farmer in order to improve percentage of the poor farmers from actual 89.9 to 50.							
12. EXPENDITURE		5. TECHNICAL TRANSFER				①			
Total 244,051 (¥'000)		Cooperative works for making reports reception of counterpart staff into JALDA.							
Contracted 210,973									

和名 湘西南支山脉地区農牧畜業総合開発計画

(M/P+F/S)

# PROJECT SUMMARY (M/P+F/S)

ASO CHN/A 203B/92

Compiled Mar.1994  
Revised

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT					
1.COUNTRY	China	1.SITE OR AREA		Liao-Ho Delta, Liaoning Province 1,140,000ha		1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled				
2.NAME OF STUDY		2.PROJECT COST		19,600							
Liao- Ho Delta Agricultural Resources Integrated Development Project in the Liaoning Sheng		(US\$1,000)		M/P 1) Local Cost	Foreign Cost	(Description) The Government of China (GOC) has requested technical assistance to GOJ for the hydraulic model test of Bai-Shi Dam, of which construction is scheduled to commence in 1996. GOC expects OECF loan (fourth loan 1996-2000).					
3.SECTOR		2) F/S 1) 35,200		2) 3,234							
Agriculture/General		3) 3,234		3) 3,234							
4.REFERENCE NO.		3.CONTENTES OF MAJOR PROJECT(S)		*Project costs are shown in "million yen" instead of US\$ 1,000 <M/P> 1) Bai-shi Multipurpose Dam Project for irrigation, municipal and industrial water supply, hydropower and flood control. Concrete gravity type having the dam volume of 560,000m <sup>3</sup> . Reservoir storage capa. 1,600 MCM. Effective storage 660 MCM. 2) Da-ling-he Delta Agricultural Development Project ( Irrigation and drainage development with land consolidation of the existing up land field of 9,000ha for paddy cultivation and irrigation water supply to the existing paddy fields of 8,000ha) 3) Impovement of existing three ponds located in the paddy field of Liao Ho Delta. (Storage capa. 7.5 MCM increased by 2.4 MCM) 4) Irrigation and drainage development for the existing feed fields about 69,000ha. 5) Da-Wa Delta Agricultural Development Project. ( land reclamation and consolidation for 10,000ha for paddy.) <F/S> Hai-shi Multipurpose Dam Project for irrigation, municipal and industrial water supply, hydropower and flood control. Concrete gravity type having the dam volume of 560,00m <sup>3</sup> . Reservoir storage capa. 1,600 MCM. Da-Wa Delta Agricultural Development Project. (land reclamation and consolidation for 1,000ha for paddy.)							
5.TYPE OF STUDY		4.FEASIBILITY AND ITS ASSUMPTIONS						Feasibility: Yes/No		EIRR1) FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)	
6.COUNTERPART AGENCY		Imp. Period: .1996-.2000						Conditions and Development Impacts:		2.MAJOR REASONS FOR PRESENT STATUS Hydraulic model tests has to be executed in order to confirm or improve the design of bottom gates and intake gates in terms of flushing sediments deposited in the reservoir as well as hydraulic condition at the flood time.	
Water Resources and Electric Power Liaoning Province		10.STUDY TEAM		(M/P)							
7.OBJECTIVES OF STUDY		8.DATE OF S/W		No.of Members 18		3.PRINCIPAL SOURCE OF INFORMATION ①					
M/P for the agricultural development and F/S for Bui-Sul-Shi Dam Construction Project and Da-Wa Delta Agricultural Development Project		Sep.1990		Period Dec.1990-Jan.1993(25 months)							
8.DATE OF S/W		9.CONSULTANT(S)		Total M/M		3.PRINCIPAL SOURCE OF INFORMATION ①					
Nippon Koei Co., Ltd. Hokkaido Engineering Consultants Co., Ltd.		11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		Japan							
9.CONSULTANT(S)		12.EXPENDITURE		Field		3.PRINCIPAL SOURCE OF INFORMATION ①					
10.STUDY TEAM		Total		116.49							
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		Contracted		35.94		3.PRINCIPAL SOURCE OF INFORMATION ①					
12.EXPENDITURE		Total		80.55							
12.EXPENDITURE		Contracted		458,221 (¥'000)		3.PRINCIPAL SOURCE OF INFORMATION ①					
12.EXPENDITURE		Contracted		419,126							

和名 遼河三角洲農業資源綜合開發計画

(M/P+F/S)

