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No.	Region	Code No.	Country	Name of the Study	Type	Fiscal Year	Sector / Subsector	Status	Page
						Completed			
656	Middle & South America	COL/A 502	Colombia	Forest Resources Management 林業資源	Basic Study	1992	Forestry / Forestry & Forest Conservation	Delayed	656
657	Middle & South America	CRI/S 101	Costa Rica	Regional study of the Hinterland of Caldera and Puntarenas Ports 太平洋岸新港背後地域開発計画	M/P	1977	Development Plan / Integrated Regional Development Plan	Discontinued	657
658	Middle & South America	CRI/S 301	Costa Rica	Second Stage Expansion Project of the Port of Caldera カルデラ港建設計画	F/S	1981	Transportation / Port	Discontinued or Cancelled	658
659	Middle & South America	CRI/S 302	Costa Rica	Maintenance Project of the Port of Caldera カルデラ港維持整備計画	F/S	1986	Transportation / Port	Promoting	659
660	Middle & South America	CRI/A 201B	Costa Rica	Limon Integrated Agricultural Development Project リモン地区農業総合開発計画	M/P+F/S	1988	Agriculture / (Agriculture in)General	Delayed or Suspended	660
661	Middle & South America	CRI/A 501	Costa Rica	Fiseries Resources Survey of the Pacific Coast 太平洋沿岸水産資源調査	Basic Study	1988	Fisheries / Fisheries	In Progress or In use	661
662	Middle & South America	CRI/S 501	Costa Rica	Mapping Project for Metropolitan Area of San Jose City サンホセ首都圏都市基本図作成	Basic Study	1991	Social Infrastructures / Survey & Mapping	In Progress or In use	662
663	Middle & South America	CRI/S 201B	Costa Rica	Development Project of Three International Airports 国際空港整備計画	M/P+F/S	1992	Transportation / Air Transportaion & Airport	Processing	663
664	Middle & South America	DOM/A 301	Dominican Republic	Proyecto del desarrollo agricola del area Aglipo (El Pozo) アグリボ (エルポソ) 地域農業開発計画	F/S	1981	Agriculture / (Agriculture in)General	Completed	664
665	Middle & South America	DOM/S 301	Dominican Republic	Radio and Television Development Project ラジオ・テレビ放送網拡充計画	F/S	1985	Communications & Broadcasting / Broadcasting	Completed	665
666	Middle & South America	DOM/A 302	Dominican Republic	Aguacate-Guayabo Agricultural development Project アグアカテ・グアジャボ地域農業開発計画	F/S	1986	Agriculture / (Agriculture in)General	Promoting	666
667	Middle & South America	DOM/S 201B	Dominican Republic	Development Project of the San Pedro de Macoris サンペドロデマコリス港開発計画	M/P+F/S	1987	Transportation / Port	Discontinued or Cancelled	667
668	Middle & South America	DOM/A 303	Dominican Republic	Constanza Valley Irrigation Project コンスタンサ地域畑地灌漑計画	F/S	1990	Agriculture / (Agriculture in)General	Implementing	668
669	Middle & South America	DOM/S 501	Dominican Republic	Groundwater Development Project in The Western Region 西部地下水開発計画	Basic Study	1992	Social Infrastructures / Water Resource Development	In Progress or In use	669
670	Middle & South America	ECU/A 301	Ecuador	Proyecto Catarama de desarrollo agricola コスタ地区カタラマ川流域農業開発計画	F/S	1982	Agriculture / (Agriculture in)General	Implementing	670
671	Middle & South America	ECU/S 201B	Ecuador	Guayaquil City Urban Transportation Plan グアヤキル市都市交通計画調査	M/P+F/S	1986	Transportation / Urban Transportaion	Delayed or Suspended	671
672	Middle & South America	ECU/A 501	Ecuador	Estudio forestal de la region noreste 北東部林業資源調査	Basic Study	1988	Forestry / Forestry & Forest Conservation	In Progress or In use	672
673	Middle & South America	ECU/A 302	Ecuador	Small-scale Fishing Port Development Project in Manabi Province マナビ州零細漁港建設計画	F/S	1991	Fisheries / Fisheries	Promoting	673
674	Middle & South America	ECU/S 303	Ecuador	Water Resources Development for Hhone-Portoviejo River Basins チョネ・ポルトビエホ川流域水資源開発計画	F/S	1992	Social Infrastructures / Water Resource Development	Promoting	674
675	Middle & South America	GTM/S 201B	Guatemala	Flood Control Project (Archiguate and Pantaleon Rivers) 治水計画	M/P+F/S	1984	Social Infrastructures / River & Erosion Control	Delayed or Suspended	675

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676	Middle & South America	GTM/S 501	Guatemala	Ground Water Development Project グアテマラ市地下水開発計画	Basic Study	1986	Social Infrastructures / Water Resource Development	In Progress or In use	676
677	Middle & South America	GTM/S 301	Guatemala	Development Project of the Port of Santo Tomas de Castilla サント・トーマス港開発計画	F/S	1988	Transportation / Port	Partially Completed	677
678	Middle & South America	GTM/A 301	Guatemala	Monjas Irrigation Project モンハスかんがい計画	F/S	1988	Agriculture / (Agriculture in)General	Promoting	678
679	Middle & South America	GTM/S 302	Guatemala	Development Project of La Aurora and Santa Elena Airports 国際空港整備計画	F/S	1989	Transportation / Air Transportaion & Airport	Promoting	679
680	Middle & South America	GTM/S 101	Guatemala	Comprehensive Urban Transportation System in Guatemala Metropolitan Area	M/P	1991	Transportation / Urban Transportaion	In Progress or In use	680
681	Middle & South America	GTM/S 202B	Guatemala	Solid Waste Management in Metropolitan Area of Guatemala City 首都圏生活廃棄物処理計画	M/P+F/S	1991	Public Utilities / Urban Sanitation	Partially Completed	681
682	Middle & South America	GTM/A 101	Guatemala	Integrated Agricultural and Rural Development Project in Jutiapa フティアパ県農業・農村総合開発計画	M/P	1992	Agriculture / (Agriculture in)General	In Progress or In use	682
683	Middle & South America	HND/A 301	Honduras	Agricultural Development in the Choluteca River Basin Cholulaca川流域農業開発計画	F/S	1978	Agriculture / (Agriculture in)General	Processing	683
684	Middle & South America	HND/S 301	Honduras	New Tegucigalpa Airport Development テグシガルバ新空港建設計画	F/S	1979	Transportation / Air Transportaion & Airport	Promoting	684
685	Middle & South America	HND/A 501	Honduras	Inventario forestal del distrito forestal de La Mosquitia ラ・モスキチア地区林業資源調査	Basic Study	1983	Forestry / Forestry & Forest Conservation	In Progress or In use	685
686	Middle & South America	HND/A 502	Honduras	Fisheries Resources Survey 水産資源調査	Basic Study	1983	Fisheries / Fisheries	In Progress or In use	686
687	Middle & South America	HND/A 302	Honduras	Choluteca River Basin Agricultural Development Project(Updating Study) Cholulaca川流域農業開発計画補完調査	F/S	1984	Agriculture / (Agriculture in)General	Processing	687
688	Middle & South America	HND/A 303	Honduras	Aguan Valley Agricultural Development Project (Saba-Olanchito Area) アグアン川流域農業開発計画	F/S	1985	Agriculture / (Agriculture in)General	Delayed or Suspended	688
689	Middle & South America	HND/S 501	Honduras	Groundwater Development Project in Comayagua コマヤグア県地下水開発計画	Basic Study	1989	Social Infrastructures / Water Resource Development	In Progress or In use	689
690	Middle & South America	HND/A 304	Honduras	Rehabilitation of Coyolar Dam and Irrigation Improvement Project in Comayagua Valley コヨラルダム灌漑復旧計画	F/S	1990	Agriculture / Irrigation, Drainage & Reclamation	Processing	690
691	Middle & South America	HND/S 102	Honduras	Rural Telecommunications Network Project 地方電気通信網整備計画	M/P	1992	Communications & Broadcasting /	In Progress or In use	691
692	Middle & South America	JAM/A 301	Jamaica	Agricultural Development Project on the Black River Lower Morass ブラックリバーローアモラス農業開発計画	F/S	1985	Agriculture / (Agriculture in)General	Delayed or Suspended	692
693	Middle & South America	JAM/A 302	Jamaica	Modernization and Expansion of the Rio Cobre Irrigation scheme リオ・コブレ農業開発計画	F/S	1987	Agriculture / (Agriculture in)General	Partially Completed	693
694	Middle & South America	MEX/S 601	Mexico	Mexico City Suburban Railways Construction Project メキシコ市内通勤鉄道建設計画	Other	1977	Transportation / Railway	Discontinued	694

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695	Middle & South America	MEX/S 602	Mexico	Suburban Railways Project (follow-up) 近郊鉄道計画 (アフターケア)	Other	1979		Transportation / Railway	In Progress or In use	695
696	Middle & South America	MEX/S 603	Mexico	Proyecto de electrificación de la línea de Mexico a Irapuato 幹線鉄道電化計画	Other	1981		Transportation / Railway	In Progress or In use	696
697	Middle & South America	MEX/S 604	Mexico	Development Plan of Industrial Ports 臨海工業地帯建設にかかる技術協力計画	Other	1982		Development Plan / Integrated Regional Development Plan	In Progress or In use	697
698	Middle & South America	MEX/S 301	Mexico	Guanajuato New Railway Development Project グアナフアト州高速鉄道開発計画	F/S	1983		Transportation / Railway	Discontinued or Cancelled	698
699	Middle & South America	MEX/S 302	Mexico	Development Project of the Industrial Port of Tuxpan トクスパン工業港開発計画	F/S	1983		Transportation / Port	Discontinued or Cancelled	699
700	Middle & South America	MEX/S 303	Mexico	Development Project of the Port of Manzanillo マンサニーヨ港開発計画	F/S	1985		Transportation / Port	Completed	700
701	Middle & South America	MEX/S 304	Mexico	Repair Dockyard in Lazaro Cardenas ラサロカルデナス港修繕ドック整備計画	F/S	1987		Transportation / Marine Transportation & Ships	Discontinued or Cancelled	701
702	Middle & South America	MEX/S 605	Mexico	Air Pollution Control Plan in the Federal District メキシコ市大気汚染対策	Other	1988		Administration / Environmental Problems	In Progress or In use	702
703	Middle & South America	MEX/S 305	Mexico	Improvement of the Pacific Coast Ports 太平洋港湾整備計画	F/S	1990		Transportation / Port	Completed	703
704	Middle & South America	PAN/S 501	Panama	Topographic Mapping Project of the Caribbean Coastal Area カリブ海沿岸地区地図作成事業	Basic Study	1981		Social Infrastructures / Survey & Mapping	In Progress or In use	704
705	Middle & South America	PAN/A 501	Panama	Fisheries Resources Survey of the Atlantic Coast 大西洋岸漁業資源調査	Basic Study	1983		Fisheries / Fisheries	In Progress or In use	705
706	Middle & South America	PAN/S 302	Panama	Urban Transport Project in the Panama Metropolitan Area (ESTAMPA II) パナマ首都圏都市交通計画	F/S	1984		Transportation / Urban Transportation	Delayed or Suspended	706
707	Middle & South America	PAN/S 301	Panama	Short-Wave Broadcast Station Project 短波放送施設建設計画	F/S	1984		Communications & Broadcasting / Broadcasting	Delayed or Suspended	707
708	Middle & South America	PAN/A 502	Panama	Inventario forestal del distrito de Donoso 林業資源調査	Basic Study	1984		Forestry / Forestry & Forest Conservation	In Progress or In use	708
709	Middle & South America	PAN/S 303	Panama	Corredor Sur Development Project in the Panama Metropolitan Area (ESTAMPA III) パナマ市南部回廊建設計画	F/S	1987		Transportation / Urban Transportation	Delayed or Suspended	709
710	Middle & South America	PRY/S 601	Paraguay	La Colmena Highway (follow-up) ラ・コルメナ道路アフターケア	Other	1976		Transportation / Road	In Progress or In use	710
711	Middle & South America	PRY/S 301	Paraguay	Fleet Expansion Project 船舶増強計画	F/S	1978		Transportation / Marine Transportation & Ships	Completed	711
712	Middle & South America	PRY/S 302	Paraguay	New Airport Construction Project in Ciudad Presidente Stroessner ストロエスネル新空港建設計画 / 東部国際空港建設計画 (1989.8から)	F/S	1979		Transportation / Air Transportation & Airport	Implementing	712
713	Middle & South America	PRY/A 301	Paraguay	Proyecto de desarrollo agrícola en la zona noroeste del lago Ypoa イボア湖北西部農業開発計画	F/S	1982		Agriculture / (Agriculture in)General	Delayed or Suspended	713

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714	Middle & South America	PRY/S 201B	Paraguay	National Telecommunications & Broadcasts Development Project 電気通信拡充計画 (電気通信・放送拡充計画のF/S)	M/P+F/S	1983	Communications & Broadcasting / (Comms. &	Implementing	714
715	Middle & South America	PRY/A 501	Paraguay	Forest Inventory in the Northeastern Region 北東部林業資源調査	Basic Study	1983	Forestry / Forestry & Forest Conservation	In Progress or In use	715
716	Middle & South America	PRY/A 101	Paraguay	Irrigation and Drainage Project in the Adjacent Area to the Yacyreta Dam ヤシレタダム隣接地域農業総合開発計画	M/P	1984	Agriculture / (Agriculture in)General	In Progress or In use	716
717	Middle & South America	PRY/A 302	Paraguay	Proyecto de reforestacion en la zona de Capiibary, Departamento de San Pedro カピバリ地区森林造成計画	F/S	1984	Forestry / Forestry & Forest Conservation	Promoting	717
718	Middle & South America	PRY/S 101	Paraguay	Transito Urbano de Asuncion y su area metropolitana アスンシオン首都圏都市交通整備計画	M/P	1986	Transportation / Urban Transportaion	In Progress or In use	718
719	Middle & South America	PRY/S 202B	Paraguay	Storm Drainage System Improvement Project in Asuncion City アスンシオン市雨水排水施設整備計画	M/P+F/S	1986	Social Infrastructures / River & Erosion Control	Delayed or Suspended	719
720	Middle & South America	PRY/A 102	Paraguay	Proyecto de aumento de la produccion de granos principales en el area central del departamento de Itapua イタプア県中部地域主要穀物増産計画	M/P	1987	Agriculture / (Agriculture in)General	In Progress or In use	720
721	Middle & South America	PRY/S 303	Paraguay	Transportation Facilities Improvement Project of the Asuncion Metropolitan Area アスンシオン首都圏都市交通施設整備計画	F/S	1988	Transportation / Urban Transportaion	Processing	721
722	Middle & South America	PRY/S 102	Paraguay	Water Pollution Control Plan for the Lake Ypacarai and its Basin イバカライ湖流域水質汚濁対策計画	M/P	1989	Administration / Environmental Problems	In Progress or In use	722
723	Middle & South America	PRY/A 303	Paraguay	Integrated Rural Infrastructure Improvement Project in La Colmena ラ・コルメナ地区農村総合整備計画	F/S	1989	Agriculture / (Agriculture in)General	Completed	723
724	Middle & South America	PRY/S 103	Paraguay	National Transport Master Plan 総合交通計画	M/P	1991	Transportation / (Transportation in)General	In Progress or In use	724
725	Middle & South America	PER/A 301	Peru	Proyecto de la construccion del complejo pesquero del centro 中部漁業総合基地建設計画	F/S	1977	Fisheries / Fisheries	Discontinued or Cancelled	725
726	Middle & South America	PER/S 201B	Peru	Development Project of the Port of Callao カジャオ港整備計画	M/P+F/S	1983	Transportation / Port	Delayed or Suspended	726
727	Middle & South America	PER/A 302	Peru	Chancay-Huaral Valley Rehabilitation Project チャンカイ・ワラル谷かんがい復旧計画	F/S	1984	Agriculture / (Agriculture in)General	Partially Completed	727
728	Middle & South America	PER/S 202B	Peru	Development Project of Jorge Chavez Lima-Callao International Airport リマ国際空港整備計画	M/P+F/S	1986	Transportation / Air Transportaion & Airport	Delayed or Suspended	728
729	Middle & South America	PER/S 501	Peru	Topographic Mapping Project for Satipo Area, Department of Junin フニン県サティポ地区地形図作成事業	Basic Study	1986	Social Infrastructures / Survey & Mapping	In Progress or In use	729
730	Middle & South America	PER/S 101	Peru	Disaster Prevention Project in the Rimac River Basin リマック川防災対策計画	M/P	1987	Social Infrastructures / River & Erosion Control	In Progress or In use	730
731	Middle & South America	PER/S 301	Peru	Improvement of Sewerage System in Southern Part of Lima リマ市南部下水道整備計画	F/S	1989	Public Utilities / Sewerage	Promoting	731

