

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

Compiled Mar.1991  
Revised Mar.1994

ASE PHL/S 206B/89

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		Metro manila and its Naighboring Area, about 981sq.km in total<M/P> 1.East and West of Mangahan 2.Marabon-Navotas 3.Pasig-Marikina River<F/S>																																	
Flood Control and Drainage Project in Metro Manila		2.PROJECT COST (US\$1,000)		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 5%;"></td> <td style="width: 5%;">M/P 1)</td> <td style="width: 20%;">634,883</td> <td style="width: 10%;">Local Cost</td> <td style="width: 10%;">Foreign Cost</td> <td style="width: 10%;"></td> </tr> <tr> <td></td> <td>2)</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>US\$1=21.3P=132Yen</td> <td>F/S 1)</td> <td>132,000</td> <td></td> <td>35,400</td> <td>96,600</td> </tr> <tr> <td></td> <td>2)</td> <td>52,400</td> <td></td> <td>16,600</td> <td>35,800</td> </tr> <tr> <td></td> <td>3)</td> <td>65,800</td> <td></td> <td>22,300</td> <td>43,500</td> </tr> </table>			M/P 1)	634,883	Local Cost	Foreign Cost			2)					US\$1=21.3P=132Yen	F/S 1)	132,000		35,400	96,600		2)	52,400		16,600	35,800		3)	65,800		22,300	43,500
	M/P 1)	634,883	Local Cost	Foreign Cost																															
	2)																																		
US\$1=21.3P=132Yen	F/S 1)	132,000		35,400	96,600																														
	2)	52,400		16,600	35,800																														
	3)	65,800		22,300	43,500																														
3.SECTOR		3.CONTENTES OF MAJOR PROJECT(S)				(Description) The priority projects were incorporated into the Medium Term Investment Plan 1987 - 1992. (FY199 Overseas Survey)  Of the three projects, the Drainage Improvement in East and West Mangahan has been included in the 16th OECF Yen Credit for engineering services.  Feb.1990 OECF L/A signed (E/S 454 million yen) Feb.1993 D/D completed  GOP is planning to apply for an OECF loan for project implementation.  (FY1991 Overseas Survey) The proposed project was included in the medium-term investment plan (1987 - 1992).  (FY 1993 Overseas Survey) Flood Control and Drainage Project in Metro Manila Implementation of drainage project is currently being undertaken with the assistance of JICA through its Grant-aid potion, and financed OECF potion For Grant-aid potion: the components and its overall Accomplishments are as follows: 1) Large Estero Dredging, 78.89% 2) Small Estero Dredging, 31.41% 3) Drainage Main/Outfall, 46.82% 4) Drainage Laterals, 77.45% For OECF potion: contract for package A approved on 27 August 1993 while Package B approved on 22 September 7, and 28, 1993 respectively for concurrence.																													
Social Infrastructures/River & Erosion Control																																			
4.REFERENCE NO.																																			
5.TYPE OF STUDY		M/P+F/S																																	
6.COUNTERPART AGENCY		Dept. of Public Works and Highways (DPWH)																																	
7.OBJECTIVES OF STUDY		<M/P> Master plan consists of the flood control for the four main rivers and the drainage improvement for the eight inland areas in Metro Manila and its neighboring area. Flood control in the Pasig-Marikina River, passing through the core of Metro Manila, consists of the construction of Marikina Dam and Marikina Control Gate Structure(MCGS) as well as the river channel improvement. Over three Rivers such as Bili-Baho-Mahaba, Malabon-Tullahan and South Paranaque-Las-Pinas consists of river channel improvement. As for the drainage system by pumping station and drainage channel was fundamentally applied. In Malabon-Nabotas and East and West of Mangahan areas, the coastal dike and lake dike is provided along the shoreline.  <F/S>1.Drainage Improvement in East and West of Mangahan. -Lake Dike; 10,700m in total length -Pumping station ; 9 places -New construction of drainage channel; 19,750m in total length 2.Drainage Improvement in Malabon-Navotas -Coastal Dike; 6,800m in total length -Pumping station ; 6 places -New construction of drainage channel(Open channel); 2,700m in total length 3.Pasig-Marikina River Improvement -River Improvement; 23,920m in total length -Marikina Control Gate Structure(MCGS); 1 place * EIRR 1) is for East and West Mangahan, EIRR 2) for Malabon - Navotas, and EIRR 3) for Pasig - Marikina.																																	
8.DATE OF S/W		Jul.1987																																	
9.CONSULTANT(S)		Imp. Period: .1991-.2000 <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">4.FEASIBILITY AND ITS ASSUMPTIONS</td> <td style="width: 15%;">Feasibility:</td> <td style="width: 10%;">EIRR1)</td> <td style="width: 10%;">16.80</td> <td style="width: 10%;">FIRR1)</td> </tr> <tr> <td></td> <td>Yes</td> <td>EIRR2)</td> <td>15.90</td> <td>FIRR2)</td> </tr> <tr> <td></td> <td></td> <td>EIRR3)</td> <td>16.10</td> <td>FIRR3)</td> </tr> </table>						4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility:	EIRR1)	16.80	FIRR1)		Yes	EIRR2)	15.90	FIRR2)			EIRR3)	16.10	FIRR3)													
4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility:	EIRR1)	16.80	FIRR1)																															
	Yes	EIRR2)	15.90	FIRR2)																															
		EIRR3)	16.10	FIRR3)																															
10.STUDY TEAM		Conditions and Development Impacts: Conditions: The target year of M/P is 2020, and F/S is 2000. Three priority projects are scheduled to be completed in the year 2000. The design safety of each project is as follows. 1) East and West Mangahan : 5 years <M/P,F/S> 2) Malabon - Navotas : 5 years <M/P,F/S> 3) Pasig - Marikina : 100 years <M/P>, 30 years <F/S> The design safety of the Pasig-Marikina River Improvement is lower than that of the master plan, because the former excludes the Marikina Dam. Development Impacts: <M/P>Impacts: The drastic decrease of flood & drainage damage can be expected. <F/S> Three projects cover the areas in Metro Manila which are most seriously affected by floods and drainage problems. Their implementation will substantially lessen the damages caused by chronic flooding.																																	
No.of Members 14 Period Dec.1987-Mar.1990(27 months)		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">Total M/M</td> <td style="width: 33%;">Japan</td> <td style="width: 33%;">Field</td> </tr> <tr> <td>123.94</td> <td>71.84</td> <td>52.10</td> </tr> </table>				Total M/M	Japan	Field	123.94	71.84	52.10																								
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123.94	71.84	52.10																																	
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER																																	
Longitudinal and Cross Sectional Survey of Rivers and Main Channels. Installation of Rain Gauge and Water Level Gauge		Guidance and training on hydrological observation, operation and maintenance methods of equipment and Data filing system.																																	
12.EXPENDITURE		3.PRINCIPAL SOURCE OF INFORMATION																																	
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Total</td> <td style="width: 15%;">366,706 (¥'000)</td> </tr> <tr> <td>Contracted</td> <td>344,031</td> </tr> </table>		Total	366,706 (¥'000)	Contracted	344,031	①②③④																													
Total	366,706 (¥'000)																																		
Contracted	344,031																																		