# PROJECT SUMMARY (F/S)

ASO CHN/S 315/92

Compiled Mar. 1994  
Revised

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT					
1. COUNTRY	China	1. SITE OR AREA		Cathement area and river length of Hang Kou : 159,000 sq.km and 1,577 km respectively		1. PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled				
2. NAME OF STUDY		2. PROJECT COST						Total Cost	Local Cost	Foreign Cost	
Flood forecasting and warning system in the middle and lower reaches in the Chang Siang				(US\$1,000)	1) 99,600	8,270	91,330				
				2)							
				3)							
3. SECTOR		3. CONTENTS OF MAJOR PROJECT(S)		(Description) (There has been no information from the executing agency after the completion of the study.)							
Social Infrastructures/River & Erosion Control		* Proposed project costs are shown in 1,000 yuan instead of US\$ 1,000									
4. REFERENCE NO.		Provision of flood forecasting and warning system with the following sub-systems was proposed:									
5. TYPE OF STUDY		1) Data observation and collection system: Control center (1), sub-control center (3), repeater station (18), tele-meter station (61)									
6. COUNTERPART AGENCY		2) Data processing system: computer system with file server (1), work-station (2), display (3), hard disk, printer, and so on.									
Chang Siang Water Resources Development Authority		3) Data transmission system: transmission of data and information by multiplex transmission line including facsimile and telephone									
7. OBJECTIVES OF STUDY											
The objective of study is to carry out feasibility study on the flood forecasting and warning system in the middle and lower reaches in the Han Jiang											
8. DATE OF S/W		Imp. Period:									
Mar. 1990		Apr. 1993-Mar. 1994									
9. CONSULTANT(S)		4. FEASIBILITY AND ITS ASSUMPTIONS									
Nippon Koei Co., Ltd.		Feasibility: Yes/No		EIRR1) 13.90	FIRR1)						
				EIRR2)	FIRR2)						
				EIRR3)	FIRR3)						
10. STUDY TEAM		Conditions and Development Impacts:									
No. of Members 8		1) Economic benefit: decrease of cost for flood fighting work and increase of movable households in flooding areas due to shortening of times for data collection, processing and transmission with higher accuracy.									
Period Jul. 1990-Jul. 1992 (25 months)		2) Social impacts: contribution for saving lives in flooding areas, stabilization of social lives, and introduction of new communication and flood forecasting/warning technologies									
		3) Construction period: 2 years									
		4) Project life: 15 years									
Total M/M		Japan		Field							
56.33		20.58		35.75							
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER									
		Coounterparts Training in Japan-Holding Seminar Technical Transfer for Method of Flood Control and Sabo									
12. EXPENDITURE		2. MAJOR REASONS FOR PRESENT STATUS									
Total 218,669 (¥'000)											
Contracted 197,801		3. PRINCIPAL SOURCE OF INFORMATION									

和名 漢江中下流区間洪水予警報計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

ASO CHN/S 316/92

Compiled Mar.1994  
Revised

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT							
1.COUNTRY	China	1.SITE OR AREA		Fengman Dam, upstream and relevant lower reaches		1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled						
2.NAME OF STUDY	Jilin Fengman Dam Rehabilitation Project	2.PROJECT COST		Total Cost	Local Cost			Foreign Cost					
3.SECTOR	Social Infrastructures/Water Resource Development			(US\$1,000)	1) 80,835	35,580	45,255						
4.REFERENCE NO.		3.CONTENT(S) OF MAJOR PROJECT(S)				(Description) - Inquiry for the project from Fengman Power Plant on 16, March 1993 - The detailed cost was sent to Fengman Power Plant on 22, March							
5.TYPE OF STUDY	F/S	<Immediate Measures> - Grouting - Pre-stressing work - Additional drain hole - Rearrangement of dam observation facility - Reservoir capacity survey - water stop measure for upstream surface of dam - Rehabilitation for penstock - Dam crest pavement, rehabilitation for gallery & handrails <Long-term measures> - Spillway expansion - Dam stability measures - Anti-frozen measures of dam											
6.COUNTERPART AGENCY	Fengman Power Plant, Northeast China Electric Power Administration, Ministry of Energy	8.DATE OF S/W		Imp. Period: .1994-.1998		2.MAJOR REASONS FOR PRESENT STATUS							
7.OBJECTIVES OF STUDY	- To review the safety of the Dam - To review the Flood Control Volume (Discharge) - To formulate the Immediate and the Longterm Dam Rehabilitation Plan.	9.CONCONSULTANT(S)		4.FEASIBILITY AND ITS ASSUMPTIONS									
8.DATE OF S/W	Oct.1990	INA Civic Engineering Consultants Co., Ltd.		Feasibility:    EIRR1) 13.70    FIRR1) Yes/No        EIRR2)        FIRR2) EIRR3)        FIRR3)									
9.CONCONSULTANT(S)		10.STUDY TEAM		Conditions and Development Impacts: <Impact> - Contribution to the safety for the steady power supply - To prevent the damage on Jilin City, farmland along the Songhua River and the bridges by means of flood control									
10.STUDY TEAM	No.of Members 11 Period Mar.1991-Mar.1993 (5 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;">56.30</td> <td style="text-align: center;">22.80</td> <td style="text-align: center;">33.50</td> </tr> </table>		Total M/M	Japan	Field	56.30	22.80	33.50	5. TECHNICAL TRANSFER		3.PRINCIPAL SOURCE OF INFORMATION	
Total M/M	Japan	Field											
56.30	22.80	33.50											
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Seismic Tomography Analysis, Upstream surface observation, Core Boring, Compression Test and Bore Hole Observation	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: center;">303,148 (¥'000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">242,438</td> </tr> </table>		Total	303,148 (¥'000)	Contracted	242,438	- On-the-job training and seminar during the field investigation - Counterpart training in Japan (two counterpart)					
Total	303,148 (¥'000)												
Contracted	242,438												
12.EXPENDITURE						①							