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732	Middle & South America	PER/A 201B	Peru	Desarrollo Pesquero y Construcción del Puerto Pesquera en la Costa Central 沿岸漁港開発計画	M/P+F/S	1990	Fisheries / Fisheries	Promoting	732
733	Middle & South America	PER/S 502	Peru	The Topographic Mapping of Lima Metropolitan Area リマ首都圏都市基本図作成	Basic Study	1992	Social Infrastructures / Survey & Mapping	Delayed	733
734	Middle & South America	TTO/S 201B	Trinidad and Tobago	Improvement of Water Supply Supervisory System 水管理計画	M/P+F/S	1991	Public Utilities / Water Supply	Promoting	734
735	Middle & South America	URY/A 101	Uruguay	Establecimiento de plantaciones de arboles y utilizacion de la madera plantada 造林・木材利用計画	M/P	1986	Forestry / Forestry & Forest Conservation	In Progress or In use	735
736	Middle & South America	URY/S 301	Uruguay	Development Plan of the International Airport of Carrasco カラスコ国際空港整備計画	F/S	1989	Transportation / Air Transportation & Airport	Delayed or Suspended	736
737	Middle & South America	URY/A 301	Uruguay	National Reforestation Plan 国家造林5ヶ年計画	F/S	1990	Forestry / Forestry & Forest Conservation	Implementing	737
738	Middle & South America	URY/S 302	Uruguay	Development of New Port Terminals at Montevideo Port モンテビデオ港新ターミナル開発計画	F/S	1992	Transportation / Port	Promoting	738
739	Middle & South America	VEN/S 101	Venezuela	Design on Cargo Handling Equipments 港湾技術訓練センター建設計画	M/P	1980	Transportation / Port	Discontinued	739
740	Middle & South America	VEN/S 201B	Venezuela	Chama River Basin Conservation Project チャマ川流域防災計画	M/P+F/S	1989	Social Infrastructures / River & Erosion Control	Delayed or Suspended	740
741	Oceania	COK/S 201B	Cook Islands	Coastal Protection and Port Improvement 海岸保全・改良計画	M/P+F/S	1992	Development Plan / (Development Plan in)General	Promoting	741
742	Oceania	FJI/A 501	Fiji	Analytical Survey of Coconut Forests in Taveuni Island 林業開発 (TAVEUNI 島ココナツ林解析調査)	Basic Study	1978	Forestry / Forestry & Forest Conservation	In Progress or In use	742
743	Oceania	FJI/A 502	Fiji	The Survey for Forest Development in Fiji 林業資源調査	Basic Study	1982	Forestry / Forestry & Forest Conservation	In Progress or In use	743
744	Oceania	FJI/A 503	Fiji	Fisheries Resources Survey in Fiji and Tuvalu 水産資源調査	Basic Study	1987	Fisheries / Fisheries	In Progress or In use	744
745	Oceania	KIR/A 501	Kiribati	Fishery Resources in the Gilbert Islands 水産資源調査	Basic Study	1978	Fisheries / Fisheries	In Progress or In use	745
746	Oceania	PNG/A 301	Papua New Guinea	Fishing Base Construction Project 漁業基地建設計画	F/S	1977	Fisheries / Fisheries	Delayed or Suspended	746
747	Oceania	PNG/S 301	Papua New Guinea	Rural Telecommunication Development Plan in Papua New Guinea 地方電話網整備計画	F/S	1989	Communications & Broadcasting /	Delayed or Suspended	747
748	Oceania	PNG/S 401	Papua New Guinea	Detailed Design on Road Construction Project in Bereina-Malalaua 横断道路建設計画 (ベレイナ・マララウア間)	D/D	1989	Transportation / Road	Implementing	748
749	Oceania	PNG/S 302	Papua New Guinea	Tokua Airport Development Project トクア空港整備計画	F/S	1991	Transportation / Air Transportation & Airport	Delayed or Suspended	749
750	Oceania	SLB/S 301	Solomon Islands	Telecommunication Trunk Network Construction Project 国内電気通信幹線網建設計画	F/S	1979	Communications & Broadcasting /	Discontinued or Cancelled	750

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751	Oceania	SLB/S 302	Solomon Islands	Development Project of Henderson International Airport ヘンダーソン国際空港整備計画	F/S	1991	Transportation / Air Transportation & Airport	Promoting	751
752	Oceania	WSM/S 201B	Western Samoa	Development of the Ports in Western Samoa 全国港湾整備総合計画	M/P+F/S	1987	Transportation / Port	Completed	752
753	Europe	GRC/S 601	Greece	Tourism Promotion 観光振興計画	Other	1989	Tourism / (Tourism in)General	In Progress or In use	753
754	Europe	POL/S 101	Poland	National Transport Plan 総合交通計画	M/P	1992	Transportation / (Transportation in)General	In Progress or In use	754
755	Plural countries	ZZZ/S 101		Establishment of Electronic and Navigational Aid Systems Project 電子航行援助システム等設置計画	M/P	1977	Transportation / Marine Transportation & Ships	In Progress or In use	755
756	Plural countries	ZZZ/S 502		Joint Hydrographic Survey in Malacca and Singapore Straits (one fathom bank area) マラッカ海峡ワンファザムバンク区域水路調査	Basic Study	1978	Transportation / Marine Transportation & Ships	In Progress or In use	756
757	Plural countries	ZZZ/S 501		ASEAN Submarine Cable Project:Thailand-Malaysia-Singapore Route タイ・マレーシア・シンガポール海底ケーブル建設計画	Basic Study	1978	Communications & Broadcasting /	In Progress or In use	757
758	Plural countries	ZZZ/S 301		(Construction of Indo-Chinese Refugee Camps) インドシナ難民センター建設計画	F/S	1979	Social Infrastructures / Architecture & Housing	Discontinued or Cancelled	758
759	Plural countries	ZZZ/S 503		Joint Production of Common Datum Charts of the Straits of Malacca and Singapore マラッカ・シンガポール海峡統一基準点海図作成	Basic Study	1982	Social Infrastructures / Survey & Mapping	In Progress or In use	759
760	Plural countries	ZZZ/S 504		Medan(Indonesia)-Colombo(Sri Lanka)Submarine Cable Project メダン-コロンボ海底ケーブル建設計画	Basic Study	1984	Communications & Broadcasting /	In Progress or In use	760

4. List of Cancelled Studies

Country	FYear	Name of Study	S/W	Remarks
Nepal	1975	Tansing Water Supply (タンセン上水道)	Not signed	Implemented by the Grant Aid Program.
Thailand	1975	Water Pollution Control for Tha Chin - Mae Klong Rivers (ターチン・メクロン河川公害)	Not signed	Implemented by the assignment of experts, participation of counterparts in the training program in Japan, and the provision of equipment.
Afghanistan	1975	Television Network Development (テレビ放送)	Not signed	The basic design study was undertaken for the Grant Aid Program (Buildings and equipment for the Kabul Broadcasting Station).
Egypt	1975	Development of Alexandria Port (アレキサンドリア港)	Not signed	Yen credit is being considered (mainly for the alleviation of bottlenecks).
Iran	1975	Teheran - Mashhad Express Railway Development (テヘラン～マシャッド間高速鉄道計画)	Not signed	JARTS began the F/S with financing from the Iranian Government but the study was discontinued in the second year because of the coup d'etat.
Colombia	1976	Forest Development Project (森林造成事業)	Not signed	
Libya	1976 - 77	Technical Cooperation on Telecommunication (電気通信関係技術協力)	Not signed	The purpose was to advise on the promotion of telecommunication development in Libya
Saudi Arabia	1976 - 77	Rub' al Khali Topographic Mapping Project (ルブ・アルハリ地区地図作成)	Not signed	A short-term expert was assigned to advise on specifications. The project was one of the proposals for assisting oil-exporting countries after the oil crisis, but subsequently discontinued. Mapping was completed with finance from the Saudi Arabian Government (undertaken by French and German consultants).
Brazil	1977	Vitoria Urban Development (ヴィトリア都市開発計画)		
Pakistan	1978	Development of Flood Forecasting Systems (洪水予警報システム建設計画)		
Myanmar/Thailand	1978	Construction of the Outdoor Sport Stadium and the Youth Program Center (野外競技場建設計画、青少年福祉センター建設計画)		Taken over by the Grant Aid Program and the basic design study was conducted.
India	1978	Agricultural Technical Cooperation (農業協力計画)	Not signed	
Brazil	1978	Fishery Resources Survey (水産資源調査(陸上調査))	Not signed	
Malaysia	1978 - 79	Water Resource Development in the Eastern Part of Sabah (サバ州東部水資源開発計画)		
Iran	1978 - 79	Urban Transport Development in Teheran (テヘラン都市交通)	Not signed	Negotiations fell through on the scope of the study.
Iraq	1979	Broadcasting Network Development (放送網整備計画)		
Colombia	1979	Integrated Transport Development in the Orinoco Valley (オリノコ河流域総合交通計画)		
United Arab Emirates	1979	Orchard Development (長期調査) 果樹園建設計画	Not signed	
Pakistan	1980	Road Development (道路建設計画)		
Indonesia	1980	Malunda Timber Processing and Marketing Estate Project (マルンダ木材加工流通団地計画)	Not signed	
Indonesia	1980	Assistance for Increased Paddy Production (米増産協力調査)	Not signed	
Philippines	1980 - 81	Lower Cotabato River Basin Development (コタバト河下流域開発計画)		
Indonesia	1980 - 82	Utilization of Unutilized Tree Species (Asahan) (アサハン) 未利用樹利用開発計画	Not signed	
Sri Lanka	1981	Rice Bran Oil Mill Project (米ぬか油製造計画)	Not signed	
Thailand	1981	Agricultural Cooperation (農業協力調査)	Not signed	
Venezuela	1981 - 82	Valencia Lake Development (バレンシア湖開発計画)	Not signed	Negotiations fell through on the scope of the study.
Bangladesh	1982	Integrated Development of Dhaka City (ダッカ市総合開発計画)		
Thailand	1982	System Development for the Poverty Eradication Program (貧困撲滅計画システム)		
Thailand	1982	Agricultural Cooperation for Northeastern Thailand (東北タイ農業協力調査)	Not signed	
Kenya	1982	Bula East Irrigation Project (ブライースト灌漑計画)	Not signed	
Zambia	1982	State Farm Development Project (カンピロンビロステートファーム開発計画)	Not signed	
Myanmar	1982 - 83	Railway Development Program (鉄道整備計画)		
Burkina Faso	1982 - 83	Sebba - Gorom-Gorom Road Development (セバ・ゴロムゴロム道路建設計画)	Not signed	Coup d'etat
Philippines	1983	Telecommunication Development in Southern Luzon (南部ルソン電気通信網整備計画)		
Thailand	1983	New Railway Link between the Eastern and Northeastern Lines (東線・東北線連絡鉄道新線計画)		
Tanzania	1983	Chalinze - Mkuumbala Road Development (チャリンゼ・ムクンバラ道路整備計画)	Not signed	Negotiations fell through on the scope of the study.
Zaire	1983	Contact Mission (開発調査コンタクトミッション)		
Pakistan	1983 - 84	Development of Karachi Airport (カラチ国際空港整備計画)		
Egypt	1983 - 84	Integrated Regional Development of the Red Sea Coastal Area (紅海沿岸総合開発)		
Iran	1983 - 84	Urban Transport and Drainage Development in Teheran (テヘラン都市交通・排水計画)	Not signed	The scope of the study was inadequately defined.
Ecuador	1983 - 84	Topographic Mapping of the Northern Costa Region (コスタ地区北部地図作成事業)	Not signed	The ban on taking the basic data out of the country.
Myanmar	1984	Hlaing River Bridge Construction (ライン河橋建設計画)	Not signed	The proposed bridge site was changed.
Jamaica	1984 - 85	Improvement of the Educational Television Network (教育テレビ放送網拡充計画)	Not signed	The request lacked a clear perspective, and the institutional arrangement to manage the proposed project was judged inadequate.

Malaysia	1985	Underground Water Resource Development in Sarawak (サラワク州地下水開発計画)	Not signed	Australian Government is cooperating on part of the proposed plan.
Colombia	1985	Bolivar Road Construction (ボリバル道路建設計画)	Not signed	The proposed road passes near the natural park, and the Colombian Government asked for the addition of environmental assessment.
China	1986	Integrated Urban Transport Development in Beijing (北京市総合都市交通計画)	Not signed	Negotiations fell through on the cost sharing of the O/D survey and others.
Madagascar	1986	Fianarantsoa Agricultural Development Project (フィアナランツォア農業開発計画)	After S/W, suspended	
Colombia	1986	Agricultural Rehabilitation in Northern Tolima (トリマ県北部農業復興計画)	Not signed	
China	1987	Integrated Urban Transport Development in Guangzhou (広州市総合都市交通計画)	Not signed	Negotiations fell through on the cost sharing of the O/D survey and others.
Philippines	1987	Infanta - Real Urban Transport Infrastructure Development (インファンタ・リアル都市開発交通施設整備計画)	Signed	F/S on the road was financed by ADB. Part of the proposed plan was taken over by another study (Real Urban Development Plan)
Mexico	1987	Long-term Telecommunication Development Program (電気通信拡充長期計画)	Not signed	Negotiations fell through on the scope of the study.
Ghana	1987	Rehabilitation of Irrigation Systems (アステュアレ地区灌漑施設修復計画)	Not signed	
Egypt	1988	Topographic Mapping of the Eastern Part of the Nile Delta (ナイルデルタ東部地形図作成)	Not signed	The project site was subsequently changed, and it was banned to take out the data out of the country.
Iran	1989	Development of a New International Airport in Teheran (テヘラン新国際空港整備計画)	Not signed	The problem of meeting the implementation schedule proposed by the Iranian Government
Iraq	1990	Improvement of Road Traffic Safety Facilities in Baghdad (バクグッド道路交通安全施設改良計画)	Not signed	Gulf War
Chile	1990	Air Pollution Control Plan in Santiago (サンチャゴ市大気汚染対策計画)	Not signed	Financed by the World Bank

PROJECT SUMMARY (Other)

ASO PAK/S 601/75

Compiled Mar.1990
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS													
1.COUNTRY	Pakistan	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		2.PROJECT COST			(Description) (FY 1991 Overseas Survey) 1974-1980 D/D undertaken by consultants of Japan, France, Canada and U.K., and the construction was financed by ADB, U.K., France, Japan etc. and the GOP. 1977-1994 Construction undertaken by France, Belgium, Holland, and GOP. Financed by GOP and loans/grants from foreign countries. The project scale was modified.													
Port Muhammad-Bin-Quasim Project (follow-up)		(US\$1,000) <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;"></td> <td style="width: 33%; text-align: center;">Total Cost</td> <td style="width: 17%; text-align: center;">Local Cost</td> <td style="width: 17%; text-align: center;">Foreign Cost</td> </tr> <tr> <td></td> <td style="text-align: center;">1) 59,686</td> <td style="text-align: center;">32,414</td> <td style="text-align: center;">27,272</td> </tr> <tr> <td></td> <td style="text-align: center;">2)</td> <td></td> <td></td> </tr> </table>						Total Cost	Local Cost	Foreign Cost		1) 59,686	32,414	27,272		2)		
	Total Cost	Local Cost	Foreign Cost															
	1) 59,686	32,414	27,272															
	2)																	
3.SECTOR		3.CONTENTS OF MAJOR PROJECT(S)																
Transportation/Port		In response to the request of the Pakistani Government, the study team explained the results of the study on Quasim Port and offered technical suggestions.																
4.REFERENCE NO.		4.CONDITIONS AND DEVELOPMENT IMPACTS																
5.TYPE OF STUDY																		
Other																		
6.COUNTERPART AGENCY																		
Quasim Port Authority		(FY 1993 Domestic Survey)																
7.OBJECTIVES OF STUDY																		
8.DATE OF S/W		(FY 1993 Domestic Survey)																
.0																		
9.CONSULTANT(S)																		
Central Consultant, Inc.		(FY 1993 Domestic Survey)																
10.STUDY TEAM																		
No.of Members 3 Period Feb.1976-Mar.1976(1 months)		(FY 1993 Domestic Survey)																
<table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">Total M/M</td> <td style="width: 33%;">Japan</td> <td style="width: 34%;">Field</td> </tr> <tr> <td style="text-align: center;">2.20</td> <td></td> <td style="text-align: center;">2.20</td> </tr> </table>					Total M/M	Japan	Field	2.20		2.20								
Total M/M	Japan	Field																
2.20		2.20																
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.technical transfer			2.MAJOR REASONS FOR PRESENT STATUS													
		Training in Japan on port development and basic design																
12.EXPENDITURE					3.PRINCIPAL SOURCE OF INFORMATION													
<table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">Total</td> <td style="width: 33%;">9,463 (¥'000)</td> <td style="width: 34%;"></td> </tr> <tr> <td>Contracted</td> <td>3,227</td> <td></td> </tr> </table>		Total	9,463 (¥'000)		Contracted	3,227					①②							
Total	9,463 (¥'000)																	
Contracted	3,227																	

和名 バンデルカシム港建設計画アフターケア

[M/P,Basic Study,Other]

PROJECT SUMMARY (M/P+F/S)