和名 マニラ洪水対策計画

[M/P+F/S]

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

ASE PHL/S 205B/89

Compiled Mar.1991  
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	13 towns in Panay Island (Malay, Iba Jay, Bonga, Kalibo, Ivisan, Pontevedra, Pilar, Sara, Lambunao, Leon, Miagao, Jordan, New Washington)			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	Groundwater Development in Panay Island	2.PROJECT COST (US\$1,000)						M/P 1) 2) F/S 1) 2) 3)	Local Cost	Foreign Cost				
3.SECTOR	Social Infrastructures/Water Resource Development	3.CONTENTS OF MAJOR PROJECT(S)	M/P and F/S (13 selected municipalities) 1) Analysis of water resource potentials 2) Estimate on water requirements 3) Water resource development plans 4) Conceptual facility designs 5) Malay: Repair of water pipes & rehabilitation of the water supply system 6) Iba Jay: More detailed electric investigation necessary 7) New Washington: Diversion from Kalibo needed to supply water 8) Kalibo: Exiting deep well to be used as a pilot well and a new deep well to be bored near Aquan River 9) Bonga: Immediate rehabilitation of existing facilities 10) Ivisan: Detailed surface investigation & horizontal boring needed 11) Pontevedra: Organization of water users' associations and formulation of a development plan 12) Pilar: Detailed surface investigation & horizontal boring needed 13) Sara: Horizontal boring needed to increase water supply 14) Lambunao: Infiltrated water of Urian River to be developed as a water source 15) Leon: Shibaron River to be developed as a water source 16) Miagao: A deep well to be bored near Tomaboku River 17) Jordan: More detailed investigation necessary			(Description) Part of the proposals are being implemented by the Japanese Grant Aid Program.  Jul.1990 E/N signed (Regional Environmental Public Health, 1 billion yen) Aug.1991 E/N signed (Regional Environmental Public Health, 0.65 billion yen)  (FY 1993 Overseas Survey) Ground water Development in Panay Island  Some detailed design completed by LWUA. Out of 13 selected municipalities, Pontevedra has completed in 1991, Iba Jay, Leon, Miagao, Jordan will have been completed in the mid 1994, New Washington in corporation with Kalibo will have been requested to the OECF finance for construction, Malay has under the re-study on water resource.  Other municipalities have shown no communication with LWUA. Because neither the areas have satisfied at present nor do wish to establish a water district.								
4.REFERENCE NO.		4.FEASIBILITY AND ITS ASSUMPTIONS						Feasibility: Yes/No	EIRR1) EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)				
5.TYPE OF STUDY	M/P+F/S	10.STUDY TEAM						2.MAJOR REASONS FOR PRESENT STATUS						
6.COUNTERPART AGENCY	Local Water Utilities Administration	No.of Members 6 Period Mar.1988-Nov.1989 (20 months)  <table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">47.51</td> <td style="text-align: center;">17.05</td> <td style="text-align: center;">30.46</td> </tr> </table>								Total M/M	Japan	Field	47.51	17.05
Total M/M	Japan	Field												
47.51	17.05	30.46												
7.OBJECTIVES OF STUDY	Assessment of Dependable Yield of Groundwater for Water Supply	11.ASSOCIATED AND/OR SUBCONTRACTED STUDY						3.PRINCIPAL SOURCE OF INFORMATION						
8.DATE OF S/W	Dec.1987	12.EXPENDITURE												
9.CONSULTANT(S)	Nippon Jogesuido Sekkei Co., Ltd.	Total 269,387 (¥'000) Contracted 142,350						①③						
5. TECHNICAL TRANSFER		Training (including OJT) was provided regarding groundwater resource survey with data analysis and water well construction management.												