和名 吉林豊満ダム修復強化計画

{F/S,D/D}

# PROJECT SUMMARY (F/S)

ASO IND/S 301/87

Compiled Mar.1990  
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	India	1.SITE OR AREA		Between Delhi and Kampur, northwestern India		1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY	Railway Improvement Plan of Transport Capacity and Train Speed on the Delhi-Kampur Section	2.PROJECT COST					
3.SECTOR	Transportation/Railway			(US\$1,000)	1) 1,677,000	1,440,000	237,000
4.REFERENCE NO.				(US\$1=12.87Rp)	2)		
5.TYPE OF STUDY	F/S			3)			
6.COUNTERPART AGENCY	Indian Railway Board	3.CONTENTS OF MAJOR PROJECT(S)		(Description) The study recommended that the conventional line improvement be carried out including the section between Kampur and Calcutta, and that the construction of a high-speed line, which is in the pre-F/S stage, be studied in phases. Based on the recommendations, the Ministry of Railway requested a JICA feasibility study on the improvement around the New Delhi Station ("Development Plan for the New Delhi Station," completed in 1990). The Indian Railway Board is studying the improvement of Kampur - Calcutta Section, utilizing the method employed by this study. Conventional line improvement is partially under way.  (FY1991 Overseas Survey) Indian Railway Board hopes to implement the project, but has no definite schedule.			
7.OBJECTIVES OF STUDY	F/S for facility planning for transport capacity strengthening and train speed increases on a conventional trunk line, and a basic study on constructing a new high-speed line	I. Conventional line improvement by 1991: max. speed 160km/h, Ghaziabad-Kampur 1. Track & structures: 1) Imprv. of transition curves; 2) Imprv. of 333 turnouts on main tracks; 3) Construction of passing tracks that do not border on platforms (Aliqarh & Etawah stations); 4) Construction of one platform and two departure-arrival tracks, in Kanpur station; 5) Imprv. of 187 turnouts and track layout (Ghaziabad, Tundla & JuhI marshalling yards); 6) Remodeling of No. 304 bridge and Hathras overbridge 2. Rolling stock: Imprv. of high-speed running performance and brake performance of electric locomotives, passenger cars, and freight cars 3. Signals and telecommunications: Signal automation, electronic interlocking, automatic control of levelcrossing facilities, and introduction of ATS (automatic train stop) and CTC (centralized train control) systems 4. Electrification: Partial modification of the contact-wire structure II. High-speed railway construction by 2000: max. speed 250km/h, Delhi-Agra-Kampur 1. Terminals: New Delhi, New Agra, and New Kanpur 2. Track and structures: Embankment section 412km; viaduct section 17km; sections jointly used by the conventional railway 21km. 3. Rolling Stock: A super express train of 6 motored cars and 10 trailers 4. Signals and telecommunications: Automatic train control(ATC) system, electronic interlocking system, centralized train control(CTC) system, AF non-insulated track circuit, Optical cable, train radio, telephone equipment, etc. 5. Electrification: 1) AT feeding system, 6 new substations; 2) Contact wire system					
8.DATE OF S/W	Oct.1986	Imp. Period:		.1989-.1990	.1990-.1995		
9.CONSULTANT(S)	Japan Railway Technical Service Tonichi Engineering Consultants, Inc. Yachiyo Engineering Co., Ltd. The Japan Electrical Consulting Co., Ltd.	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 42.62 EIRR2) 36.08 EIRR3)	FIRR1) 25.79 FIRR2) 18.00 FIRR3)	
10.STUDY TEAM	No.of Members 17 Period Feb.1987-Jan.1988(12 months)	Conditions and Development Impacts: Preconditions for calculating IRRs: Transport demand was estimated for the years 1995, 2000, 2005, 2010, and 2015 for the two cases of conventional line improvement and new high-speed line construction. Economic and financial evaluation was carried out for the cases of conventional line improvement, new high-speed line construction, and a combination of both.  Development impacts: 1) Increase in transport capacity 2) Reduction in travel time 3) Alleviation of public nuisances due to road transport and a reduction in accidents 4) Development of cities along the railway route 5) Development of related industries					
	Total M/M 93.41	Japan 55.66	Field 37.75				
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	traffic data collection.	5. TECHNICAL TRANSFER		1) OJT: Movies on Shinkansen and conventional line improvement. 2) Utilization of a local consultant as an assistant in traffic data collection.			
12.EXPENDITURE	Total 267,615 (¥'000) Contracted 257,220			3.PRINCIPAL SOURCE OF INFORMATION ①②			

和名 デリー～カンプール間幹線鉄道改良計画

(F/S,D/D)