Compiled Mar.1986
Revised Mar.1992

ASO PAK/S 202B/81

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																
1.COUNTRY	Pakistan	1.SITE OR AREA	Karachi			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	Introduction of Containerization	2.PROJECT COST (US\$1,000)	M/P 1) 218,490 2) 115,472 F/S 1) 43,299 2) 103,018 3) 38,594	Local Cost	81,893 Foreign Cost																	
3.SECTOR	Transportation/Port	3.CONTENTIS OF MAJOR PROJECT(S)				(Description) -The basic infrastructure was constructed in 1986 as 1st stage by ADB loan in the Qasim Port. -After the 1st stage project, there was an expansion project in the port, but the Master Plan proposed in the JICA study did not suit the actual conditions of the port. Therefore, a review of the Master Plan was required and the Government of Pakistan contacted the UK for assistance. However, no action has been taken to date to implement the restudy. (FY 1991 Overseas Survey) Container Terminals at Karachi Port and Port Qasim will be developed by private sector.																
4.REFERENCE NO.		<M/P> Select and compare two ports, Karachi port and Qasim port, as container terminal. Set up an inland CFS in Lahore. (Main works) Long-term project: Container terminal: 6 berth (New construction) Inland CFS: 50 ha Urgent improvement plan: Container terminal: 2 berth (Qasim) Inland CFS: 30 ha (Lahore), Railway transport																				
5.TYPE OF STUDY	M/P+F/S	<F/S>Urgent Improvement Plan <table style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;">Karachi</td> <td style="text-align: center;">Qasim</td> </tr> <tr> <td>Container berth</td> <td style="text-align: center;">600m</td> <td style="text-align: center;">600m</td> </tr> <tr> <td>Container Terminal</td> <td style="text-align: center;">282,400sq.m</td> <td style="text-align: center;">282,400sq.m</td> </tr> <tr> <td>Railway</td> <td style="text-align: center;">11,700m</td> <td style="text-align: center;">5,500m</td> </tr> <tr> <td>Roads</td> <td style="text-align: center;">4,700m</td> <td style="text-align: center;">2,500m</td> </tr> </table>							Karachi	Qasim	Container berth	600m	600m	Container Terminal	282,400sq.m	282,400sq.m	Railway	11,700m	5,500m	Roads	4,700m	2,500m
	Karachi	Qasim																				
Container berth	600m	600m																				
Container Terminal	282,400sq.m	282,400sq.m																				
Railway	11,700m	5,500m																				
Roads	4,700m	2,500m																				
6.COUNTERPART AGENCY	Ports and Shipping Wing, Ministry of Communication																					
7.OBJECTIVES OF STUDY	Preparation of long-term project and short-term development plan of container terminal																					
8.DATE OF S/W	Jul.1980																					
9.CONSULTANT(S)	Overseas Coastal Area Development Institute of Ja	Imp. Period: Jan.1982-Dec.1986																				
		4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 14.30 EIRR2) 12.20 EIRR3)	FIRR1) 11.20 FIRR2) FIRR3)																	
10.STUDY TEAM	No.of Members 10 Period Nov.1980-Mar.1982 (16 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;">67.40</td> <td style="text-align: center;">49.60</td> <td style="text-align: center;">17.80</td> </tr> </table>	Total M/M	Japan	Field	67.40	49.60	17.80	Conditions and Development Impacts: <M/P>There is a tendency to increase containerization in the world. It is possible for Karachi Port to make efficient the existing cargo handling facilities and deal with the container cargo which is expected to rapidly increase in the near future, and to improve economic activities in Pakistan by implementing this project. <F/S>Conditions: Container cargo volume is predicted based on the feasibility study in 1978 and 1980 by import/export, cargo items and sea route. It is assumed that tariff is raised by 25% according to a financial analysis. Development Impact: It is possible for Karachi Port to make efficient the existing cargo handling facilities and deal with the container cargo which is expected to rapidly increase in the near future, and to raise economic activities in Pakistan by implementing this project.														
Total M/M	Japan	Field																				
67.40	49.60	17.80																				
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER																				
12.EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: right;">142,298 (¥'000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: right;">134,266</td> </tr> </table>	Total	142,298 (¥'000)	Contracted	134,266	Counterpart training (4 persons) Instruction on method of port planning and feasibility study																
Total	142,298 (¥'000)																					
Contracted	134,266																					
		2.MAJOR REASONS FOR PRESENT STATUS																				
		3.PRINCIPAL SOURCE OF INFORMATION																				
		①②																				

和名 コンテナ輸送導入計画

(M/P+F/S)

PROJECT SUMMARY (F/S)

Compiled Mar.1990
Revised Mar.1994

ASO PAK/A 301/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Pakistan	1.SITE OR AREA	Kachhi Plain, Baluchistan Province (Head of Indus River) Area 250,000 sq.m			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	Agricultural Development Project with Widening of Pat Feeder Canal	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost		
3.SECTOR	Agriculture/		(US\$1,000)	1) 193,810	2) 172,000	(Description) (FY1992 Overseas Survey) The proposed project is under implementation with ADB and OECF co-financing and the Japanese grant aid. Total investment cost: US\$ 142.6 million Local currency: US\$ 70.83 million Foreign currency: US\$ 71.77 million Jan. 1986 ADB L/A signed (Rs.3,067 million) Sep. 1987 OECF L/A signed (1,550 million yen) The ADB loan finances the construction of Pat Feeder Canal (extension) and other facilities. 26% of the construction of the main canal is now completed. (Sir Macdonald & Partners Ltd.) The OECF loan was used for the preparation of maps and the purchase of construction equipment and vehicles. The tender was completed in Sept. 1992. The Japanese grant aid was used to establish a pilot farm in the project area. In Feb. 1990, five Japanese experts have been sent in relation to the management of the pilot farm. An addition short-term expert (irrigation and water management) was sent in Oct. 1992. Mar.1988 E/N signed (396 million yen) Aug.1988 E/N signed (1,668 million yen)	
4.REFERENCE NO.		3.CONTENTS OF MAJOR PROJECT(S)	3)				
5.TYPE OF STUDY	F/S					(FY 1993 Overseas Survey) Unlined water courses were proposed. But now 10-30% Lining of water courses is provided like OEWB project. This change will be implemented in the proposed Pat Feeder Command Area Development Project co-financed by IFAD. It is expected to start on July-1994.	
6.COUNTERPART AGENCY	Ministry of Economy, Baluchistan Provincial Bureau of Water Power Generation						
7.OBJECTIVES OF STUDY	Feasibility study on the improvement planning of irrigation and drainage					(FY 1993 Overseas Survey) Unlined water courses were proposed. But now 10-30% Lining of water courses is provided like OEWB project. This change will be implemented in the proposed Pat Feeder Command Area Development Project co-financed by IFAD. It is expected to start on July-1994.	
8.DATE OF S/W	Feb.1982	Imp. Period:					
9.CONSULTANT(S)	Sanyu Consultants Inc.	4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 16.00 EIRR2) 14.60 EIRR3)	FIRR1) FIRR2) FIRR3)	2.MAJOR REASONS FOR PRESENT STATUS Because the OECF finance at the time did not include the part of the works in local currency, the Pakistani Government requested the ADB finance for the most part of the project.	
10.STUDY TEAM	No.of Members 12 Period Feb.1982-Jan.1983(12 months)	Conditions and Development Impacts: Conditions: 1) The incremental crop production was calculated as the direct benefit of the project. 2) The 1982 price is the standard price. 3) The price of the tradable goods is calculated from their world price. 4) The prices of the non-tradable goods were converted into the border price equivalents by making use of the conversion factors estimated in this study. 5) Opportunity cost of capital 12.5% Development Impacts: Planting will be done in 60% or 50% of the field in each planting period in the district of 250,000ha. The EIRRs 1) and 2) above are for Case-3 and for Case-4.					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER				3.PRINCIPAL SOURCE OF INFORMATION ①②③	
12.EXPENDITURE	Total 127,562 (¥'000) Contracted 119,996	In the process of survey and study, technology was transferred to the local counterparts.					

和名 バットフィーダー水路拡張計画

(F/S,D/D)

PROJECT SUMMARY (F/S)

Compiled Mar.1990
Revised Mar.1994

ASO PAK/S 302/83

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Pakistan	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		Bara Bandah, Nowshera, Northwest Frontier Province					
Pakistan Railways Locomotives Manufacturing Factory Project		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost	
		(US\$1,000)	1)	66,000	40,000	26,000	
		(US\$1=13.8Rs)	2)				
			3)				
3.SECTOR		3.CONTENT(S) OF MAJOR PROJECT(S)				(Description) It was decided to implement the project in accordance with the recommendations of the study team, and the work started with OECF loans. Feb.1984 OECF loan agreement on the locomotive plant (9,760 million yen) May 1984 Consulting service agreement signed July 1984 Consulting service started 1985 D/D completed 1989 Evaluation of tenders completed Feb.1990 Construction started Feb.1991 Installation of equipment started Aug.1993 OECF L/A on the rehabilitation of locomotives (6,001 million yen) Aug.1993 OECF L/A on the manufacture of diesel locomotives (6,067 million yen) (FY 1993 Overseas Survey) Construction was completed in December 1993.	
Transportation/Railway		Construction of a locomotive factory for domestic production of 25 diesel electric locomotives (50 locomotives in future) per year (1) Locomotive introduction plan --- 1,265 locomotives (2) Domestic production plan					
4.REFERENCE NO.		1st phase(to be completed in one year after the opening of the factory) --- Domestic production ratio, 20%					
5.TYPE OF STUDY		2nd phase(to be completed in 2 to 5 years after the opening) --- 30-35%					
6.COUNTERPART AGENCY		3rd phase(to be completed in about 10 years after the opening) --- 50%					
Ministry of Railways, the Government of Pakistan							
7.OBJECTIVES OF STUDY							
Transport demand forecast and calculation of the necessary number of locomotives, and F/S and basic design for constructing a locomotive manufacturing factory							
8.DATE OF S/W		Imp. Period: Jun.1984-Jun.1989					
Mar.1982							
9.CONSULTANT(S)		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility:	EIRR1) 12.50 FIRR1) 10.00		
Japan Railway Technical Service				Yes	EIRR2) FIRR2) EIRR3) FIRR3)		
10.STUDY TEAM		Conditions and Development Impacts:					
No.of Members 12		Conditions: The market price of April,1982 was chosen as a reference price. The project life is set at 33 years.(30 years after completion of the factory.)					
Period Mar.1982-May.1983(14 months)		Development Impacts: Reinforcement of railway transport capacity will promote nationwide development and contribute towards activation of the economy in the Northwest Frontier region where infrastructure is lacking.					
Total M/M		A reduction in the use of foreign currency reserves is also expected because the supply of locomotives is at present entirely dependent on imports					
Japan							
Field							
74.44							
59.70							
14.74							
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER					
		Two counterparts received training in Japan from JICA under the Colombo Plan.					
12.EXPENDITURE		3.PRINCIPAL SOURCE OF INFORMATION					
Total		①②④					
168,180 (¥000)							
Contracted							
143,335							

和名 国鉄機関車供給計画

(F/S,D/D)

PROJECT SUMMARY (F/S)

ASO PAK/S 303/84

Compiled Mar.1988
Revised Mar.1994

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Pakistan	1.SITE OR AREA		Islamabad City ,Rawalpindi City		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 Conduction of Water from Khanpur to Islamabad/Rawalpindi		2.PROJECT COST		Total Cost	Local Cost		
		(US\$1,000)	1)	113,235	66,435	46,800	
			2)	32,824	19,406	13,418	
			3)	24,529	15,835	8,694	
3.SECTOR Public Utilities/Timber Processing		3.CONTENTES OF MAJOR PROJECT(S)				(Description) Oct.1987 Request for Yen Credit from Pakistan Government Mar.1989 OECF loan agreement (12,518 million yen) As of September 1991 Under procedures of pre-qualification of contractors (FY1991 Overseas Survey) Mar.1990 - Feb.1991 D/D undertaken (FY1992 Overseas Survey) Although the OECF loan is already available, the source of the domestic fund (Rs. 1,870 mil.) has not yet been identified. Presently the Federal government is studying the funding possibilities. However in order for the project to start, funding from the State government would also be required. (FY 1993 Overseas Survey) - Fund from Federal and Punjab government were decided. So this project would be implemented until 1995 or 1996. - Not only OECF but also Bank of Tokyo has fund for this project.	
4.REFERENCE NO.		Ran Water Conveyance Equipment & Scale Intake Tower: 6.74cu.m/sec Facility Aquaduct : 13.1km					
5.TYPE OF STUDY		Water Filtration Max.Capacity 522,000cu.m/day Plant					
6.COUNTERPART AGENCY		Distribution Main Line 700mm-1.5km (2 lines) 1.500mm-1.6km 1.500mm-6.5km (2 lines)					
7.OBJECTIVES OF STUDY		Distribution Pond 13,000cu.m,PC Type X 2 16,000cu.m,PC Type X 1 Note: The a/m costs are 1) for Phase I, 2) for Phase II and 3) for Phase III.					
8.DATE OF S/W		Imp. Period: .1985-.1992 .1992-.1995 .1996-.2000					
9.CONSULTANT(S)		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: EIRR1) 6.20 FIRR1) 6.60 Yes EIRR2) FIRR2) EIRR3) FIRR3)			
10.STUDY TEAM		Conditions and Development Impacts: Prior conditions: EIRR FIRR (1) Recovery Period 24 years 36 years (2) Discount Rate 0% 0% Benefit (Rp.million) 19,858 27,260 Cost (") 6,410 17,040 Net Current Value(") 13,248 10,219 Benefit Cost Ratio 3.07% 1.60% Development Impacts: Supply of city water (Average 420,000T/day. Max. 523,600T/day) to 2 cities of Islamabad and Rawalpindi. (Target of completion: year 2000) The whole projects is divided into 3 phases and scheduled to take 15 years between 1985 and 2000.					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER					
12.EXPENDITURE		Acceptance of 3 trainees from the local counterpart					
		Total		170,231 (¥000)			
		Contracted		166,887			
						2.MAJOR REASONS FOR PRESENT STATUS	
						3.PRINCIPAL SOURCE OF INFORMATION	
						①②④	

和名 カンブールダム・イスラマバード・ラワルピンディ導水計画

(F/S,D/D)

PROJECT SUMMARY (M/P)

Compiled Mar.1990
Revised Mar.1994

ASO PAK/A 102/86

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS						
1.COUNTRY	Pakistan	1.SITE OR AREA	Punjab, Sind		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued					
2.NAME OF STUDY	Paddy/Rice Handling and Processing Improvement Project	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) 1.Project "1" was developed and carried out in the form of production and dissemination by private enterprises. 2.Project "2" was developed and carried out in the form of production and dissemination by the manufactures of agricultural machinery. 3.Project "3" and "4" were not materialized because high priority was not given to those projects "Wharf Facilities Improvement Project for Export Rice" by RECP was derived from this M/P and it is under consideration. (FY 1991 Overseas Survey) No additional information. (FY 1992 Overseas Survey) -the implementation of project 3) is under consideration by Ministry of Food and Agriculture as a part of the Edible Oil Production Plan. -After a request for Grant Aid for postharvest technology training was turned down, the following two requests has been made: 1) project-type technical cooperation for machanization of rice cropping and improvement of postharvest techniques (1992) 2) ditachment of short-term experts in the field of agricultural machinery and postharvest technology (December 1992) (FY 1993 Overseas Survey) No additional information.					
3.SECTOR	Agriculture/	(US\$1,000)	1) 569,346								
4.REFERENCE NO.		US\$1=154Yenin Aug.1986,Rs1 2)									
5.TYPE OF STUDY	M/P	3.CONTENTES OF MAJOR PROJECT(S)									
6.COUNTERPART AGENCY	Ministry of Food and Agriculture	1. Direct rental operation of harvesting machines to the farmers for the harvest of rice and wheat crops. 2. Rental operation of rubber-roll husker to the collaborating rice mills. 3. Production of edible oil from rice bran through processing facility and relevant technology from which highly sophisticated use of the rice bran is much improved. In addition, the facility can be used for other local oil seeds and will increase efficiency of oil extraction then ultimately will save oil importation and foreign currency be involved. 4. Establishment of facilities for improving and developing postharvest technology in order to meet the farmers' request as well as requirement, necessary test and adjustment shall be made for the relevant postharvest machinery. At the same time necessary training for the handling and operation of the said machinery for the farmers is also implemented for the reasonable use of the by-products of the agricultural produce concerned together with the required implementation of the facility and machinery to go with.									
7.OBJECTIVES OF STUDY	Improvement of postharvest practice of rice	4.CONDITIONS AND DEVELOPMENT IMPACTS									
8.DATE OF S/W	Mar.1985	Development Impacts:									
9.CONSULTANT(S)	Overseas Merchandise Inspection Co., Ltd. Nippon Koei Co., Ltd. System Science Consultants	1.Minimizing qualitative and quantitative losses of rice which occurred at each stage of postharvest operation 2.Supplying higher quality rice at low cost to both domestic and foreign markets 3.Increasing the income of farmers by rationalizing their farming practice and increases the foreign currency through the export concerned.									
10.STUDY TEAM	No.of Members 13 Period Jul.1985-Aug.1986(14 months)	5.TECHNICAL TRANSFER									
	<table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">Total M/M</td> <td style="width: 33%;">Japan</td> <td style="width: 33%;">Field</td> </tr> <tr> <td style="text-align: center;">50.15</td> <td style="text-align: center;">16.18</td> <td style="text-align: center;">33.97</td> </tr> </table>	Total M/M	Japan	Field	50.15		16.18	33.97			
Total M/M	Japan	Field									
50.15	16.18	33.97									
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY					2.MAJOR REASONS FOR PRESENT STATUS						
12.EXPENDITURE	<table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">Total</td> <td style="width: 33%;">160,150 (¥'000)</td> <td style="width: 33%;"></td> </tr> <tr> <td>Contracted</td> <td>142,126</td> <td></td> </tr> </table>	Total	160,150 (¥'000)		Contracted	142,126					"Facilities Improvement Project for Export Rice" was positively discussed during this survey. However, it was not materialized because RECP is under Ministry of Commerce and the executing agency for this project is Ministry of Food & Agriculture.
Total	160,150 (¥'000)										
Contracted	142,126										
					3.PRINCIPAL SOURCE OF INFORMATION						
					①②③						

和名 米穀收穫後処理法改善計画

(M/P, Basic Study, Other)

PROJECT SUMMARY (F/S)