和名 パナイ島地下水開発計画

{M/P+F/S}

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

ASE PHL/A 201B/89

Compiled Mar.1991  
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		Entire Marinduque Main Island, Marinduque Province<M/P> Santa Cruz Area in Marinduque Island<F/S>		1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled						
2.NAME OF STUDY		2.PROJECT COST											
Integrated Agricultural Development Project in Marinduque		(US\$1,000)		M/P 1) 174,300 Local Cost	Foreign Cost	(Description) <M/P> The master plan was approved by the Provincial Government of Marinduque and the Accelerated Development of Agricultural Project (MADPP) was selected for the Japanese Grant Aid Program of FY1991. <F/S> It was formally agreed in June 1990 to implement the Accelerated Development of Agricultural Project (MADPP) as part of the Japanese Grant Aid Program.  Apr. 1991 Preliminary Survey Mission Sep. 1991 - 1992 Basic Design Mission Jul. 1992 E/X signed Jan. 1993 Construction started							
3.SECTOR		2) 8,196		3) 8,196									
Agriculture/General		3.CONTENTES OF MAJOR PROJECT(S)											
4.REFERENCE NO.		<M/P>1.<Agricultural Development (the entire island of 80,500ha)> Farm Technology and Management Development: Crop Projection Scheme: Animal Husbandry Development Plan: Agricultural Support Scheme: Marinduque Agricultural Development Promotion Farm (MADPP) 2.<Agricultural Infrastructure Improvement> Irrigation Plan 3,810ha: Drainage and Flood Protection 3,690ha: Rural Roads 930km:Village Water Supply 2 places 3.<Rural Infrastructure Improvement> Rural Water Supply 7 places:Mini-hydropower Development 4.4GWh: Rural Electrification: Transportation: Education and Welfare: Communications 4.<Fishery Development> Improvement of Brackish Water Fish Culture Demonstration Farm: Development of Fresh Water Fish culture: Culture Programme of Coconut Crabs 5.<Accelerated Development of Agricultural Project (MADPP)>Agricultural Development: Agricultural Infrastructural Development: Rural Infrastructural Development: Aquaculture Development: <F/S>The short-term development plan was formulated for Taqum Anqas District. 1.< Agricultural Development> -Strengthening of Marinduque Agricultural Development and Promotion Farm: 6.5ha -Rehabilitation of the cattle breeding center: 1,500 sq.m -DA municipal nurseries: (0.5ha) -Demonstration Farms: irrigated 10ha, rainfed 2ha -Post harvest facilities for rice and corn: storage sheds, dryers, rice mills 2.<Agricultural Infrastructure Improvement> -Irrigation: area 630ha, canals 25km - Rural Road: 25km - Village water supply: 1 place, pipelines 25km 3.<Rural Infrastructure Improvement> -Rural electrification -Transportation system development -Improvement											
5.TYPE OF STUDY								M/P+F/S					
6.COUNTERPART AGENCY								Marinduque Provincial Government					
7.OBJECTIVES OF STUDY								Establishment of Master Plan on Agricultural Development in Marinduque Island<M/P> Pre-F/S study within the priority project areas<F/S>					
8.DATE OF S/W								Jul.1988					
9.CONSULTANT(S)		Sanyu Consultants Inc. Chuo Kaihatsu Cor.		4.FEASIBILITY AND ITS ASSUMPTIONS				Feasibility: Yes EIRR1) 17.00 FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)					
10.STUDY TEAM		Imp. Period: .1991-.1992 Conditions and Development Impacts: <M/P>Development Benefits:(1) Increase of agricultural production The present farm income of typical farmers will improve from 9,255 pesos to 21,702 pesos. The project will create 44,000 jobs. (2) Reduction of Flood Damages (3) Improvement of rural road networks (4) Improvement of rural water supply(5) Improvement of rural electrification <F/S><Conditions>- Expansion of effective irrigation (no new development) - Improvement of farming technologies - Project life of 30 years <Development Impacts> - Paddy production will increase from 829 tons to 3,955 tons.- Improvement of cattle and buffalo breeds and increase of livestock production - Increased traffic, including harvested agricultural produce Measureable benefits from the project will reach 82.9 million pesos : (agriculture 67.3 million, rural roads 4 million, rural water supply 1.3 million, rural electrification 1.7 million, fisheries 8.6 million)						2.MAJOR REASONS FOR PRESENT STATUS					
No.of Members 10 Period Nov.1988-Nov.1989(13 months)  <table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">49.00</td> <td style="text-align: center;">18.13</td> <td style="text-align: center;">30.87</td> </tr> </table>		Total M/M	Japan	Field	49.00	18.13	30.87	5. TECHNICAL TRANSFER				3.PRINCIPAL SOURCE OF INFORMATION	
Total M/M	Japan	Field											
49.00	18.13	30.87											
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		Training in Japan (One Official of Marinduque Province)				①②③							
12.EXPENDITURE		<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: right;">202,380 (¥'000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: right;">151,037</td> </tr> </table>				Total	202,380 (¥'000)	Contracted	151,037				
Total	202,380 (¥'000)												
Contracted	151,037												

和名 マリンデュケ農業総合開発計画

(M/P+F/S)