# PROJECT SUMMARY (F/S)

ASO IND/S 302/87

Compiled Mar.1990  
Revised Mar.1993

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																							
1.COUNTRY	India	1.SITE OR AREA		Jamalpur Workshop (Eastern Railway), Perambur Workshop (Southern Railway)		1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled																						
2.NAME OF STUDY		2.PROJECT COST		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 10%; text-align: center;">1)</td> <td style="width: 15%; text-align: center;">Total Cost</td> <td style="width: 15%; text-align: center;">Local Cost</td> <td style="width: 15%; text-align: center;">Foreign Cost</td> <td style="width: 15%;"></td> </tr> <tr> <td style="text-align: center;">(US\$1,000)</td> <td></td> <td style="text-align: center;">87,000</td> <td style="text-align: center;">64,100</td> <td style="text-align: center;">22,900</td> <td></td> </tr> <tr> <td style="text-align: center;">(US\$1=12.87Rp)</td> <td style="text-align: center;">2)</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">3)</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>					1)	Total Cost	Local Cost	Foreign Cost		(US\$1,000)		87,000	64,100	22,900		(US\$1=12.87Rp)	2)						3)		
	1)	Total Cost	Local Cost	Foreign Cost																									
(US\$1,000)		87,000	64,100	22,900																									
(US\$1=12.87Rp)	2)																												
	3)																												
3.SECTOR		3.CONTENTES OF MAJOR PROJECT(S)		(Description) The project was incorporated in the 8th Long-term Plan. Mar.1990 OECF loan agreement signed (1,256 million yen) for the provision of equipment for Jamalpur and Perambur Workshops Aug.1990 The Indian Railway requested JARTS to submit a proposal as the sole consultant of the consultant service agreement. Oct.1990 JARTS submitted the proposal. Jan.1993 An agreement was reached on the contents of services and the amount of costs. Signing of the contract is yet to be made, pending the approval by the Indian side.																									
4.REFERENCE NO.		1. Workshop modernization 1) Shortening of period of POH (periodical overhaul) of rolling stock, and strengthening of inspection/repair capacities; 2) Improvement of operation efficiency of rolling stock, and reduction of POH costs; 3) Introduction of new technology for rolling stock inspection and repair; 4) Development of skills of personnel by training and education; 5) Introduction of testing equipment for improving quality and reliability of rolling stock 2. Plan of strengthening inspection/ repair capacities, and scale of investment. 1) Jamalpur Workshop: Project cost, 481 million Rs. Building construction --- Engine test room, car maintenance room, training center Building reconstruction --- Steam-locomotive part shop, casting shop Machine installation --- Testing equipment for engine and generator; commutator grooving equipment; bogie washer; brake-shoe casting equipment; others Machine replacement --- Wheel lathe, etc. Others --- Maintenance of passage, floor surface, track, etc. 2) Perambur Workshop: Project cost, 639 million Rs. Building construction --- Passenger-car body shop, freight-car painting shop, others Building reconstruction --- Freight-car inspection/repair shop, etc. Machine installation --- Large crane, car-body washing and painting equipment, supersonic flaw detector, car-body traverser, etc. Machine replacement --- Wheel lathe, etc. Others --- Maintenance of passage, floor surface, track, etc.																											
5.TYPE OF STUDY						Imp. Period: .1989-.1994   .1989-.1996																							
6.COUNTERPART AGENCY						4.FEASIBILITY AND ITS ASSUMPTIONS																							
7.OBJECTIVES OF STUDY						<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 10%; text-align: center;">Feasibility:</td> <td style="width: 15%; text-align: center;">EIRR1)</td> <td style="width: 15%; text-align: center;">21.00</td> <td style="width: 15%; text-align: center;">FIRR1)</td> <td style="width: 15%; text-align: center;">17.00</td> </tr> <tr> <td></td> <td style="text-align: center;">Yes</td> <td style="text-align: center;">EIRR2)</td> <td style="text-align: center;">18.00</td> <td style="text-align: center;">FIRR2)</td> <td style="text-align: center;">16.00</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">EIRR3)</td> <td></td> <td style="text-align: center;">FIRR3)</td> <td></td> </tr> </table>			Feasibility:	EIRR1)	21.00	FIRR1)	17.00		Yes	EIRR2)	18.00	FIRR2)	16.00			EIRR3)		FIRR3)					
	Feasibility:					EIRR1)	21.00	FIRR1)	17.00																				
	Yes					EIRR2)	18.00	FIRR2)	16.00																				
						EIRR3)		FIRR3)																					
8.DATE OF S/W						Conditions and Development Impacts: 1) Improvement in level of service quality 2) Decrease in failure of rolling stock and resultant increase in availability of rolling stock. 3) High quality rolling stock will increase the effect of investments in railway ground installations and rolling stock. 4) Impetus for modernization of other workshops. 5) Increase in employment opportunities in project areas. 6) Overall decrease in rolling stock maintenance costs for the Indian Railway. 7) Improvement in maintenance technology at the workshops. 8) Impetus for development of local industries and their technological levels through introduction of new plants and machinery. 9) Improvement in worker's motivation and work safety.																							
9.CONSULTANT(S)						5. TECHNICAL TRANSFER																							
10.STUDY TEAM		OJT: Lecture were given on methods to guide workshop personnel in promoting the modernization project.																											
No. of Members   14 Period   Feb.1987-Jan.1988 (12 months)																													
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		2.MAJOR REASONS FOR PRESENT STATUS																											
12.EXPENDITURE		3.PRINCIPAL SOURCE OF INFORMATION																											
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 10%;"></td> <td style="width: 15%; text-align: center;">Total</td> <td style="width: 15%; text-align: center;">192,044 (¥000)</td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">185,418</td> <td></td> <td></td> </tr> </table>				Total	192,044 (¥000)					Contracted	185,418			Improvement has already been made in some workshops. This project will be materialized on the basis of comprehensive studies covering improvement plans for all workshops.															
		Total	192,044 (¥000)																										
		Contracted	185,418																										
		①②③																											

和名 鉄道車両工場近代化計画

(F/S,D/D)