Compiled Mar.1990
Revised Mar.1994

ASO PAK/A 302/86

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1.COUNTRY	Pakistan	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		Baluchistan, Quetta and Kalat areas (40,000 ha, 11,500 people)						
Baluchistan Irrigation Development Project through Groundwater Development		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost		
		(US\$1,000)	1)	1,826	1,278	548		
		US\$1=17.5Rs.in 1987		2)				
				3)				
3.SECTOR		3.CONTENTS OF MAJOR PROJECT(S)				(Description) (FY 1991 Overseas Survey) Sept.1986 - Dec.1987 D/D undertaken by Japanese cooperation (FY 1992 Overseas Survey) 1) Grant provision of equipment three well-digging machines (to Baluchistan Development Authority) in 1987 two well-digging machines (to WAPBA) in 1990 two well-digging machines (to PHED) in 1991 Water resources development for water supply are being carried out by using the granted equipment (Public Health Department or PHED, established within the state government is in charge) 2) The underwater irrigation plan has not been implemented due to a lack of fund (FY 1993 Overseas Survey) Granted equipments are used effectively. But underwater irrigation plan has no progress.		
Agriculture/General		Wells (18") : 18 Arterial drainage : 1 km Farm pond : 3 Arterial farm road : 1.6 km						
4.REFERENCE NO.								
5.TYPE OF STUDY		F/S						
6.COUNTERPART AGENCY		Ministry of Economic Affairs and Finance, Government of Pakistan.Government of Baluchistan						
7.OBJECTIVES OF STUDY		F/S evaluation for agricultural development basing on groundwater research for fissure water						
8.DATE OF S/W		Mar.1986						
9.CONSULTANT(S)		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 12.90 EIRR2) EIRR3)			FIRR1) FIRR2) FIRR3)
Pacific Consultants International Nihon Norin Helicopter Co., Ltd. Sanyu Consultants Inc.		Conditions and Development Impacts: Pre-conditions: - Farm size to be more than 5.0ha - Well capacity to be more than 10.0 lit./sec - 3 years cropping rotation with vegetable and fruit - 27km approach road and 22km feeder line to be subsidized by the Government Impacts: - Improving regional differences - Improving managed agriculture - Improving regional traffic - Improving the level of public hygiene						
10.STUDY TEAM								
No.of Members 20 Period Jun.1986-Mar.1987(10 months)								
Total M/M		Japan		Field				
78.34		36.69		41.65				
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER				2.MAJOR REASONS FOR PRESENT STATUS		
Geological Survey		1.Acceptance of trainees(3) 2.Providing machinery and instruction on its use 3.OJT						
12.EXPENDITURE						3.PRINCIPAL SOURCE OF INFORMATION		
Total		346,111 (¥000)						
Contracted		327,436				①②③		

和名 バルチスタン州地下水かんがい開発計画

(F/S,D/D)

PROJECT SUMMARY (M/P)

Compiled Mar.1990
Revised Mar.1992

ASO PAK/S 103/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDY RESULTS			
1.COUNTRY	Pakistan	1.SITE OR AREA	<div style="display: flex; justify-content: space-between;"> Pakistan(whole country) 1) Total Cost Local Cost Foreign Cost </div> <div style="display: flex; justify-content: space-between;"> (US\$1,000) 2) </div>			1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2.NAME OF STUDY National Transport Plan(follow-up)		2.PROJECT COST				(Description) "Indus Highway Technical and Economic F/S" and D/D were conducted by a Pakistan consulting firm. Financed by OECF loan, Phase I construction is under way. OECF signed L/A on Indus Highway Project Phase II B in Aug. 1993. The amount of this loan was 18,214 million yen. The JICA study (M/P) was completed on Lahore urban transport system in Oct.1991. Phase III will start in 1994. The JICA study (M/P) was completed on Lahore urban transport system in Oct. 1991. (FY 1993 Domestic Survey) The 7th plan period was over mid-1993. Review of the initial plan and completion will be done by the national transport plan study of 1994.	
3.SECTOR Transportation/Fisheries		3.CONTENTES OF MAJOR PROJECT(S)					
4.REFERENCE NO.		Railways : Improvement of signal system, Track doubling & electrification, Locomotive enforcement, Cargo terminals, Inland dry ports, etc.					
5.TYPE OF STUDY M/P		Roads : Increase the capacities of trunk road network system including Indus Highway, Maintenance system improvement and work's implementation, and others					
6.COUNTERPART AGENCY Planning Commission, Transport and Communications Section		Ports : Improvement of container facilities in Karachi and Qasim, warehouses and approach roads, oil berths, etc.					
7.OBJECTIVES OF STUDY Integral transportation plan		Airports : Improvement of terminal facilities and runways, communication and navigation aid systems, etc.					
8.DATE OF S/W Nov.1986		R & D : Research and development studies in the establishment of transport data base, profitability & fare levels, urban transport planning, etc.					
9.CONSULTANT(S) Pacific Consultants International AIMEC Corporation Japan Railway Technical Service Overseas Coastal Area Development Institute of Ja		4.CONDITIONS AND DEVELOPMENT IMPACTS Realistic objectives were set and recommendations were made taking into account the existing situation of the transportation sector, possibility of securing adequate budget, and capabilities to implement plans. This is the basic policy of the Seventh Five-year Development Plan (87/88 - 92/93)					
10.STUDY TEAM No.of Members 15 Period Jan.1987-Mar.1988(15 months)		(FY 1993 Domestic Survey)					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY							
12.EXPENDITURE		5.TECHNICAL TRANSFER		2.MAJOR REASONS FOR PRESENT STATUS			
Total 285,090 (¥'000)		(1) OJT Computer use (2) Training in Japan: 2 persons (urban and regional transportation systems, role of government transportation offices)		3.PRINCIPAL SOURCE OF INFORMATION ①②			
Contracted 274,030							

和名 全国総合交通計画 (アフターケア)

(M/P, Basic Study, Other)

PROJECT SUMMARY (M/P)

Compiled Mar.1990
Revised Mar.1994

ASO PAK/S 102/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS																	
1.COUNTRY	Pakistan	1.SITE OR AREA	Capital Area (the Province of Punjab)		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued																
2.NAME OF STUDY	Water Resources Development Potential for the Metropolitan Area of Islamabad/Rawalpindi	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) The project components as described below have been under implementation. The other recommended components will be executed based on the supply and demand balance status for urban water supply in Metropolitan area. 1) Conduction of water from Khanpur to Islamabad/Rawalpindi Mar. 1989 OECF loan agreement signed (12.52 billion yen) 2) Construction of Simly Dam Mar. 1986 OECF loan agreement signed (5,750 million yen) (FY 1991 Overseas Survey) Rs.13 million was allocated for the F/S of Cherah Dam, but the study was postponed until the completion of the Khanpur irrigation project. Rs.12.87 million was approved in Aug. 1989 for undertaking a study on groundwater resources, and the request was made for the JICA assistance. The request was not accepted because a similar study had already been conducted. (FY 1993 Overseas Survey) Tenders for some of the contract packages for Khanpur Water Supply Project have been carried out. This project would be implemented until 1995 or 1996.																
3.SECTOR	Social Infrastructures/Water Resource Development	(US\$1,000)	1) 970,588	533,823	436,765																	
4.REFERENCE NO.		(US\$1=17.0Rs)	2)																			
5.TYPE OF STUDY	M/P	3.CONTENTS OF MAJOR PROJECT(S)																				
6.COUNTERPART AGENCY	Capital Development Authority	The Study proposed the improvement of the control system for 3 existing dams (Rawal, Simly & Khanpur) and the construction of 5 new dams (Haro, Dor & Soan Rivers) to realize the effective utilization of water sources. 1. Projects proposed for the target year of 2000 1) Construction of water conveyance facilities from Khanpur (to be completed in 1991) 2) Study and project preparation of Cherah Dam (Soan River) and the start of its construction; and study and project preparation of D----- Dam (S--- River) 3) Implementation and completion of the improvements proposed in Islamabad and Rawalpindi 2. Projects proposed for the target year of 2010 1) Completion of R----- Dam 2) Construction of D----- Dam (to be completed in 1997) 3. Projects proposed for the target year of 2030 1) Study, project preparation and construction of R----- Dam, N----- Weir and Dor water conveyance facilities (to be completed in 2015) 2) Study, project preparation and construction of P----- Dam (to be completed in 2019) 3) Study, project preparation and construction of D----- Dam (to be completed in 2025)																				
7.OBJECTIVES OF STUDY	Investigation into the Possibility of water resource development in capital area	4.CONDITIONS AND DEVELOPMENT IMPACTS																				
8.DATE OF S/W	Aug.1986	Conditions: 1) Population in the capital area of 3,267,000 in 2030, and per capita water demand of 475 liters 2) Required water totals 830 MCM per year, including irrigation requirements and the water supply to the airport and industries. Rough estimates of selected water demands in 2030, investment costs and EIRRs are shown below.																				
9.CONSULTANT(S)	Sanyu Consultants Inc. Yachiyo Engineering Co., Ltd.	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">Demand</th> <th style="text-align: center;">Investment</th> <th style="text-align: center;">EIRR</th> </tr> </thead> <tbody> <tr> <td>General Urban Water Supply</td> <td style="text-align: center;">428MCM</td> <td style="text-align: center;">11,530 mil. Rps</td> <td style="text-align: center;">3.7%</td> </tr> <tr> <td>Irrigation</td> <td style="text-align: center;">120</td> <td style="text-align: center;">1,180</td> <td style="text-align: center;">8.1</td> </tr> <tr> <td>New Airport</td> <td style="text-align: center;">2.5</td> <td style="text-align: center;">14.2</td> <td style="text-align: center;">16.1</td> </tr> </tbody> </table>					Demand	Investment	EIRR	General Urban Water Supply	428MCM	11,530 mil. Rps	3.7%	Irrigation	120	1,180	8.1	New Airport	2.5	14.2	16.1	
	Demand	Investment	EIRR																			
General Urban Water Supply	428MCM	11,530 mil. Rps	3.7%																			
Irrigation	120	1,180	8.1																			
New Airport	2.5	14.2	16.1																			
10.STUDY TEAM	No.of Members 11 Period Nov.1986-Feb.1988(16 months)																					
	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Total M/M</th> <th style="text-align: center;">Japan</th> <th style="text-align: center;">Field</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">80.30</td> <td style="text-align: center;">25.60</td> <td style="text-align: center;">54.70</td> </tr> </tbody> </table>	Total M/M	Japan	Field	80.30	25.60	54.70				2.MAJOR REASONS FOR PRESENT STATUS											
Total M/M	Japan	Field																				
80.30	25.60	54.70																				
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Investigation of aquifer by electric research method and related survey	5.TECHNICAL TRANSFER																				
12.EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td style="text-align: right;">Total</td> <td style="text-align: right;">227,291 (¥000)</td> </tr> <tr> <td style="text-align: right;">Contracted</td> <td style="text-align: right;">212,954</td> </tr> </tbody> </table>	Total	227,291 (¥000)	Contracted	212,954	(1) Explanation of various analysis methods (2) Training of an engineer in charge of geology in Japan (Analysis of aquifer by means of computer)			3.PRINCIPAL SOURCE OF INFORMATION													
Total	227,291 (¥000)																					
Contracted	212,954																					
					①②④																	

和名 首都圏水資源開発基本計画

(M/P, Basic Study, Other)

PROJECT SUMMARY (F/S)

Compiled Mar.1990
Revised Mar.1994

ASO PAK/A 303/88

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																					
1.COUNTRY	Pakistan	1.SITE OR AREA				1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input checked="" type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled																				
2.NAME OF STUDY Upper Kurang River Irrigation Project		Irrigation development with 6,600 ha irrigable area through water resources development of upper Kurang River																									
3.SECTOR Agriculture/General		2.PROJECT COST				(Description) After the completion of F/S study, the Government of Pakistan has decided to suspend the project, because the benefitable area of the project enqlfs part of city districts (which is called park areas by the Government of Pakistan). However, Sanyu Consultants Inc. is recently requested by the Government of Pakistan to make a conception paper for the project in order to coordinator among the authorities concerned, and it is submitted in Feb., 1990 to the Government of Pakistan. As of Septeber 1991, federal government is being under consideration due to high water cost compared to similar projects in different sectors. (FY 1991 Overseas Survey) 1,359 million yen is desired to be funded from OECF. (FY 1992 Overseas Survey) As the result of social and economic changes such as a population increase and urbanizaion in the Metropolitan Islamabad area, the opening of nearby road that led to a decrease and higher prices of agricultural land, the implementation of the project needs to be reconsideration. Place a higher priority on the of water supply in the metropolitan area. (FY 1993 Overseas Survey) Feasibility of the proposed irrigation project is questioned because of high cost of water. Drinking water supply for metropolitan area is considered with high priority.																					
4.REFERENCE NO.		<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 style="text-align: center;">1)</td> <td style="text-align: center;">76,902</td> <td style="text-align: center;">38,318</td> <td style="text-align: center;">38,584</td> </tr> <tr> <td>(US\$1=17.3rupee in 1987)</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	(US\$1,000)	1)	76,902	38,318	38,584	(US\$1=17.3rupee in 1987)	2)					3)			
		Total Cost	Local Cost	Foreign Cost																							
(US\$1,000)	1)	76,902	38,318	38,584																							
(US\$1=17.3rupee in 1987)	2)																										
	3)																										
5.TYPE OF STUDY		3.CONTENTIS OF MAJOR PROJECT(S)																									
6.COUNTERPART AGENCY		- Water resources: K-2 dam (zone-type fill dam whose height and effective capacity is 53 m and 18.5 MCM, respectively) - Canal: Total length of main and branch canals is 130 km - Oh-farm facilities: 6,600 ha - Road Network: 18.6 km - Agriculture-supporting facilities: Buildings, agricultural machinery, etc.																									
7.OBJECTIVES OF STUDY																											
8.DATE OF S/W																											
9.CONSULTANT(S)		4.FEASIBILITY AND ITS ASSUMPTIONS																									
10.STUDY TEAM		5.TECHNICAL TRANSFER																									
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		<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%; text-align: center;">EIRR1)</td> <td style="width: 15%; text-align: center;">13.00</td> <td style="width: 15%; text-align: center;">FIRR1)</td> <td style="width: 15%; text-align: center;">12.70</td> </tr> <tr> <td></td> <td style="text-align: center;">Yes</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 style="text-align: center;">EIRR3)</td> <td></td> <td style="text-align: center;">FIRR3)</td> <td></td> </tr> </table>					Feasibility:	EIRR1)	13.00	FIRR1)	12.70		Yes	EIRR2)		FIRR2)				EIRR3)		FIRR3)					
	Feasibility:	EIRR1)	13.00	FIRR1)	12.70																						
	Yes	EIRR2)		FIRR2)																							
		EIRR3)		FIRR3)																							
12.EXPENDITURE		Conditions and Development Impacts: The water resources development of upper Kurang River, together with effective utilization of irrigation water for rainfed paddy production in the rural areas of Islamabad capital territory, brings about better supply of vegetables, fruit, and daily products which requires quick delivery to the neighboring big markets in the capital territory, and improve/stabilize the regional farm households' economy.																									
		Transfer to government officials in Pakistan and Japan was done.																									
		<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 style="text-align: center;">Total</td> <td style="text-align: center;">173,991</td> <td style="text-align: center;">(¥'000)</td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">155,446</td> <td></td> <td></td> <td></td> </tr> </table>									Total	173,991	(¥'000)			Contracted	155,446										
Total	173,991	(¥'000)																									
Contracted	155,446																										
		2.MAJOR REASONS FOR PRESENT STATUS The higher priority is put on the project in the integrated rural development master plan from 1985 to 1986. However, it may be changed water utilization from irrigation to urban water supply due to project economy and cost recovery. (FY 1992 Overseas Survey) The project is under reconsideration due to a change in priority rankings among the competing projects.																									
		3.PRINCIPAL SOURCE OF INFORMATION ①②③																									

和名 クラング川上流かんがい開発計画

(F/S,D/D)

PROJECT SUMMARY (M/P+F/S)

Compiled Mar.1991
Revised Mar.1994

ASO PAK/A 201B/89

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																																		
1.COUNTRY	Pakistan	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	Swat District Integrated Rural Development Project	Shangla Par District in NWFP																																						
3.SECTOR	Agriculture/General	2.PROJECT COST (US\$1,000)		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;">MP 1)</td> <td style="width: 10%;">745,380</td> <td style="width: 10%;">Local Cost</td> <td style="width: 10%;">339,575</td> <td style="width: 10%;">Foreign Cost</td> <td style="width: 10%;">405,805</td> </tr> <tr> <td></td> <td>2)</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>F/S 1)</td> <td>99,710</td> <td></td> <td>45,270</td> <td></td> <td>54,140</td> </tr> <tr> <td></td> <td>2)</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>3)</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>			MP 1)	745,380	Local Cost	339,575	Foreign Cost	405,805		2)							F/S 1)	99,710		45,270		54,140		2)							3)					
	MP 1)	745,380	Local Cost	339,575	Foreign Cost	405,805																																		
	2)																																							
	F/S 1)	99,710		45,270		54,140																																		
	2)																																							
	3)																																							
4.REFERENCE NO.		3.CONTENTES OF MAJOR PROJECT(S)				(Description) A pre-feasibility study was conducted on the first priority project selected among the masterplan area, for which Pakistan Government will request to the Japanese Government the Grant-aid of FY 1991. The component of the project will be as follows: - Agricultural Infrastructure Improvement - Agricultural Development - Road Networks Improvement - Village Water Supply Estimated Cost: US\$15.19 million (FY 1991 Overseas Survey) 1992-1993 L/A (2087.7 million yen) 1990-2005 Construction (15 years) by GOP (FY 1992 Overseas Survey) The request for a grant aid has not been approved because the MIRAD project, which is a comprehensive rural development project of similar nature to this is on-going and needs to be closely monitored for another implementation. (FY 1993 Overseas Survey) There is no progress.																																		
5.TYPE OF STUDY	M/P+F/S																																							
6.COUNTERPART AGENCY	NWFP, Local Government and Rural Development Department	1.Aqri. Infrastructure Development - Irrigation - Small Scale Irrigation Scheme 18 pla. - Spring Water Tank Irrigation 30 pla. - Kabalqam Irri. Scheme 320 ha. - Sandai-Aloch Irri. & Hydel Power Scheme 352 ha. - Choqa Irri. & Hydel Scheme 170 ha. - Chakesar Irri. & Hydel Scheme 110 ha. 2.Aqri. Supporting Service Development 3.Road Improvement 103.5km ; Road Construction 176.0km 4.Rural Electrification 26,700H 5.New Water Supply System 22,300H 6.Rural Infrastructure Development 7.Village Community Development																																						
7.OBJECTIVES OF STUDY																																								
8.DATE OF S/W	Apr.1988	Imp. Period: Jan.1990-Dec.2005				2.MAJOR REASONS FOR PRESENT STATUS Increase of living standard and improvement of living environment of the village farmers of the mountain belt areas will be required. (FY 1992 Overseas Survey) The Shangla Par district is the poorest district in the state, and the development of the area is placed higher priority in the country's Eighth Five Year Plan. However, a similar project already being carried out has delayed the implementation of the project.																																		
9.CONSULTANT(S)	Sanyu Consultants Inc. Pacific Consultants International	4.FEASIBILITY AND ITS ASSUMPTIONS		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">Feasibility:</td> <td style="width: 10%;">Yes</td> <td style="width: 10%;">EIRR1)</td> <td style="width: 10%;">FIRR1)</td> </tr> <tr> <td></td> <td></td> <td>EIRR2)</td> <td>FIRR2)</td> </tr> <tr> <td></td> <td></td> <td>EIRR3)</td> <td>FIRR3)</td> </tr> </table>				Feasibility:	Yes	EIRR1)	FIRR1)			EIRR2)	FIRR2)			EIRR3)	FIRR3)																					
Feasibility:	Yes	EIRR1)	FIRR1)																																					
		EIRR2)	FIRR2)																																					
		EIRR3)	FIRR3)																																					
10.STUDY TEAM	No.of Members 9 Period Oct.1988-Dec.1989(15 months)	Conditions and Development Impacts: Conditions: The benefits consist of direct (e.g. aqri. benefits) and indirect benefits. Agricultural benefits are estimated as the difference of net income from crop production between with-project and without-project conditions. Paddy Maize Veg. Fruits <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;">without project</td> <td style="width: 10%;">728t</td> <td style="width: 10%;">607t</td> <td style="width: 10%;">74t</td> <td style="width: 10%;">-</td> </tr> <tr> <td></td> <td>with project</td> <td>910t</td> <td>638t</td> <td>534t</td> <td>126t</td> </tr> <tr> <td></td> <td>Incremental Benefit</td> <td>182t</td> <td>31t</td> <td>560t</td> <td>126t</td> </tr> <tr> <td></td> <td>Incremental N.P.V</td> <td colspan="4">3.7 million Rupees</td> </tr> </table> Development Impacts: It is envisaged that expansion of agricultural production, employment opportunity and increased income, grading up living standard, infrastructure development can be secured by the project executions. *The EIRRs for Aqri.Infra.Road and Rural Electrification are 10.3%-14.5%, 8.5%-10.5% and 2.8%-9.6% respectively.					without project	728t	607t	74t	-		with project	910t	638t	534t	126t		Incremental Benefit	182t	31t	560t	126t		Incremental N.P.V	3.7 million Rupees														
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	Incremental Benefit	182t	31t	560t	126t																																			
	Incremental N.P.V	3.7 million Rupees																																						
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER				3.PRINCIPAL SOURCE OF INFORMATION ①②③																																		
12.EXPENDITURE	Total 165,783 (¥'000) Contracted 158,592	On the job training for the counterpart staff and training in Japan for the staff of Rural Development Department																																						

和名 スワット地域農村総合開発計画

(M/P+F/S)

PROJECT SUMMARY (F/S)

ASO PAK/S 304/89

Compiled Mar.1991
Revised Mar.1994

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																					
1.COUNTRY	Pakistan	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 Establishment of the Second TV Channel for Education		Islamabad City, and around the country																									
3.SECTOR Communications & Broadcasting/Broadcasting		2.PROJECT COST				(Description) Dec. 10. 1989 Grant Aid E/N (1,640 mil. yen) Jun. 1990 Grant Aid E/N (1,730 mil. yen) Mar. 1991 Completion of the 1st year project Feb. 1992 Completion of the 2nd year project The opening ceremony took place in November 1992 in the presence of the President of Pakistan, and it has been broadcasting seven hours per day at regular time. (FY 1993 Overseas Survey) This project was realized to increase the rate of literacy and also envisage education in health, sanitation, agriculture, population industry, handicraft and so on.																					
4.REFERENCE NO.		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%; text-align: center;">Total Cost</td> <td style="width: 10%; text-align: center;">Local Cost</td> <td style="width: 10%; text-align: center;">Foreign Cost</td> </tr> <tr> <td>(US\$1,000)</td> <td style="text-align: center;">1)</td> <td style="text-align: center;">130,955</td> <td style="text-align: center;">81,904</td> <td style="text-align: center;">49,050</td> </tr> <tr> <td>US\$1=19.57P.Re=130Yen</td> <td style="text-align: center;">2)</td> <td style="text-align: center;">32,000</td> <td style="text-align: center;">6,100</td> <td style="text-align: center;">26,900</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	(US\$1,000)	1)	130,955	81,904	49,050	US\$1=19.57P.Re=130Yen	2)	32,000	6,100	26,900		3)			
		Total Cost	Local Cost	Foreign Cost																							
(US\$1,000)	1)	130,955	81,904	49,050																							
US\$1=19.57P.Re=130Yen	2)	32,000	6,100	26,900																							
	3)																										
5.TYPE OF STUDY		3.CONTENTS OF MAJOR PROJECT(S)																									
6.COUNTERPART AGENCY		The establishment of the second TV channel for education in the Islamic Republic of Pakistan. In the first 2 years project contents are: -Construction of a TV programme production centre in Islamabad. -Supply and installation of broadcasting equipment for the above mentioned ETV Centre. -TV programme transmission facilities via satellite(consist of 2 up/down link earth stations and 14 TV ROs). -Supply and installation of ETV transmitter and antenna for each of 12 rebroadcast stations. Upon completion, 56% population coverage is achieved. In the later 3 years: -Construction of ETV centers in Karachi and Lahore. -Supply and intallation of ETV production equipment. -ETV transmitter and antennas for the rest 30 rebroadcast stations. Upon completion 98% of population coverage will be achieved.																									
7.OBJECTIVES OF STUDY																											
Feasibility Study																											
8.DATE OF S/W		Imp. Period: .1990-.1995																									
9.CONSULTANT(S)		4.FEASIBILITY AND ITS ASSUMPTIONS		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%; text-align: center;">EIRR1)</td> <td style="width: 10%; text-align: center;">15.26</td> <td style="width: 10%; text-align: center;">FIRR1)</td> </tr> <tr> <td></td> <td style="text-align: center;">Feasibility:</td> <td style="text-align: center;">EIRR2)</td> <td></td> <td style="text-align: center;">FIRR2)</td> </tr> <tr> <td></td> <td style="text-align: center;">Yes</td> <td style="text-align: center;">EIRR3)</td> <td></td> <td style="text-align: center;">FIRR3)</td> </tr> </table>				EIRR1)	15.26	FIRR1)		Feasibility:	EIRR2)		FIRR2)		Yes	EIRR3)		FIRR3)							
		EIRR1)	15.26	FIRR1)																							
	Feasibility:	EIRR2)		FIRR2)																							
	Yes	EIRR3)		FIRR3)																							
10.STUDY TEAM		Conditions and Development Impacts: The current literacy rate in Pakistan is about 30%. However, with rapid increase of population (estimated to double in 20 years), the rate is likely to decline without an effective mass education program. The (mass) education of the people is the urgent task of national politics. The establishment of the second TV channel for education is an important step to improve the level of literacy, and to launch mass education programs on family planning, child health. TV is the most suitable media for the purpose.																									
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER																									
12.EXPENDITURE		Technical transfer was done on channel allocation, post production, procedure for programme production, audio dubbing and programme transmission via satellite.																									
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%; text-align: center;">Total</td> <td style="width: 10%; text-align: center;">157,101 (¥'000)</td> <td></td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">159,273</td> <td></td> </tr> </table>				Total	157,101 (¥'000)				Contracted	159,273		2.MAJOR REASONS FOR PRESENT STATUS															
		Total	157,101 (¥'000)																								
		Contracted	159,273																								
		Although the F/S was conducted on the basis of a loan financial support, Pakistan Government requested grant aid from Japanese Government due to the financial difficulties. Japanese Government accepted the request for the first 2 years project contents.																									
		3.PRINCIPAL SOURCE OF INFORMATION																									
		①②																									

和名 教育テレビチャンネル設立計画

(F/S,D/D)

PROJECT SUMMARY (F/S)

Compiled Mar.1992
Revised Mar.1994

ASO PAK/A 304/90

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																					
1.COUNTRY	Pakistan	1.SITE OR AREA		Malis River Basin situated about 20km north west of Karachi city, Total area is 30,000ha 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 style="text-align: center;">(US\$1,000)</td> <td style="text-align: center;">1)</td> <td style="text-align: center;">31,900</td> <td style="text-align: center;">5,680</td> <td style="text-align: center;">26,220</td> </tr> <tr> <td></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	(US\$1,000)	1)	31,900	5,680	26,220		2)					3)				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 type="checkbox"/> Implementing <input checked="" type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled	
		Total Cost	Local Cost			Foreign Cost																					
(US\$1,000)	1)	31,900	5,680			26,220																					
	2)																										
	3)																										
2.NAME OF STUDY	Water Resource Development Project in Malis Basin		(Description) OECF signed L/A on Agriculture Development Project in Malis Basin (E/S). The loan, 206 million yen, is 40 review previous plan on dams and reservoirs and to draw D/D. (FY 1991 Overseas Survey) No additional information. (FY 1992 Overseas Survey) 1) A request was made for a OECD loan during the FY 1992 Annual Meeting between the Pakistan and Japanese governments. 2) A OECD loan for a detailed design L/A was expected in February or March 1992, the carrying out of D/D in August 1992. (FY 1993 Overseas Survey) The construction plan of Mol Dam is under preparation as follows: August 1993. OECF loan L/A 206 million yen. (Water Resource Development Project in Malis Basin) This loan aims a review, D/D and tender preparation of the Dam and reservoir construction.																								
3.SECTOR	Agriculture/General																										
4.REFERENCE NO.																											
5.TYPE OF STUDY	F/S																										
6.COUNTERPART AGENCY	Government of Sindh																										
7.OBJECTIVES OF STUDY	To Formulate Water Resource Development Project																										
8.DATE OF S/W	Feb.1989																										
9.CONSULTANT(S)	Nippon Koel Co., Ltd.		Imp. Period: Apr.1991-Mar.1995 4.FEASIBILITY AND ITS ASSUMPTIONS <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%;">Feasibility:</td> <td style="width: 15%; text-align: center;">EIRR1)</td> <td style="width: 15%; text-align: center;">10.65</td> <td style="width: 15%; 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></td> <td style="text-align: center;">FIRR2)</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">EIRR3)</td> <td></td> <td style="text-align: center;">FIRR3)</td> </tr> </table>			Feasibility:	EIRR1)	10.65	FIRR1)		Yes/No	EIRR2)		FIRR2)			EIRR3)		FIRR3)								
	Feasibility:	EIRR1)	10.65	FIRR1)																							
	Yes/No	EIRR2)		FIRR2)																							
		EIRR3)		FIRR3)																							
10.STUDY TEAM	No.of Members 11 Period Aug.1989-Oct.1990 (15 months) <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%; text-align: center;">Total M/M</td> <td style="width: 15%; text-align: center;">Japan</td> <td style="width: 15%; text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">47.17</td> <td style="text-align: center;">16.74</td> <td style="text-align: center;">30.43</td> </tr> </table>		Total M/M	Japan	Field	47.17	16.74	30.43	2.MAJOR REASONS FOR PRESENT STATUS 																		
Total M/M	Japan	Field																									
47.17	16.74	30.43																									
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY																											
12.EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">Total</td> <td style="width: 15%; text-align: center;">152,552 (¥'000)</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">147,613</td> </tr> </table>				Total	152,552 (¥'000)			Contracted	147,613	3.PRINCIPAL SOURCE OF INFORMATION ①②③																
		Total	152,552 (¥'000)																								
		Contracted	147,613																								
	5. TECHNICAL TRANSFER - Technology transfer to counterparts in the course of the Study - Training of counterparts in JICA training course (FY 1993 Domestic Survey)																										

和名 マリル川流域農業開発計画

(F/S,D/D)

PROJECT SUMMARY (M/P+F/S)

Compiled Mar.1993
Revised Mar.1994

ASO PAK/S 203B/91

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT												
1.COUNTRY	Pakistan	1.SITE OR AREA	Lahore Metropolitan Area (2,300 Sq. Km)			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	Comprehensive Study on Transportation System in Lahore	2.PROJECT COST (US\$1,000)	M/P 1) 910,000 2) 288,164	Local Cost	Foreign Cost			(Description) (FY1992 Overseas Survey) 1) Detailed designs are prepared for three flyovers. 2) A D/D for LRT is planned to be implemented in time for the scheduled opening. The construction of flyovers is planned to be implemented through funding of the Pakistan Government and World Bank. The scale of LRT project is so large that the government seeks Japanese cooperation in addition to the planned World Bank loan for a part of the construction. 3) The construction of the bridge across Ravi River has started. 4) A D/D for grade separations is in progress. 5) A D/D for link road is also in progress. (FY1993 Overseas Survey) 1) In Linq Road project, F/S and D/D has already been completed for the first term by WB Fund. 2) Rabi bridge : one bridge completed, one on the way to build.										
3.SECTOR	Transportation/Urban Transportaion	3.CONTENTS OF MAJOR PROJECT(S)	F/S 1) 13,932 2) 288,164 3)	11,332 209,707	2,600 78,457													
4.REFERENCE NO.		<M/P>Components of the Master Plan (up to 2010): 1)Short-term plan (1992-1995) (Total cost Rps 25 bil): Improvement and construction of roads; 9 intersections; traffic management; bus system ; new bridge across the Ravi River. 2)Medium-term plan (1996-2000) (Total cost Rps 65 bil): roads; 14 intersections; new bridge across the Ravi River; bus system ; Heavy Rail Transit (HRT) System (40.0km); traffic management; mode interchange facilities. 3)Long-term plan (2001-2010) (Total cost Rps 110 bil): roads; intersection improvement (92.4km); new bridge across the Ravi River; bus system ; Light Rail Transit (LRT) System; mode interchange facilities. <F/S> 1) Intersection Improvement (construction of flyovers): Total cost Rp.302.3 million - Qartaba Chowk - Ferozepur Road / Canal Bridge & Wahdat Road - Kalma Chowk 2) LRT: Total cost Rp.5,965 million - Construction of a light rail line from the present CBD to the Model Town in the south (12.5 km) - Related facilities and equipment (elevated stations, signaling and communication, yards and workshops, rolling stocks, aquisition of the right of way, etc.) * Costs are estimated in the end 1990 prices.																
5.TYPE OF STUDY	M/P+F/S					4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes/No	EIRR1) EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)									
6.COUNTERPART AGENCY	Lahore Development Authority	Imp. Period: Conditions and Development Impacts: Assumptions: 1)Future transport demand (in person trips/day) was projected on the bases of the results of the 1990 person trip survey (HIS): <table style="margin-left: 20px; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;">1990</td> <td style="text-align: center;">2010</td> </tr> <tr> <td>Population (over 5 years of age)</td> <td style="text-align: center;">4,578</td> <td style="text-align: center;">8,875 (in 1000)</td> </tr> <tr> <td>Person trips/day</td> <td style="text-align: center;">9,779</td> <td style="text-align: center;">19,863</td> </tr> <tr> <td>Trip generation rate</td> <td style="text-align: center;">2.14</td> <td style="text-align: center;">2.24</td> </tr> </table> 2) LRT System is to be elevated and start operation in 2010. 3) LRT route is selected with reference to future transport network, convenience in transfer, conservation of historical buildings and greenery, etc. 4) More than 75% of initial investment in LRT is soft loan or subsidy. Development Impacts: 1) Intersection Improvement: Alleviation of traffic congestion. 2) LRT: Strengthening of the public transportation capacity, alleviation of traffic congestions, redevelopment in the areas around terminals, etc.; To maintain financial					1990	2010	Population (over 5 years of age)	4,578	8,875 (in 1000)	Person trips/day	9,779	19,863	Trip generation rate	2.14	2.24	
	1990					2010												
Population (over 5 years of age)	4,578	8,875 (in 1000)																
Person trips/day	9,779	19,863																
Trip generation rate	2.14	2.24																
7.OBJECTIVES OF STUDY	1)Formulation of Urban Transport Plan for 2000/2010 2)Feasibility Study on Priority Projects	5.technical transfer				2.MAJOR REASONS FOR PRESENT STATUS												
8.DATE OF S/W	Oct.1989					10.STUDY TEAM		3.PRINCIPAL SOURCE OF INFORMATION										
9.CONSULTANT(S)	ALMEC Corporation Pacific Consultants International	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">No.of Members</td> <td colspan="2" style="text-align: center;">11</td> </tr> <tr> <td>Period</td> <td colspan="2" style="text-align: center;">Jul.1990-Oct.1991 (15 months)</td> </tr> <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;">60.95</td> <td style="text-align: center;">24.86</td> <td style="text-align: center;">36.09</td> </tr> </table>		No.of Members	11		Period			Jul.1990-Oct.1991 (15 months)		Total M/M	Japan	Field	60.95	24.86	36.09	①②
No.of Members	11																	
Period	Jul.1990-Oct.1991 (15 months)																	
Total M/M	Japan	Field																
60.95	24.86	36.09																
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY																		
12.EXPENDITURE																		
	Total	226,159 (¥'000)																
	Contracted	218,462																