# PROJECT SUMMARY (M/P+F/S)

ASO IND/S 201B/89

 Compiled Mar.1991  
 Revised Mar.1993

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
<b>1.COUNTRY</b>	India	<b>1.SITE OR AREA</b>				<b>1.PRESENT STATUS</b>	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled
<b>2.NAME OF STUDY</b>	Development of Calcutta and Haldia Dock Systems of Calcutta Port Trust	Calcutta and Haldia					
<b>3.SECTOR</b>	Transportation/Port	<b>2.PROJECT COST (US\$1,000)</b>		<b>Local Cost</b>	<b>Foreign Cost</b>	(Description) (FY1991 Overseas Survey) <M/P> The project was scaled down and modified. This Master Plan is used as the guideline of the long-term development of the port. The following projects for Calcutta Port was conducted:  1. Modernization of KPD water gate Apr. - Aug. 1991    D/D Nov. 1991 - 1993    The construction by local contractor using local finance  2. Modernization of NSD water gate 3. The replacement of Tuq Cuameli Apr. - Jun. 1990    D/D Sept. 1990 - Jan. 1992    Implementation 4. Hardstanding of yards for storage of heavy/normal cargo Dec. 1990 - 1993    Implementation 5. Rehabilitation of transit sheds 6. Replacement of mobile cranes Jul. 1990 - 1992    Implementation  <F/S> The following Feasibility Studies were conducted using local funds. 1. Calcutta Port 1) Development of 4-lane bridge (Apr. 1990 - Aug. 1991) 2) Channel navigation/VIMS project (Jan. 1990 - Aug. 1991) 3) Replacement of Floating Crane (Feb. 1990 - Aug. 1991) 2. Haldia Port 1) Replacement of dredger (Mar. 1990 - Aug. 1991) 2) Procurement of Grab Dredger (Mar. 1990 - Aug. 1991)  Due to the decrease of the cargo destined for former USSR countries, and the little need to invest in the new port (Haldia) by port users, implementation of the project is not expected at this moment.	
<b>4.REFERENCE NO.</b>		US\$1-Rs13.50=135yen    F/S 1)    243,874    137,430    106,444 2) 3)					
<b>5.TYPE OF STUDY</b>	M/P+F/S						
<b>6.COUNTERPART AGENCY</b>	The coordination committee Government of India (Ministry of Surface Transport, Port Department)						
<b>7.OBJECTIVES OF STUDY</b>	To prepare a Master Plan up to the year 2005. To prepare a Short-Term Development plan up to the year 1995.	<b>3.CONTENTS OF MAJOR PROJECT(S)</b>					
<b>8.DATE OF S/W</b>	Dec.1987	<M/P> Master Plan with the target year of 2005. 1.Functional Allocation The container traffic allocation between Calcutta and Haldia 2.Effective land use of Calcutta Port Trust 3.Improvement of Transportation Facilities 1) Construction of Bridge 2) Construction of handling place for railway cargo 4.Improvement of Navigation Aid System  <F/S> Short-Term Plan with the target year to 1995 (1) Calcutta    (2) Haldia - Port road    - Container berth - Railway    - Multi-Purpose berth - Rehabilitation of port facilities    - Yard - CFS    - Railway - Dredging    - Cargo handling equipment - Cargo handling equipment    - Port Service vessels - Port Service vessels					
<b>9.CONSULTANT(S)</b>	Overseas Coastal Area Development Institute of Ja						
<b>10.STUDY TEAM</b>	No.of Members    13 Period    May.1988-Oct.1989(17 months)						
<b>11.ASSOCIATED AND/OR SUBCONTRACTED STUDY</b>	Soil investigation Sounding	<b>4.FEASIBILITY AND ITS ASSUMPTIONS</b>		<b>Feasibility:</b> Yes	<b>EIRR1)</b> 17.13 <b>FIRR1)</b> 12.14 <b>EIRR2)</b> <b>FIRR2)</b> <b>EIRR3)</b> <b>FIRR3)</b>		
<b>12.EXPENDITURE</b>	Total    276,611 (¥'000) Contracted    280,277	<b>5.TECHNICAL TRANSFER</b>					
		Conditions and Development Impacts: <M/P> Demand Forecast (unit: 1,000t) Liquid Bulk Cargo    2,495 Dry Bulk Cargo    1,070 Container Cargo    2,235 <F/S> Demand forecast Calcutt Haldia Port (unit: 1,000t) Liquid Bulk Cargo    1,210 Dry Bulk Cargo    610 Container Cargo    1,110 Other General Cargo    2,210  (FY 1993 Domestic Survey)				<b>2.MAJOR REASONS FOR PRESENT STATUS</b>	
						<b>3.PRINCIPAL SOURCE OF INFORMATION</b>	
		①②					

和名 カルカッタ・ハルディア港開発計画

(M/P+F/S)