和名 ラホール都市圏総合交通システム開発計画

(M/P+F/S)

PROJECT SUMMARY (F/S)

Compiled Mar.1994
Revised Mar.1994

ASO PAK/A 305/92

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Pakistan	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		Vidore in D.G. Khan, Punjab province					
Development of Irrigation Based on Flood Flows of D.G. Khan Hill Torrents		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost	
		(US\$1,000)	1)	3,553	2,432	1,121	
			2)	7,403	5,654	1,749	
			3)	10,440	8,249	2,191	
3.SECTOR		3.CONTENTS OF MAJOR PROJECT(S)				(Description) In the feasibility study, the review of Mithawan Hill torrent Pilot Project was carried out, and the basic design study for this project going to be implemented by Japan's Grant Aid is in progress now. But, for the Vidore hill torrent area, the implementation of the project will be decided after completion of the Mithawan Hill torrent Pilot project. (FY 1993 Overseas Survey) Above Mithawan Hill torrent Pilot Project has already started from May 1994 (until April 1996), granted by JICA.	
Agriculture/		1. Dispersion Structure : 2 sites 2. Distribution Facilities : improvement at 23 sites 3. Watershed Conservation Facilities : * construction of earthen bunds * application of grass contour hedges * construction of gully plugs 4. Road : new road 1 route improvement 1 route					
4.REFERENCE NO.							
5.TYPE OF STUDY		F/S					
6.COUNTERPART AGENCY		Department of Irrigation Power, Province of Punjab					
7.OBJECTIVES OF STUDY		Formulation of Irrigation Development and Management Plan for D.G. Khan Area					
8.DATE OF S/W		Aug.1990					
9.CONSULTANT(S)		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) 19.90 FIRR1) 14.20 EIRR2) 11.80 FIRR2) 8.20 EIRR3) 10.40 FIRR3) 7.20		
Nippon Giken Inc. Sanyu Consultants Inc.		Conditions and Development Impacts: Conditions and Development Impacts (Imp. Periods are 1) 2 years, 2) 5 years, 3) 10 years.) 1. Considerable expansion of upland irrigated area and reduction of the flood damage through the increase of the dispersion of the hill torrent water. 2. The stabilization of the land conditions in watershed area and the encouragement of livestock raising by watershed conservation facilities.					
10.STUDY TEAM							
No.of Members 21							
Period Mar.1991-Oct.1992 (19 months)							
Total M/M		Japan	Field				
32.00		16.00	16.00				
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER					
Topographic Survey Soil Survey Water Right Survey		The technology of the facility study for irrigation and watershed management was transferred to the counterparts of the Department of Irrigation and Power, Punjab.					
12.EXPENDITURE		3.PRINCIPAL SOURCE OF INFORMATION					
Total 201,790 (¥'000)		①②					
Contracted 187,898							

和名 D.G.カーン地区かんがい開発計画

(F/S,D/D)

PROJECT SUMMARY (F/S)

Compiled Mar.1990
Revised Mar.1992

ASE PHL/S 303/76

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Philippines	1.SITE OR AREA				1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input checked="" type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY		Manila					
Manila Rapid Transit Railway Line No.1		2.PROJECT COST		Total Cost	Local Cost		
		(US\$1,000)		1) 547,000	282,000		
						(Description) The subway project was cancelled as follows. 1. According to the decision made by the President's Office in 1979, this project was started with a Belgian grant. The original plan was the surface railway transit. 2. Afterwards, the plan was changed to the elevated railway transit (LRT) and consequently required additional loans, including Lloyd/Sumitomo, Swiss Transfer Credit, and LTD Bond. 3. This LRT No.1 route replaced Subway No.1 route. Total length was about 14 km. 4. This LRT project was completed in December 1985. Number of passengers : 250,000/day.	
3.SECTOR		3.CONTENTES OF MAJOR PROJECT(S)					
Transportation/Railway		Content : Route selection : Station building : Power supply facilities : Communications facilities : Signalling : Operation and Maintenance Length : 20km					
4.REFERENCE NO.							
5.TYPE OF STUDY		F/S					
6.COUNTERPART AGENCY		Planning & Project Development office, Public Works Dept., Transport & Communication					
7.OBJECTIVES OF STUDY		Urban Public Transportation					
8.DATE OF S/W		Jul.1974					
9.CONSULTANT(S)		Pacific Consultants International Japan Overseas Consultants Co., Ltd.					
10.STUDY TEAM		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: No	EIRR1) 20.40 EIRR2) EIRR3)		
		Conditions and Development Impacts: Conditions: - Traffic demand forecast was made on the basis of person trip survey (1971) and mass transit service survey (1975). - survey area was Greater Manila Area including 4 cities and 15 towns. Development impact: It is to meet future traffic demand which cannot be met by roads surface roads.					
		(FY 1993 Domestic Survey)					
		5. TECHNICAL TRANSFER					
		-Technique for future traffic demand forecasting -Overseas training in Japan -Environmental assessment method					
12.EXPENDITURE						2.MAJOR REASONS FOR PRESENT STATUS	
Total		178,914 (¥000)				The alternative transit system was implemented.	
Contracted		242,970				3.PRINCIPAL SOURCE OF INFORMATION	
						①	

和名 マニラ地下鉄 (1号線) 計画

(F/S,D/D)

PROJECT SUMMARY (F/S)

Compiled Mar.1990
Revised Mar.1992

ASE PHL/S 301/76

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Philippines	1.SITE OR AREA		Subic Bay in southwestern Luzon (100km from Manila)		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		2.PROJECT COST					
Construction Plan of Subic Ship Repair Yard		(US\$1,000)		1) 66,530	29,370	37,160	(Description) Sep.1977 OECF loan agreement (E/S, 265 million yen) Mar.1979 OECF loan agreement (10,855 million yen) For the construction of Subic Repair Yard Oct.1979 Construction started Dec.1981 Construction completed OECF financing: 1) Construction of a dry dock (350m x 65m x 12.5m) 2) Berths (two 300,000DWT berths, one 150,000DWT berth, and one 20,000DWT berth) 3) Cranes (one 80t crane, one 30t crane and one 15t crane) 4) Buildings
3.SECTOR		3.CONTENTS OF MAJOR PROJECT(S)					
Transportation/Marine Transportation & Ships		1. Facility plan 1) Total site: 158,000sq.m 2) Dredging and reclamation: 1 million cu.m 3) Dock yard: 350m x 65m x 13m, sufficient for 300,000D.W. 4) Dock side crane: 30t x 2 5) Repair plant: main bldg. 150m x 35m x 12-17m, ancillary bldg. 150m x 15m x 7m 6) Quay and dolphin: 25m x 160m, of which dolphin 20m x 25m, obliquely intersection steel pile standard 7) Oxygen and acetylene generator: obtained from outside. 8) Service and industrial water: well used, Water tank 500t for service water, 2,000t for industrial water. 9) Control pollution: Equipment for treating waste water from living and from sawing engine parts is to be installed. 10) Construction cost: \$71.86 million 2. Management plan Organization of New company Capital 20 million US\$(60% from Philippine government 40% from partner) It is built in Manila. The head office should smoothly obtain ship repairing orders and purchase materials while making close contact with the plant in Subic.					
4.REFERENCE NO.		Imp. Period: .1976-.1980					
5.TYPE OF STUDY		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 25.00 FIRR1)	EIRR2) FIRR2)	
F/S				EIRR3) FIRR3)			
6.COUNTERPART AGENCY		Conditions and Development Impacts: Conditions: 1. Initial investment: recovered in 17.5 years after beginning of operation. 2. Residual book value: 10% 3. Long-term loan: Interest 4.25% on the average. 7 year deferment 18 year payment 4. Sales: 65% is received before the end of a year, 35% in the following year. 5. Production cost: 10% is paid in the present year and 90% in the following year. Development impacts: 1. Sales 1979 1980 1981 1982 1983 1984 1985 (mil\$) 2.42 9.46 13.2 17.2 19.1 21.4 24.2 2. Foreign exchange earnings and savings 3. Increase of employment opportunity: 1,600 4. Increased market for domestic materials: The dependence on imported raw materials will be lowered gradually in the course of this project. 5. Others: The construction of a dock in Subic will either decrease or prevent various useless expenditures attributable to the congestion around Manila.					
Maritime Industry Authority							
7.OBJECTIVES OF STUDY							
Feasibility analysis of a ship repair yard							
8.DATE OF S/W							
.0							
9.CONSULTANT(S)							
10.STUDY TEAM							
No.of Members 6							
Period Jan.1976-Apr.1976(3 months)							
Total M/M Japan Field							
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY							
12.EXPENDITURE		5.TECHNICAL TRANSFER					
Total 13,226 (¥'000)							
Contracted							
		2.MAJOR REASONS FOR PRESENT STATUS					
		3.PRINCIPAL SOURCE OF INFORMATION					
		①④					

和名 スービック修理用造船所建設計画

(F/S,D/D)

PROJECT SUMMARY (F/S)

Compiled Mar.1986
Revised Mar.1992

ASE PHL/S 302/76

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1.COUNTRY	Philippines	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		Bataan Shipyard (Manila Bay and Marivelez)						
Pan-Philippine Highway Ferry Service Plan		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost		
		(US\$1,000)	1)	9,904	1,707	8,197		
		(US\$1=292.8yen)	2)					
			3)					
3.SECTOR		3.CONTENTS OF MAJOR PROJECT(S)				(Description) Jan.1978 OECF loan agreement (3,000 million yen) For the construction of two ferry boats and four ferry terminals Jan.1983 1st ferry boat delivered Oct.1983 Terminals completed Jun.1984 2nd ferry boat delivered (FY 1991 Overseas Survey) No additional information.		
Transportation/Marine Transportation & Ships		1. Ferry 1) Scale: 59m Diesel engine, 2 ferry 2) Capacity: Passenger 400, Truck (8t) 14 3) Term for construction: 26 months 4) Technical employee: 20 engineers 3 months, 40 managers 6 months 2. Ferry terminal 1) Mooring Crest elevation: MHHW +2.5m Depth: -4.5m 2) Building Size: 1,200sq.m Structure: 2 floor Ferro-concrete 3) Car park, shore protection, breakwater constructed.						
4.REFERENCE NO.								
5.TYPE OF STUDY		F/S						
6.COUNTERPART AGENCY		Dept.of Public Highway						
7.OBJECTIVES OF STUDY		Feasibility analysis of the construction car ferries						
8.DATE OF S/W		.0						
9.CONULTANT(S)		Imp. Period: .1978-.1980						
		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 10.00 FIRR1) 8.00			
				EIRR2)	FIRR2)			
				EIRR3)	FIRR3)			
10.STUDY TEAM		Conditions and Development Impacts: Conditons: 1. Forecasted demand: assumed 2 round-trips per day (target year: 1985) 2. Staff: 20(officer 8, clue 12) 3. Continental regime: A center is set on onese, managers is set. 4. Capacity of transport/day 1978 1980 1985 1990 (passenger) 310 390 710 1,270 Development impacts: 1. Reduction of transportation cost: 11 pesos/man 2. Reduction of transportation time: 0.8 pesos/man 3. Loss of taking on board is saved: 20 pesos/T 4. Saving the maintenance of other shore: 76,000 pesos year/1,000 passengers 5. Other impacts 1) Several functions of service will be established around terminal. 2) Increase of sightseers						
No.of Members 4								
Period Jan.1976-Jun.1976(5 months)								
Total M/M Japan Field								
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY								
12.EXPENDITURE		5.TECHNICAL TRANSFER				2.MAJOR REASONS FOR PRESENT STATUS		
Total								
Contracted		8,550 (¥'000)				3.PRINCIPAL SOURCE OF INFORMATION		
						①②④		

和名 フェリー計画

(F/S,D/D)

PROJECT SUMMARY (F/S)

Compiled Mar.1990
Revised Mar.1992

ASE PHL/A 301/76

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Philippines	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		Cagayan River Basin of Cagayan Province					
Cagayan Integrated Agricultural Development Project		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost	
		(US\$1,000)	1)	31,309	15,831	15,478	
				2)			
				3)			
3.SECTOR		3.CONTENTES OF MAJOR PROJECT(S)				(Description) The proposed project was implemented by the OECF finance. Apr.1977 OECF L/A signed (6.16 billion yen) 1978 Construction started Dec.1988 Construction completed OECF Loan: - 3 pump stations - Irrigation canals (930km) - Drainage canals (414km) - Roads (759km) - Power transmission (70km) (FY1991 Overseas Survey) No additional information.	
Agriculture/General		Scheme 1)Aparri-Lallo 2)Pared 3)Iquiq					
4.REFERENCE NO.		Irrigation areas(total:14,300ha) 12,000ha 1,500ha 800ha					
5.TYPE OF STUDY		Pumping facilities 1,200mm x 7sets 600mm x 4sets 450mm x 4 sets					
6.COUNTERPART AGENCY		Canals(irrigation) Main 30km 8km 4.5km					
CIADP related agencies NIA, NEA, PW		Lateral 240km 30km 16km					
7.OBJECTIVES OF STUDY		Farm ditch 480km 105km 32km					
The Project Area is reinfed paddy field area. There is the Cagayan river which is the biggest one in the Republic of Philippines. This river has of the Cagayan river as useless for irrigation. Accordingly, the flesibility study		Canals(drainage) Main 50km					
		Lateral 360km 45km 16km					
		Farm Road 108km 27.5km 12km					
8.DATE OF S/W		The project cost 1)above is for the entire schemes. The project costs for the individual schemes are as follows.					
.0		Aparri-Lallo Total Local Foreign (US\$1,000)					
9.CONSULTANT(S)		Pared 2,158 2,418 2,158					
Sanyu Consultants Inc.		Iquiq 1,397 883 1,397					
10.STUDY TEAM		Imp. Period: .1977-.1982					
No.of Members 10		4.FEASIBILITY AND ITS ASSUMPTIONS					
Period May.1975-Jun.1976(13 months)		Feasibility: Yes EIRR1) 15.00 FIRR1)					
Total M/M Japan Field		EIRR2) FIRR2)					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		EIRR3) FIRR3)					
		Conditions and Development Impacts:					
		[Conditions]					
		Economic benefits are estimated as the difference of net income in rice production between with-project and without-project conditions.					
		Increased rice production (tons)					
		without project with project					
		Iquiq, Pared, Lallo 5,574 23,721					
		Aparri 12,190 52,106					
		[Development Impacts]					
		1) Irrigation Impacts:					
		Complete double cropping has been possible in paddy of 15,000ha in these 3 districts above.					
		2) Increased farmers' income					
		3) Village electrification plan was promoted in Aparri district.					
		(FY 1993 Demestic Survey)					
12.EXPENDITURE		5.TECHNICAL TRANSFER				2.MAJOR REASONS FOR PRESENT STATUS	
Total 91,893 (¥000)		Overseas training was done during the period of project implementation					
Contracted 82,482						3.PRINCIPAL SOURCE OF INFORMATION	
						①②④	

和名 カガヤン農業総合開発

(F/S,D/D)

PROJECT SUMMARY (F/S)