# PROJECT SUMMARY (F/S)

ASO IND/S 303/89

Compiled Mar. 1991  
Revised Mar. 1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	India	1. SITE OR AREA				1. PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY		200 kilometers around New Delhi					
Development Plan for the New Delhi Railway Station		2. PROJECT COST		Total Cost	Local Cost	Foreign Cost	
		(US\$1,000)	1)	94,727,000	83,544,000	11,183,000	
				2)			
				3)			
3. SECTOR		3. CONTENTS OF MAJOR PROJECT(S)				(Description) In the Works Programme of the Indian Railway for FY1991, Rs.500 million was earmarked for the work for 3 to 4 years. Station yard improvements and so on are partially under way by the Indian Railway and local contractors. It is uncertain whether the request will be made for further Japanese cooperation in the course of the project implementation in the future.	
Transportation/Railway		- Target year: 2010, 1st half period (from present to 2000), latter half period (from 2000 to 2010) - Track improvement plans: 1st half period --- track addition, electrification, and signal modernization for 6 lines (718.6km) and improvement of bottlenecks in Delhi (grade separation); Latter half period --- track addition, electrification, and signal modernization for 8 lines (730.6km) and improvement of bottlenecks in Delhi (grade separation) - Improvement of New Delhi station 1. Station improvement 1) Track layout 2) Reconstruction of main structures 3) Related facilities (water supply and drainage, car cleaning, and electric facilities) 2. Passenger facilities (facilities that serve for smooth passenger flow: passenger service facilities; station offices; others) 1) Station office improvement (construction of station offices in the eastern entrance, reconstruction in the western entrance) 2) Auxiliary facilities -Mechanical facilities: escalators, baggage lifts, air-conditioning facilities; -electric facilities: substations, power lines and related facilities, lighting facilities) 3) Station plaza development 3. Passenger information and guidance systems. 4. Telecommunications facilities.					
4. REFERENCE NO.							
5. TYPE OF STUDY		F/S					
6. COUNTERPART AGENCY		Northern Railway					
7. OBJECTIVES OF STUDY		To formulate a Master Plan for the modernization of railway terminal in Delhi area; and to conduct a feasibility study for the modernization plan on New Delhi Railway Station					
8. DATE OF S/W		Apr. 1988					
9. CONSULTANT(S)		4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 19.50 EIRR2) EIRR3)		FIRR1) 12.13 FIRR2) FIRR3)
		Conditions and Development Impacts: Preconditions: 1. Economic prices 1) Domestic materials are evaluated by the economic prices obtained by deducting domestic consumption and sales taxes (20%, 7%) from market prices. 2) Imported materials are evaluated by the total of CIF prices and domestic transport and distribution costs. 3) Labor costs are evaluated by annual incomes of standard workers. 4) Exchange rate --- Daily median value average for August 1989. 2. Inflation: Inflation is not considered. 3. Project life: 31 years from 1990 to 2020. 4. Reinvestment and depreciation: It is assumed that, for the depreciable assets whose service life expires within the project life, reinvestment of the initial amount is conducted in the following year. 5. Residual value: the residual value of the depreciable assets as of the last year of the project is earmarked as benefit. 6. Economic growth rate: 5% up to the year 2010, 4% after 2010. Development Impacts: Implementation of this project would greatly contribute to the vitalization of economy in the New Delhi Metropolitan Area through improvement of transport efficiency and elevation of service level.					
10. STUDY TEAM							
No. of Members 13							
Period Nov. 1988-Jan. 1990 (11.5 months)							
Total M/M	Japan	Field					
	30.18	35.55					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER				2. MAJOR REASONS FOR PRESENT STATUS	
None		1) During site investigations, technical transfer was made in such respects as planning and construction methods. 2) One counterpart received JICA training.					
12. EXPENDITURE						3. PRINCIPAL SOURCE OF INFORMATION	
Total	216,046 (¥'000)						
Contracted	186,641						

和名 ニューデリー駅近代化計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

ASO IND/S 304/90

Compiled Mar.1992  
Revised

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																															
1.COUNTRY	India	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 style="width: 15%;"></td> <td style="width: 15%;"></td> </tr> <tr> <td>(US\$1,000)</td> <td style="text-align: center;">76,521</td> <td style="text-align: center;">49,460</td> <td style="text-align: center;">27,061</td> <td></td> <td></td> </tr> <tr> <td>US\$1=Rs16.75</td> <td style="text-align: center;">1)</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">2)</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">3)</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>			Total Cost	Local Cost	Foreign Cost			(US\$1,000)	76,521	49,460	27,061			US\$1=Rs16.75	1)						2)						3)					<b>1.PRESENT STATUS</b> <input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled	
	Total Cost	Local Cost	Foreign Cost																																		
(US\$1,000)	76,521	49,460	27,061																																		
US\$1=Rs16.75	1)																																				
	2)																																				
	3)																																				
2.NAME OF STUDY Improvement Plan of New Mangalore		2.PROJECT COST																																			
3.SECTOR Transportation/Port		3.CONTENTES OF MAJOR PROJECT(S)				<b>(Description)</b> Kudremukh, a user of the Iron Ore Berth, is worried whether the project is profitable, because the project cost is expensive. Therefore, the project has not been implemented.  (1991 Survey of JICA Overseas Office) KIOCL has decided to construct the iron ore berth. The D/D on the oil related facilities was conducted and these facilities are expected to be constructed in the near future. The M/P by JICA is reviewed periodically.																															
4.REFERENCE NO.		1. Review of Master Plan 1) Iron Ore Berth, Oil Berth, 2) Oil Product Berth, Coal Berth, 3) Breakwaters 4) Dredging  2. Short-term plan with the target year of 1995 1) Improvement of the existing Iron Ore Berth to 100,000 DWT class. 2) Reconstruction of the existing 0:7 Product Jetty to a Crude 0:7 Jetty of 100,000 DWT class 3) Construction of an 0:7 Product Jetty of 85,000 DWT class 4) Extension of the Southern and Northern Breakwaters up to 1,500m 5) Deepening and widening of the channel 6) Deepening and widening of the Basin																																			
5.TYPE OF STUDY								F/S																													
6.COUNTERPART AGENCY								The Coordination Committee Government of India (Ministry of Surface Transport), Joint Secretary (Ports)																													
7.OBJECTIVES OF STUDY								To prepare a Master Plan up to the year 2004/2005 To prepare a Short-term Plan up to the year 1994/1995																													
8.DATE OF S/W								Mar.1989																													
9.CONSULTANT(S)								Overseas Coastal Area Development Institute of Ja Yachiyo Engineering Co., Ltd.																													
10.STUDY TEAM								No. of Members    12 Period    Aug.1989-Aug.1990 (13 months)																													
		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;"></td> <td style="width: 33%; text-align: center;">Japan</td> <td style="width: 33%; text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">26.22</td> <td style="text-align: center;">30.30</td> </tr> <tr> <td style="text-align: center;">56.52</td> <td></td> <td></td> </tr> </table>			Japan			Field	Total M/M	26.22	30.30	56.52																									
	Japan	Field																																			
Total M/M	26.22	30.30																																			
56.52																																					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		Wave observation, and current observation etc.																																			
12.EXPENDITURE		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;"></td> <td style="width: 33%; text-align: center;">219,260 (¥000)</td> <td style="width: 33%;"></td> </tr> <tr> <td style="text-align: center;">Total</td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">224,275</td> <td></td> </tr> </table>			219,260 (¥000)		Total			Contracted	224,275																										
	219,260 (¥000)																																				
Total																																					
Contracted	224,275																																				
		Imp. Period:    .1991-.1993    .1992-.1994																																			
		4.FEASIBILITY AND ITS ASSUMPTIONS    Feasibility: Yes																																			
		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">EIRR1)</td> <td style="width: 15%; text-align: center;">22.90</td> <td style="width: 15%; text-align: center;">FIRR1)</td> <td style="width: 15%; text-align: center;">12.50</td> </tr> <tr> <td></td> <td style="text-align: center;">EIRR2)</td> <td></td> <td style="text-align: center;">FIRR2)</td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">EIRR3)</td> <td></td> <td style="text-align: center;">FIRR3)</td> <td></td> </tr> </table>			EIRR1)	22.90	FIRR1)	12.50		EIRR2)		FIRR2)			EIRR3)		FIRR3)																				
	EIRR1)	22.90	FIRR1)	12.50																																	
	EIRR2)		FIRR2)																																		
	EIRR3)		FIRR3)																																		
		Conditions and Development Impacts: -Demand Forecast:    1994/1995    2004/2005 (Unit: '000tons) Iron Ore (Export) :    7500    1000 Oil Products (Export) :    1570    3160 Crude Oil (Import) :    3000    6000  -It will be possible to accommodate 100000 DWT iron ore carriers and crude oil tankers and 85000 DWT oil products carriers by development of the port from 60000 DWT iron ore carriers at present.																																			
		5. TECHNICAL TRANSFER																																			
		1) Counterpart training; 2) technical transfer by OJT																																			
		2.MAJOR REASONS FOR PRESENT STATUS It is integrated into the National Development Plan.																																			
		3.PRINCIPAL SOURCE OF INFORMATION ①②																																			

和名 ニュー・マンガロール港改良計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

ASO IND/A 301/91

Compiled Mar.1993  
Revised

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT																
1.COUNTRY	India	1.SITE OR AREA	Command area Hardoi Branch Canal within Sharda Canal CAD Project																	
2.NAME OF STUDY	Irrigation and Drainage Development of Sharda Canal CAD Project	2.PROJECT COST				Total Cost	Local Cost	Foreign Cost												
3.SECTOR	Agriculture/General		(US\$1,000)	1) 129,386	107,336	22,046														
4.REFERENCE NO.				2)																
5.TYPE OF STUDY	F/S			3)																
6.COUNTERPART AGENCY	Ministry of Water Resources. Department of Area Development of Uttar Pradesh State Government.	3.CONTENTS OF MAJOR PROJECT(S)	1. Irrigation Plan 1.1 Improvement of Existing Irrigation System: 53,161ha 1.2 Sai River Pump Lift Irrigation Scheme: 4,989ha 1.3 Ground Water Development: 1,180nos 1.4 Establishment of Wireless Communication System 2. Drainage Plan 3. On-farm Development Plan 4. Improvement Plan of Water logging and Salt Affected Areas: 17,950ha 5. Crop Production Plan 6. Plan to Actualize Osrafiandi																	
7.OBJECTIVES OF STUDY	To formulate an optimum agricultural development plan for the selected areas in the command area of Sharda canal CAD Project.																			
8.DATE OF S/W	Apr.1990	Imp. Period:				Jan.1993-Dec.1998														
9.CONSULTANT(S)	Nippon Koei Co., Ltd. Hokkaido Engineering Consultants Co., Ltd.	4.FEASIBILITY AND ITS ASSUMPTIONS				Feasibility: Yes EIRR1) 15.50 EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)													
10.STUDY TEAM	No. of Members 10 Period Sep.1990-Jul.1991(11 months)	Conditions and Development Impacts:		<b>2.MAJOR REASONS FOR PRESENT STATUS</b> - The Government of India requires a large proportion of grant aid in the financial assistance. - The Government of India considers that unit cost per ha is rather high for extension of the proposed development concept to surrounding areas.																
	Total M/M Japan Field 65.94 26.78 38.96	Conditions: Expansion of irrigation area through stable water supply Training, education, research & extension to farmers Drainage improvement Education to women Soil improvement Application of organic matter and green manure Impacts: <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Production increase(ton)</th> <th style="text-align: left;">w/o project</th> <th style="text-align: left;">w project</th> </tr> </thead> <tbody> <tr> <td>rice</td> <td>42,000</td> <td>101,000</td> </tr> <tr> <td>wheat</td> <td>64,500</td> <td>102,400</td> </tr> <tr> <td>pulses</td> <td>2,200</td> <td>15,900</td> </tr> <tr> <td>oil crops</td> <td>12,000</td> <td>62,600</td> </tr> </tbody> </table>				Production increase(ton)	w/o project	w project	rice	42,000	101,000	wheat	64,500	102,400	pulses	2,200	15,900	oil crops	12,000	62,600
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11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		Economic benefit is estimated at Rp.488.5 x 10 <sup>6</sup> . Farm budget analysis made to the poorest farmers having marginal land reveal that the project will increase their income by 50% to 120% and contribute much their nutrition status.																		
12.EXPENDITURE	Total 228,100 (¥000) Contracted 229,851	5. TECHNICAL TRANSFER	Training of Indian counterpart personnel in the course of the study as for on-farm development and water management.																	
				3.PRINCIPAL SOURCE OF INFORMATION																