ASE PHL/A 302/77

Compiled Mar.1990
Revised Mar.1993

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																															
1.COUNTRY	Philippines	1.SITE OR AREA				1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input checked="" type="checkbox"/> Discontinued or Cancelled																														
2.NAME OF STUDY		Manila and Cebu																																			
Grain Terminal Construction Projects in Manila and Cebu		2.PROJECT COST				(Description) (FY1991 Overseas Survey) The Government of the Philippines has no plan to secure financing for the project.																															
		<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;"></th> <th style="width: 10%;"></th> <th style="width: 10%;">Total Cost</th> <th style="width: 10%;">Local Cost</th> <th style="width: 10%;">Foreign Cost</th> </tr> </thead> <tbody> <tr> <td>(US\$1,000)</td> <td>1)</td> <td style="text-align: right;">13,800</td> <td style="text-align: right;">7,800</td> <td style="text-align: right;">6,000</td> </tr> <tr> <td></td> <td>2)</td> <td style="text-align: right;">6,600</td> <td style="text-align: right;">3,700</td> <td style="text-align: right;">2,900</td> </tr> <tr> <td></td> <td>3)</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>								Total Cost	Local Cost	Foreign Cost	(US\$1,000)	1)	13,800	7,800	6,000		2)	6,600	3,700	2,900		3)													
		Total Cost	Local Cost	Foreign Cost																																	
(US\$1,000)	1)	13,800	7,800	6,000																																	
	2)	6,600	3,700	2,900																																	
	3)																																				
3.SECTOR		3.CONTENTES OF MAJOR PROJECT(S)																																			
Agriculture/		Manila: Construction of 26,000 tons grain terminal silo. Installation of 300 tons/hour pneumatic unloaders.																																			
4.REFERENCE NO.		Cebu: Construction of 10,000 tons grain terminal silo. Installation of 150 tons/hour pneumatic unloaders and construction of 2,000 tons/month corn grits mill.																																			
5.TYPE OF STUDY		F/S																																			
6.COUNTERPART AGENCY		National Grains Authority																																			
7.OBJECTIVES OF STUDY		The Cost 1) above pertains to Manila, and the Cost 2) to Cebu (end 1979 prices).																																			
8.DATE OF S/W		.0																																			
9.CONSULTANT(S)		Nissin Engineering Co., Ltd.																																			
		Imp. Period: <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">4.FEASIBILITY AND ITS ASSUMPTIONS</th> <th style="width: 10%;">Feasibility: Yes/No</th> <th style="width: 10%;">EIRR1)</th> <th style="width: 10%;">EIRR2)</th> <th style="width: 10%;">EIRR3)</th> <th style="width: 10%;">FIRR1)</th> <th style="width: 10%;">FIRR2)</th> <th style="width: 10%;">FIRR3)</th> </tr> </thead> <tbody> <tr> <td colspan="8">Conditions and Development Impacts:</td> </tr> <tr> <td colspan="8">1. Cost reduction of imported grain transportation, unloading and storage.</td> </tr> <tr> <td colspan="8">2. Extermination of damage from insects and rodents and prevention of deterioration of grain</td> </tr> </tbody> </table>				4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes/No	EIRR1)	EIRR2)	EIRR3)	FIRR1)	FIRR2)	FIRR3)	Conditions and Development Impacts:								1. Cost reduction of imported grain transportation, unloading and storage.								2. Extermination of damage from insects and rodents and prevention of deterioration of grain							
4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes/No	EIRR1)	EIRR2)	EIRR3)	FIRR1)	FIRR2)	FIRR3)																														
Conditions and Development Impacts:																																					
1. Cost reduction of imported grain transportation, unloading and storage.																																					
2. Extermination of damage from insects and rodents and prevention of deterioration of grain																																					
10.STUDY TEAM		No.of Members 12 Period Oct.1976-Apr.1977(7 months)																																			
		<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">Total M/M</th> <th style="width: 15%;">Japan</th> <th style="width: 15%;">Field</th> <th style="width: 15%;"></th> <th style="width: 15%;"></th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td style="text-align: center;">(FY 1993 Domestic Survey)</td> </tr> </tbody> </table>				Total M/M	Japan	Field							(FY 1993 Domestic Survey)																						
Total M/M	Japan	Field																																			
				(FY 1993 Domestic Survey)																																	
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY																																					
12.EXPENDITURE		5.TECHNICAL TRANSFER																																			
		<table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td style="width: 10%;">Total</td> <td style="width: 10%;"></td> <td style="width: 10%; text-align: right;">72,011 (¥'000)</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td>Contracted</td> <td></td> <td style="text-align: right;">61,397</td> <td></td> <td></td> </tr> </tbody> </table>				Total		72,011 (¥'000)			Contracted		61,397																								
Total		72,011 (¥'000)																																			
Contracted		61,397																																			
		2.MAJOR REASONS FOR PRESENT STATUS																																			
		(FY 1991 Overseas Survey) The government is no longer interested in pursuing the project due to the policy of deregulation and privatization.																																			
		3.PRINCIPAL SOURCE OF INFORMATION																																			
		①②																																			

和名 穀物ターミナルサイロ建設プロジェクト (マニラ・セブ地区)

[F/S,D/D]

PROJECT SUMMARY (Basic Study)

Compiled Mar.1990
Revised Mar.1994

ASE PHL/A 501/77

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS	
1.COUNTRY	Philippines	1.SITE OR AREA	The Gulf of Leyte and the Gulf of Davao		1.PRESENT STATUS	<input type="checkbox"/> In Progress or In Use <input checked="" type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2.NAME OF STUDY	Fish Finding (skipjack) Survey	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) (FY1993 Overseas Survey) No information is available.
3.SECTOR	Fisheries/General	(US\$1,000)	1)		2)	
4.REFERENCE NO.		3.CONTENTES OF MAJOR PROJECT(S)				
5.TYPE OF STUDY	Basic Study	During the period of the study, it was a poor catch period in the Gulf of Leyte, and it was between a poor catch period and the beginning of fish visiting period in the Gulf of Davao, therefore the haul was poor. It is necessary to conduct survey in different time to observe the difference of the hauls by the time and to judge the overall situation through a year.				
6.COUNTERPART AGENCY	Bureau of Marine Resources	4.CONDITIONS AND DEVELOPMENT IMPACTS				
7.OBJECTIVES OF STUDY	To conduct maritime surveys in order to clarify the distribution of skipjack resources, abundance of bait fishes for skipjack pole-and-line fishing and, aptitude of bait fishes in the southeasterly area of the Philippine Islands.	1. Survey period was too short to estimate the feasibility of skipjack pole-and-line fishery in this area. 2. Feasibility of supplying bait fish was estimated, and feasibility of technic to keep bait fish was also estimated.				
8.DATE OF S/W	.0	10.STUDY TEAM				
9.CONSULTANT(S)	Japan Marine Fishery Resource Research Center	No.of Members 3 Period Nov.1976-Mar.1977(0 months)				
		Total M/M Japan Field			2.MAJOR REASONS FOR PRESENT STATUS	
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		(FY 1993 Domestic Survey)				
12.EXPENDITURE		5.technical transfer			3.PRINCIPAL SOURCE OF INFORMATION	
	Total 99,851 (¥000)				①②	
	Contracted 94,682					

和名 水産資源開発調査

{M/P, Basic Study, Other}

PROJECT SUMMARY (Other)

Compiled Mar.1990
Revised Mar.1992

ASE PHL/S 601/77

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS	
1.COUNTRY	Philippines	1.SITE OR AREA	Shipyards (27ha) in Marivelez		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2.NAME OF STUDY	Pan-Philippine Highway Ferry Service (follow-up)	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) Jan.1978 OECF loan agreement (3,000 million yen)
3.SECTOR	Transportation/Marine Transportation & Ships	(US\$1,000)	1) 10,870	2,010	8,860	
4.REFERENCE NO.		2) _____				
5.TYPE OF STUDY	Other	3.CONTENTS OF MAJOR PROJECT(S)				
6.COUNTERPART AGENCY	Dept.of Public Highway, Maritime Industry Authority	Technical advice on the ferry construction which has been proposed by the F/S (FY 1976).				
7.OBJECTIVES OF STUDY	Technical guidance on the construction of ferries	4.CONDITIONS AND DEVELOPMENT IMPACTS				
8.DATE OF S/W	.0	- Efficient in-island and coastal transportation - Transfer of shipbuilding technology				
9.CONSULTANT(S)	The Shipbuilding Research Centre of Japan	(FY 1993 Domestic Survey)			2.MAJOR REASONS FOR PRESENT STATUS	
10.STUDY TEAM	No.of Members 4 Period Jul.1977-Jul.1977(1 months)					
	Total M/M Japan Field	5. TECHNICAL TRANSFER			3.PRINCIPAL SOURCE OF INFORMATION	
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY						
12.EXPENDITURE	Total 4,554 (¥'000)					
	Contracted					

和名 フェリー計画アフターケア

{M/P, Basic Study, Other}

PROJECT SUMMARY (M/P)

Compiled Mar.1986
Revised Mar.1994

ASE PHL/S 101/78

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS														
1.COUNTRY	Philippines	1.SITE OR AREA	Pampanga Province (70km westward from Manila)		1.PRESENT STATUS	<input type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input checked="" type="checkbox"/> Discontinued													
2.NAME OF STUDY	Pasig-Potrero River Flood Control and Sabo Project	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) 1) One sabo dam was constructed by DPWH. River improvement works in the downstream reach is subsequently under way. 2) The construction works are managed by the budget of the Government of the Philippines. (FY 1991 Overseas Survey) No additional information. (FY 1993 Overseas Survey) 1. Pasig-Potrero River Flood Control and Sabo Project The topography of the project area seriously affected by the eruption of Mt. Pinatubo in 1991. As a result, JICA study can not apply for further development. The implementation of the master plan study around the Mt. Pinatubo including Pasig-Potrero River area is conducting under the US technical assistance. This study will complete in March 1994.													
3.SECTOR	Social Infrastructures/Water Resource Development	(US\$1,000)	1) 31,820																
4.REFERENCE NO.		(US\$1=7.4P)	2)																
5.TYPE OF STUDY	M/P	3.CONTENTS OF MAJOR PROJECT(S)																	
6.COUNTERPART AGENCY	Dept. of Public Works and Highways (DPWH)	The pasig and Potolero rivers in the western region of Luzon Island causes the flood damage because of the remarkable denudation of mountain region. The project consists of the following sabo works preventing sediment deposit in the river. <table style="width: 100%; margin-top: 5px;"> <thead> <tr> <th style="text-align: left;">Structure</th> <th style="text-align: left;">Scale</th> </tr> </thead> <tbody> <tr> <td>- Sabo dam</td> <td>10 nos. (height 14-15m, crest length 31-68m)</td> </tr> <tr> <td>- Pondage for sediment deposit</td> <td>about 56 ha</td> </tr> <tr> <td>- Levee</td> <td>17,220m(new), 2,530m(tentative)</td> </tr> <tr> <td>- Ground sill</td> <td>13 nos.</td> </tr> <tr> <td>- Groyne</td> <td>349 nos.</td> </tr> <tr> <td>- sluice</td> <td>3 nos</td> </tr> </tbody> </table> * Above project cost is in 1979 price.			Structure		Scale	- Sabo dam	10 nos. (height 14-15m, crest length 31-68m)	- Pondage for sediment deposit	about 56 ha	- Levee	17,220m(new), 2,530m(tentative)	- Ground sill	13 nos.	- Groyne	349 nos.	- sluice	3 nos
Structure	Scale																		
- Sabo dam	10 nos. (height 14-15m, crest length 31-68m)																		
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- Levee	17,220m(new), 2,530m(tentative)																		
- Ground sill	13 nos.																		
- Groyne	349 nos.																		
- sluice	3 nos																		
7.OBJECTIVES OF STUDY	Flood control	4.CONDITIONS AND DEVELOPMENT IMPACTS																	
8.DATE OF S/W	Mar.1977	The Project has the following far-reaching effects: 1) To mitigate the damage due to flood and sedimentation 2) To increase the agricultural production. 3) To stabilize public welfare 4) To create the chance of employment 5) To transfer the knowledge on sabo works and river improvement works.																	
9.CONSULTANT(S)	Nippon Koei Co., Ltd. CTI Engineering Co., Ltd.	5.TECHNICAL TRANSFER			2.MAJOR REASONS FOR PRESENT STATUS														
10.STUDY TEAM	No.of Members 15 Period Aug.1977-Sep.1978(14 months) <table style="width: 100%; margin-top: 5px;"> <thead> <tr> <th style="text-align: left;">Total M/M</th> <th style="text-align: left;">Japan</th> <th style="text-align: left;">Field</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">42.97</td> <td style="text-align: center;">7.17</td> <td style="text-align: center;">35.80</td> </tr> </tbody> </table>				Total M/M	Japan	Field	42.97	7.17	35.80									
Total M/M	Japan	Field																	
42.97	7.17	35.80																	
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		1) OJT			3.PRINCIPAL SOURCE OF INFORMATION														
12.EXPENDITURE	Total 158,282 (¥'000) Contracted 89,719				①②③														

和名 小水系河川総合開発計画

{M/P, Basic Study, Other}

PROJECT SUMMARY (F/S)

Compiled Mar.1986
Revised Mar.1994

ASE PHL/S 305/78

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Philippines	1. SITE OR AREA		Metropolitan Manila (Ayal Ave to R-9, 15km and Edsa to C-5, 8km, totaling 23km in length)		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	C-3 and R-4 and Related Roads Project	2. PROJECT COST					
3. SECTOR	Transportation/Fish Processing			(US\$1,000)	1) 116,250	76,375	39,875
4. REFERENCE NO.				(US\$1=8P)	2)		
5. TYPE OF STUDY	F/S			3)			
6. COUNTERPART AGENCY	Dept. of Public Works and Highways (DPWH)	3. CONTENTS OF MAJOR PROJECT(S)				(Description) Nov.1978 OECF loan(Ph-P26) L/A signed(E/S on C-3 & R-10 296 million yen) Dec.1989 - Jun.1991 Detailed design completed (NK, PCI, UICI) May.1986 OECF loan (Ph-P74) L/A signed (Metro Manila C-3 1,439 million yen) Project: C-3 Northern Section (7km, 6lanes) and the Makati to Mandalayon Section (3km, 4lanes) Jan.1988 OECF loan (Ph-P78) L/A signed (C-5 & R-4 4,837 million yen) Project: southern C-5, and eastern R-4 connecting C-4 (EDSA) and C-5 Apr.1989 - Jan.1991 Detailed Design (southern C-5, and eastern R-4) completed (Katahira & Engineers) May 1989 OECF L/A(Ph-P95) signed (Metro Manila Outer Major Roads 4,776 million yen) Project: Mandanao Av. Extension(8km, 6lanes), R-10 widening(6km), C-3 Southern Section(9km, 6lanes) and related roads(23km) (FY1992 Overseas Survey) 1. C-3: Construction commenced in June 1988. Northern C-3 Package A-1(N. Domingo St. - Sto. Domingo St.) was completed. Of Package A-2(Sto. Domingo St. - Rizal Av. Extension), the section from Sto. Domingo to A. Bonifacio has been completed, but the construction of the remaining section through Rizal Av. Extension has been suspended pending the acquisition of the necessary right of way. With regard to the Southern Section of C-3, the construction has not been started due to the difficulty of acquiring the right of way. GOP is considering the possibility of withdrawing the section from OECF finance. Total investment 522 million pesos (foreign currency 288 million, local currency 294 million). 2. R-4: The construction from the end of R-4 through C-5 has been commenced, but the construction of the eastern R-4 has been suspended pending the relocation squatters. (FY1993 Overseas Survey) May 1994: C-3, Segment 8-11 scheduled to be completed. Jun.1994: R-4 scheduled to be completed.	
7. OBJECTIVES OF STUDY	Technical and Economical F/S of C-3 and R-4 and its related road in Metro Manila, Philippines	1. Road 1) C-3 Road: 15.5km (South Superhighway - Rizal Av, Balintawak Interchange) 6 lanes 2) R-4 Road: 7.2km (C-4 - Juan Luna with sections overlapping C-5) 4 lanes for R-4 and 6 lanes for the rest 2. Construction plan Phase-1. southern Section of C-3 Road (1978-1985) Stage-1. Construction of a four-lane road (1979-1983) Stage-2. Construction of two additional lanes (1983-1985) Phase-2. Northern Section of C-3 road (1982-1987) Stage-1. Construction of a four-lane road on C-3 road (1983-1984) Stage-2. Construction of two additional lanes on C-3 road and of grade separation at Quezon-C-3 intersection (1986-1987) Stage-3. Construction of Balintawak branch (1986-1987) Phase-3. R-4 and its Related roads (1983-1988) Phase-4. Construction of Grade Separation at four intersections (1987-1989)					
8. DATE OF S/W	Mar.1977	Imp. Period: 1978-1982		4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes EIRR1) 49.90 FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)	
9. CONSULTANT(S)	Japan Overseas Consultants Co., Ltd. International Development Center of Japan	Conditions and Development Impacts:				2. MAJOR REASONS FOR PRESENT STATUS 1) Efficient relief of traffic congestion in the Metropolitan area was recognized. 2) This study was given high priority.	
10. STUDY TEAM	No. of Members 12 Period Mar.1977-Mar.1978 (12 months)	Conditions: Traffic projection (1980) Average annual traffic growth (1980-2000) C-3 Road 629,000 vehicle-km/day 4.4% R-4 Road 201,800 vehicle-km/day 3.6% Development Impacts: 1. Unit time value saved: Calculated on the basis of the annual income of families and the annual working hours by non-car owners and car owners. The estimated time value of passengers was reduced by 50 percent in the calculation of time cost because these passengers could not normally fully utilize the time they have. (peso) Non-car owner Car owner 1) To/from work 0.73 2.62 2) Business 1.47 5.25 2. Vehicle-operating cost saved 1) Passenger car 0.29 (peso) 2) Truck 2.55 3) Bus 2.73 4) Jeepney 1.78 3. Traffic volume decreased: 12,000 vehicles/day					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER		Used local consultants efficiently in air photography, soil and material survey and geotechnical survey.		3. PRINCIPAL SOURCE OF INFORMATION	
12. EXPENDITURE	Total 172,920 (¥'000) Contracted 159,884					①③④	

和名 マニラ首都圏道路計画 (C-3・R-4道路建設計画)

(F/S,D/D)

PROJECT SUMMARY (F/S)