和名 シャルダ灌漑・排水事業整備計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

ASO IND/S 305/92

Compiled Mar.1994  
Revised

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	India	1.SITE OR AREA		Calcutta Metropolitan District		1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY Transport Infrastructure Development Project in Calcutta		2.PROJECT COST		Total Cost	Local Cost		
		(US\$1,000)	1)	67,000	26,800	40,200	
			2)				
			3)				
3.SECTOR Transportation/Urban Transportaion		3.CONTENTES OF MAJOR PROJECT(S) Flyover - 6 flyover At Grade Improvements - 4 Intersections Pedestrian Plaza - 1.5 kilometer				(Description) West Bengal Government will request Central Government to apply for OECF loan in this year. (The application already prepared)	
4.REFERENCE NO.							
5.TYPE OF STUDY		F/S					
6.COUNTERPART AGENCY Transport Department Ministry of Transport							
7.OBJECTIVES OF STUDY To conduct a feasibility study on the transport infrastructure for the alleviation of traffic congestion in the study area							
8.DATE OF S/W		Imp. Period: .1993-.1997					
9.CONSULTANT(S) Yachiyo Engineering Co., Ltd. Fukuyama Consultants International, Inc.		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 18.40 EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)	
10.STUDY TEAM		Conditions and Development Impacts: Direct benefit : Reduction of transport costs Indirect effects: 1) Decrease of traffic accidents 2) Improvement of air pollution 3) Decrease of the honking of vehicles 4) Increase of employment 5) Rebuilding of an old town area 6) Side-effects in better driver behaviour 7) Training better pedestrian behaviour at cross walks				2.MAJOR REASONS FOR PRESENT STATUS	
No.of Members    9 Period    Sep.1991-Feb.1992 (13 months)							
		Total M/M		Japan	Field		
		37.28		17.91	19.37		
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY Traffic Survey, Topographin Surveu (4 km2), Soil Investigation (40m x 10 intersections) Underground Utilities, Survey (10 intersections)		5.technical transfer Counterpart training in Japan: 2 persons (May 25 '92- June 11 '92)				3.PRINCIPAL SOURCE OF INFORMATION ①	
12.EXPENDITURE							
		Total		147,609 (¥000)			
		Contracted		116,619			

和名 カルカッタ都市交通施設整備計画

(F/S,D/D)

## PROJECT SUMMARY (Other)

ASE IDN/S 601/74

 Compiled Mar. 1990  
 Revised Mar. 1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS	
1. COUNTRY	Indonesia	1. SITE OR AREA	Central part of Java, Solo River basin (16,000sq.km, population 10 million)		1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY		2. PROJECT COST				
Solo River Basin Development (follow-up)		Total Cost    Local Cost    Foreign Cost (US\$1,000)                  1)                  2)			(Description)	
3. SECTOR		3. CONTENTS OF MAJOR PROJECT(S)				
Social Infrastructures/Water Resource Development		After the completion of the Master Plan Study in July 1974, this follow-up study gave technical guidance on topographic mapping and underground water boring.				
4. REFERENCE NO.		4. CONDITIONS AND DEVELOPMENT IMPACTS				
5. TYPE OF STUDY						
Other						
6. COUNTERPART AGENCY						
Directorate General of Water Resources Development						
7. OBJECTIVES OF STUDY						
Guidance on topographic mapping and boring						
8. DATE OF S/W						
.0						
9. CONSULTANT(S)					2. MAJOR REASONS FOR PRESENT STATUS	
10. STUDY TEAM						
No. of Members						
Period Nov. 1974-Mar. 1975 (4 months)						
Total M/M          Japan          Field					3. PRINCIPAL SOURCE OF INFORMATION	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY						
12. EXPENDITURE						
Total                  3,905 (¥000)		5. TECHNICAL TRANSFER			①	
Contracted						

和名 ソロ河流域開発計画アフターケア

{M/P, Basic Study, Other}