Compiled Mar. 1986
Revised Mar. 1994

ASE PHL/S 306/78

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1. COUNTRY	Philippines	1. SITE OR AREA		Ilocos, Cagayan		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		2. PROJECT COST		Total Cost	Local Cost			Foreign Cost
Telecommunications Network Project in the Northern Part of Luzon		(US\$1,000)	1) 83,047	30,176	52,871			
3. SECTOR		3. CONTENTS OF MAJOR PROJECT(S)				(Description) The project was completed by the OECF financing. Nov. 1978 OECF E/S loan agreement (157 million yen) Jun. 1981 OECF loan agreement (Stage 1, 7,600 million yen) Aug. 1981 Construction completed Jan. 1988 OECF loan agreement (Stage 2, 5,700 million yen) Jul. 1988 Construction started Oct. 1992 Construction completed Aug. 1993 OECF loan agreement (Stage 3, 3,803 million yen) OECF financing: Stage 1: Inter-city telecommunication links and telephone exchanges for major cities in Northern Luzon (11 city stations and 6 outside stations and one telex exchange) Stage 2: (10 city exchanges) Stage 3: Inter-city telecommunication links and telephone exchanges for major cities in Northern Luzon. Expansion of service area and looping main channels. (FY1993 Overseas Survey) 1996 Scheduled to be completed.		
4. REFERENCE NO.		1. Project						
5. TYPE OF STUDY		1) Local exchanges (45), IPTSS (50)						
6. COUNTERPART AGENCY		2) Toll switching centers (8)						
Bureau of Telecommunications		3) Microwave network (20 hops, 732kms)						
7. OBJECTIVES OF STUDY		4) UHF system (43), VHF system (30)						
Feasibility study of the telecommunications Network Project in the Northern part of Luzon.		5) PCM system (4 sections), Multiplexing equipment (about 3100ch)						
8. DATE OF S/W		6) Truck cable (about 457km)						
Dec. 1977		7) Local cable (about 640km)						
9. CONSULTANT(S)		8) Telex exchange (2), Telex concentrator (7), General station (32)						
Nippon Telecommunication Consulting Co., Ltd.		4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	6.31	FIRR1) FIRR2) FIRR3)		
10. STUDY TEAM		Conditions and Development Impacts:						
No. of Members 13		Conditions:						
Period Feb. 1978-Dec. 1978 (10 months)		1. Estimated telephone demand: 140,000 (Target year: 2002)						
Total M/M Japan Field		2. Range of installation: 1982-1987, 1,300-1,400 per year						
1.30		3. A loss probability: 0.01						
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		Development impacts:						
		1. Increase of telephone: 9,000						
		2. Subscriber Toll Dialing Service available from Ilocos and Cagayan areas.						
		3. Toll call available to Manila						
		4. Establishment for protection against calamities						
		5. Development in sightseeing business						
		6. Technology transfer						
		7. Cultural and social integrity						
		8. Maintenance of public order						
12. EXPENDITURE		5. TECHNICAL TRANSFER						
Total 61,035 (¥'000)		On the Job Training was concluded for the counterpart staff.						
Contracted 2,356		2. MAJOR REASONS FOR PRESENT STATUS						
		Effectiveness - large impact - high priority						
		3. PRINCIPAL SOURCE OF INFORMATION						
		①②④						

和名 ルソン島北部電気通信網建設計画

(F/S,D/D)

PROJECT SUMMARY (F/S)

ASE PHL/A 303/78

Compiled Mar.1990
Revised Mar.1994

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Philippines	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		Wahig-Pamacsaran River Basin of Bohol Island					
Bohol Integrated Agricultural Development Project		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost	
		(US\$1,000)	1)	43,600	18,400	25,200	
			2)				
			3)				
3.SECTOR		3.CONTENTES OF MAJOR PROJECT(S)				(Description) Jun.1980 OECF loan agreement signed (E/S 90 million yen) Sep.1983 OECF loan agreement signed (4,600 million yen) The loan is for the construction of an earth dam (height 20.8m, cap. 5.99 million cu.m), irrigation and drainage canals, farm roads and on-farm facilities. (FY1991 Overseas Survey) The Bohol Project (I) was initially scheduled to be implemented during 1983 - 1989 by the OECF loan. The completion date was later revised from April 30, 1989 to Dec. 1995.	
Agriculture/General		1)Pamascaran dam: height 67.5m, Malinao diversion dam: height 24.5m					
4.REFERENCE NO.		2)Irrigation area					
5.TYPE OF STUDY		Pamascaran Lower area 4,800ha, Upper area 120ha					
6.COUNTERPART AGENCY		Wahig Upper area: Single cropping 256ha, Double cropping 400ha					
NIA (National Irrigation Administration) and two others		Total: Single cropping 5,176ha, Double cropping 5,320ha					
7.OBJECTIVES OF STUDY		3)Irrigation facilities					
F/S on the Integrated Agricultural Development Project in which the irrigation plan is a main component.		Diversion weir 2 places (Upper area)					
8.DATE OF S/W		Irrigation canal 131km (Upper area 18km, Lower area 113km)					
Mar.1977		Drainage canal 98km (Upper area 8.4km, Lower area 89.4km)					
9.CONSULTANT(S)		Farm road 118km					
Sanyu Consultants Inc.		4)Power station: installed capacity 1,700KW					
10.STUDY TEAM		Annual power generation 5,175MWH					
No.of Members 13		5)Consolidation of terminal facilities					
Period Aug.1977-Nov.1977(3 months)		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 17.00	FIRR1)	
Total M/M Japan Field				EIRR2)	FIRR2)		
				EIRR3)	FIRR3)		
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		Conditions and Development Impacts:					
		Conditions:					
		Economic benefits are expected of agricultural development and power generation.					
		Agricultural benefits are estimated as the annual net increase in production benefits.					
		Development Impacts:					
		1.Increase of agricultural production by introduction of irrigation system					
		2.Contribution to self-sufficiency of the staple food					
		3.Increase of employment					
		4.Correction of imbalanced income distribution					
		5.Alleviation of energy restriction					
		6.Improvement of traffic network					
		7.Dissemination of agricultural technology					
12.EXPENDITURE		5.TECHNICAL TRANSFER				2.MAJOR REASONS FOR PRESENT STATUS	
Total 122,815 (¥'000)							
Contracted 111,856						3.PRINCIPAL SOURCE OF INFORMATION	
						①②③④	

和名 ボホール農業総合開発計画

(F/S,D/D)

PROJECT SUMMARY (Other)

ASE PHL/A 601/78

Compiled Mar.1990
Revised Mar.1993

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS					
1.COUNTRY	Philippines	1.SITE OR AREA	Whole country			1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued			
2.NAME OF STUDY	Review on the Feasibility Study of Fishing Port Package-1	2.PROJECT COST				(US\$1,000)		1)	Total Cost	Local Cost
3.SECTOR	Fisheries/General		US\$1=220Yen	2)	120,366	59,756	60,610			
4.REFERENCE NO.		3.CONTENTES OF MAJOR PROJECT(S)			(Description) (FY1991 Overseas Survey) The five fishing ports reviewed by this study have all been constructed with OECF financing and are now fully operational. Detailed engineering was prepared by the Pacific Consultants International in consortium with BASIC Technology Management Corporation. Construction was undertaken by various firms over a period of ten years. Nov.1978 OECF L/A signed (8,340 million yen) Package I : Modernization of structural and functional facilities at five ports (Iloilo, Lucena, Zamboanga, Sual and Camaligan) May 1982 OECF L/A signed (3,630 million yen) Package II: Cold storage at Zamboanga, Lucena and Camaligan) D/D for five other fishing ports Jun.1985 Iloilo Port completed Jun.1988 Zamboanga Port completed May 1990 Sual Port completed Jan.1991 Camaligan and Lucena Ports completed					
5.TYPE OF STUDY	Other	The Study reviewed the following components of the feasibility studies of five fishing ports shown below, with supplementary economic evaluation. 1. Construction of basic port facilities (mooring gear, sea banks, berths, embankments, anchorages, etc.) 2. Improvement of functional facilities (fish markets, ice plants and cold storage facilities, water supply stations, oil stations, etc.) - Zamboanga Port - Iloilo Port - Camaligan Port - Lucena Port - Sual Port								
6.COUNTERPART AGENCY	Department of Public Works, Transportation, and Communication (1977) Dept. of Construction (1978)	4.CONDITIONS AND DEVELOPMENT IMPACTS								
7.OBJECTIVES OF STUDY	Review of the feasibility studies of five ports undertaken by the Government of the Philippines and supplementary economic analysis	Conditions: 1. Project life is twenty years after the start of fishing ports operation. 2. 1978 price 3. Discount rate : 15% Direct impacts: (1) increase of hauls (2) improvement of fish freshness Indirect impacts: (1) improvement of self-sufficiency of marine products (2) modernization of fishing (3) increase of incentive for investment (4) stabilization of fish price (5) creation of employment opportunities								
8.DATE OF S/W	Mar.1978	10.STUDY TEAM						2.MAJOR REASONS FOR PRESENT STATUS		
9.CONSULTANT(S)	Overseas Coastal Area Development Institute of Japan System Science Consultants	No.of Members 3 Period Total M/M Japan Field								
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		12.EXPENDITURE						3.PRINCIPAL SOURCE OF INFORMATION		
		Total 33,866 (¥'000) Contracted								
		5. TECHNICAL TRANSFER						①②④		

和名 漁港整備計画レビュー調査

(M/P, Basic Study, Other)

PROJECT SUMMARY (M/P)

ASE PHL/S 102/79

Compiled Mar.1991
Revised Mar.1994

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS				
1.COUNTRY	Philippines	1.SITE OR AREA	Bohol Province (4,120 sq.km, pop.0.76 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	Bohol Integrated Area Development Project	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) 1) Based on the recommendations of the study, the irrigation and drainage development project, including the construction of rural roads and tertiary irrigation facilities are under implementation by the National Irrigation Administration (NIA) with OECF finance. Jun.1980 OECF E/S loan agreement (90 million yen) Sep.1983 OECF loan agreement (4,600 million yen) Apr.1985 Construction started Jun.1993 Construction to be completed Realized project: - Earth dam (height 20.8m) - Irrigation & drainage canals, rural roads & on-farm development 2) The Bohol Agricultural Promotion Center (BAPC) was established by the Japanese grant (E/N in July 1983, 970 million yen). 3) Technical cooperation (Bohol Agricultural Promotion Center Project) was implemented by JICA during 1983-1990. (FY 1991 Overseas Survey) - BAPC was integrated to the research program of the regional outreach station for the lowland irrigated rice developmental zone. (FY1993 Overseas Survey) - Technical problem on its foundation and natural disaster postponed the completion of the Bohol Irrigation Project to 1996. - JICA is conducting post evaluation on the Bohol Agricultural Promotion Center. - Because new administration of the Philippines selected the Bohol Integrated Area Development Project as one of the 19 Flagship (high priority) Projects of the President starting in 1994, M/P needs updating.			
3.SECTOR	Development Plan/Sericulture		(US\$1,000)	1) 549,300	2)				
4.REFERENCE NO.		3.CONTENTES OF MAJOR PROJECT(S)							
5.TYPE OF STUDY	M/P	The study formulated the area development plan with central focus on the irrigation development project in the Wahig-Pamacsalan River basin (the F/S conducted by JICA). Major proposals are as follows. 1) Water resource development: - Wahig-Pamacsalan irrigation development - Taqbilaran pumping station 2) Agriculture: - Establishment of a center for soil technology development and agricultural promotion - Establishment of a Wahig-Pamacsalan pilot farm - Development of the livestock sector 3) Fisheries: Establishment of a fish processing base at the port of Coqtong 4) Forestry: Reforestation/rehabilitation of the basin 5) Mining and industry: Skill development of small industries							
6.COUNTERPART AGENCY	National Council on Integrated Area Development (NACIAD)	4.CONDITIONS AND DEVELOPMENT IMPACTS							
7.OBJECTIVES OF STUDY	Formulation of a area development plan centering on the Wahig-Pamacsalan River basin	Bohol Province is one of the underdeveloped provinces included in the Central Visayas (or Region VII). The integrated area development will contribute to the narrowing of regional income disparities through strengthening the inter-sector linkages in development. Major development impacts are (1) increase of income, (2) creation of employment, (3) creation of demands, etc.							
8.DATE OF S/W	Aug.1978	5. TECHNICAL TRANSFER							
9.CONSULTANT(S)	Pacific Consultants International Mitsubishi Research Institute	OJT for the counterparts and participation of the counterparts in the JICA training program							
10.STUDY TEAM	No.of Members 14 Period Jun.1979-Feb.1980 (8 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> </table>	Total M/M	Japan	Field	2.MAJOR REASONS FOR PRESENT STATUS				
Total M/M	Japan	Field							
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		3.PRINCIPAL SOURCE OF INFORMATION			①②④				
12.EXPENDITURE	<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: right;">96,994 (¥'000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: right;">85,175</td> </tr> </table>	Total	96,994 (¥'000)	Contracted	85,175				
Total	96,994 (¥'000)								
Contracted	85,175								

和名 ボホール州総合開発計画

(M/P, Basic Study, Other)

PROJECT SUMMARY (F/S)

Compiled Mar.1986
Revised Mar.1992

ASE PHL/S 307/79

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Philippines	1.SITE OR AREA		Ilocos and Cagayan Valley Provinces		1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input 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 checked="" type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY	Hospital Development Project	2.PROJECT COST		Total Cost	Local Cost		
3.SECTOR	Social Infrastructures/Architecture & Housing			(US\$1,000)	1)	128,388	128,388
4.REFERENCE NO.				(US\$1=7.415P)	2)		
5.TYPE OF STUDY	F/S	3.CONTENTES OF MAJOR PROJECT(S)		3)			
6.COUNTERPART AGENCY	Ministry of Health	1)Medical centers: 4 locations, 900 beds					(Description) Cancelled after the completion of the feasibility study. (FY 1991 Overseas Survey) No additional information.
7.OBJECTIVES OF STUDY		2)Regional hospitals: 2 locations, 500 beds					
8.DATE OF S/W	Dec.1978	3)Provincial hospitals: 13 locations, 1,500 beds					
9.CONSULTANT(S)	Nihon Sekkei, Inc.	* Implementation period is 6 years.					
10.STUDY TEAM		Imp. Period:					
	No.of Members 15	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility:	EIRR1)	FIRR1)	
	Period Mar.1979-Feb.1980(11 months)			Yes	EIRR2)	FIRR2)	
	Total M/M	Japan	Field	Conditions and Development Impacts:			
	30.32	20.26	10.06	Conditions: 1)Containment of communicative diseases. 2)Old buildings to be renovated as wards and new diagnostic and treatment facilities to be added. 3)Improvement of water supply and drainage systems. 4)Power generation to maintain the minimum basic functions in case of power failures. Development impacts: - Increased supply of healthy labor force - Creation of medical employment - Promotion of local medical industries			
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.technical transfer					
12.EXPENDITURE							
	Total	82,114 (¥'000)		2.MAJOR REASONS FOR PRESENT STATUS			
	Contracted	76,174		Lack of funds.			
				3.PRINCIPAL SOURCE OF INFORMATION			
				①②			

和名 病院整備計画

(F/S,D/D)

PROJECT SUMMARY (M/P)

Compiled Mar.1986
Revised Mar.1994

ASE PHL/S 103/80

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS								
1.COUNTRY	Philippines	1.SITE OR AREA	Surrounding area of Mayon volcano in the southeast of Luzon		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued							
2.NAME OF STUDY	Mayon Volcano Sabo and Flood Control Project	2.PROJECT COST	Total Cost Local Cost Foreign Cost (US\$1,000) 1) 200,900 128,500 72,400 (US\$1=7.5P) 2)	(Description) The Government of the Philippines had budgeted the project in the five-year development plan. But this budget was used for other projects. The project area was seriously affected by the typhoon in 1981, and the JICA follow-up study was undertaken to review the master plan. Based on the findings of this study, the Philippine Government implemented some of the proposed jetties with its own funds. (FY 1991 Overseas Survey) No additional information. (FY 1993 Overseas Survey) 2. Mayon Volcano Sabo and Flood Control Project No description for this project.									
3.SECTOR	Social Infrastructures/River & Erosion Control	3.CONTENTS OF MAJOR PROJECT(S)	Construction of sabo facilities for sabo and flood control in the surrounding area of Mayon volcano and establishment of disaster prediction and warning system Sabo : Sabo Dam 2nos. Consolidation dam 4nos. Facilities Jetty 15nos. Spur Dike 43nos. Groyne 4nos. Consolidation 34nos. Disaster Prediction and warning system: Telemetering Rainfall/ waterlevel gabying stations, Automatic warning system, warning cars, connection with the existing forecasting and warning system of Bicol river basin. * Above project costs are in 1980 prices.										
4.REFERENCE NO.		4.CONDITIONS AND DEVELOPMENT IMPACTS	This Sabo project will performed as the social works to insure the social stability of the region. This project will contribute to the insurance of better livelihood of people in the region. Beside the sabo project, river improvement, irrigation and disaster prediction and warning system shall be done as the one of the total measures for disaster.										
5.TYPE OF STUDY	M/P	10.STUDY TEAM	No.of Members 23 Period Sep.1979-Mar.1981(9 months) <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">72.38</td> <td style="text-align: center;">40.36</td> <td style="text-align: center;">32.02</td> </tr> </table>				Total M/M	Japan	Field	72.38	40.36	32.02	
Total M/M	Japan	Field											
72.38	40.36	32.02											
6.COUNTERPART AGENCY	Dept. of Public Works and Highways (DPWH)	11.ASSOCIATED AND/OR SUBCONTRACTED STUDY											
7.OBJECTIVES OF STUDY	Sabo and Flood Control plan for the Quinali (A) River The Quinali (B)River and the Yawa River	12.EXPENDITURE	5.TECHNICAL TRANSFER 1) OJT : The lecture for Sabo technology was held in the local office 2) Acceptance of trainee: JICA accepted two trainees for one month including the lecture (for Sabo, hydrology, river and survey,) by the study Team for 5days.										
8.DATE OF S/W	Jun.1978						2.MAJOR REASONS FOR PRESENT STATUS						
9.CONSULTANT(S)	Nippon Koei Co., Ltd. Sabo Technical Center												
			3.PRINCIPAL SOURCE OF INFORMATION ①②③										

和名 マヨン火山砂防基本計画

(M/P, Basic Study, Other)