# PROJECT SUMMARY (F/S)

Compiled Mar.1991  
Revised Mar.1994

ASE PHL/S 322/89

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																									
1.COUNTRY	Philippines	1.SITE OR AREA		Lozon Samar and Leyte islands (Pan-Philippine HWY, Manila North Road)		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	Rehabilitation and Maintenance of Bridges along Arterial Roads	2.PROJECT COST		Total Cost	Local Cost			Foreign Cost																							
3.SECTOR	Transportation/Fish Processing			(US\$1,000)	1) 43,101	13,982	29,119																								
4.REFERENCE NO.		3.CONTENTS OF MAJOR PROJECT(S)		52 bridges are selected among 99 bridges, taking the technical conditions and socio-economic circumstances into consideration. 1. Reconstruction 12 2. Replacement of Superstructure 15 3. Repair 25 total 52 Brs. - The bridge type and length are as follows: <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: left;">Bridge Type</td> <td style="text-align: left;">Unit</td> <td style="text-align: left;">length(m)</td> </tr> <tr> <td>Steel Bridge</td> <td>Truss</td> <td>10 3,220</td> </tr> <tr> <td></td> <td>SIB</td> <td>13 1,088</td> </tr> <tr> <td></td> <td>Steel box</td> <td>1 177</td> </tr> <tr> <td>Concrete Bridge</td> <td>RCDG</td> <td>13 300</td> </tr> <tr> <td></td> <td>PCDG</td> <td>11 1,291</td> </tr> <tr> <td></td> <td>Concrete Slab</td> <td>4 77</td> </tr> <tr> <td></td> <td>Total</td> <td>52 6,153</td> </tr> </table>		Bridge Type	Unit	length(m)	Steel Bridge	Truss	10 3,220		SIB	13 1,088		Steel box	1 177	Concrete Bridge	RCDG	13 300		PCDG	11 1,291		Concrete Slab	4 77		Total	52 6,153	(Description) (FY1992 Overseas Survey) At the OECF Appraisal Mission in June 1989, it was decided to avoid overlapping with another OECF-financed project (Pan-Philippine Highway Improvement), and the number of bridges was reduced from 52 to 41. Feb.1990 16th OECF Loan (PH-P104)/L/A signed (Rehab. of Bridges along Arterial Roads (I) 2,079 million yen) Project: Reconstruction of 7 bridges, replacement of 13 bridges, and repair of 17 bridges. Nov.1990 - Apr.1992 Detailed design completed (Nippon Koei, Katahira & Engineers, TCGI) Total investment 694.7 million pesos (foreign currency 306.8 million, local currency 387.9 million) Apr.1992 Construction of six bridges commenced (scheduled to be completed in July 1994) Jul.1991 17th OECF Loan (PH-P115)/L/A signed (Rehab. of Bridges along Arterial Roads (II) 2,065 million yen) Project: Reconstruction and widening of 4 bridges located between northern Metro Manila and La Union Province. Apr.1992 - Jun.1992 Detailed design completed (Nippon Koei, Katahira & Engineers, TCGI) Total investment 699.3 million pesos (foreign currency 340.0 million, local currency 359.3 million) Jun.1992 Construction commenced (scheduled to be completed in June 1994) (FY1993 Overseas Survey) The proposed projects have been under implementation with OECF finance. 1) Phase 1: 36 bridges, including rehabilitation/reconstruction of 10 bridges and repair of 17 bridges. D/D conducted during Nov.1990 - Apr.1992, and construction began in Apr.1992 to be completed in July 1994. Total investment cost: 731.4 million pesos (foreign currency 272.4 million pesos equiv.; local currency 459 million pesos) 2) Phase 2: Reconstruction of 3 bridges D/D conducted during Apr. - July 1992, and construction began in July 1992 to be completed in Feb.1995. Total investment cost: 612.3 million pesos (foreign currency 183.9 million pesos equiv.; local currency 428.4 million pesos) 3) Phase 3: Construction of 9 bridges out of 20 candidates Now under consideration for the 19th Yen Credit application. Construction to start in May 1994 and to be completed in May 1996. Total investment cost: 1,478.87 million pesos (foreign currency 1,203.65 million pesos equiv.; local currency 275.22 million pesos)	
Bridge Type	Unit	length(m)																													
Steel Bridge	Truss	10 3,220																													
	SIB	13 1,088																													
	Steel box	1 177																													
Concrete Bridge	RCDG	13 300																													
	PCDG	11 1,291																													
	Concrete Slab	4 77																													
	Total	52 6,153																													
5.TYPE OF STUDY	F/S																														
6.COUNTERPART AGENCY	Department of Public Works and Highways (DPWH)	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 55.69	FIRR1)																									
7.OBJECTIVES OF STUDY	Bridge Rehabilitation program Bridge Data Base Bridge Inspection and Maintenance																														
8.DATE OF S/W	Apr.1987	Imp. Period: Dec.1990-Dec.1995																													
9.CONSULTANT(S)	Nippon Koei Co., Ltd. AIMEC Corporation																														
10.STUDY TEAM	No. of Members 9 Period Nov.1987-Jun.1989 (19.5 months)																														
	Total M/M      Japan      Field																														
	68.08      20.62      47.46																														
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	1.Topographic Survey, 1988 2.Geotechnical Survey, 1988 3.Scaffolding, 1988	5.TECHNICAL TRANSFER		1.Trainee, Mr.Matanquihan Edwin Cueras, Bureau of Design, DPWH, Participated in the training course of bridge engineering in Japan. (1988.8.17 - 1988.11.4) 2.Lecture concerning bridge data base and its operation was carried out during Feasibility Study.		2.MAJOR REASONS FOR PRESENT STATUS																									
12.EXPENDITURE	Total 214,117 (P'000) Contracted 208,344					A number of major bridge have been obsolete and structurally weak for increasing traffic volume and heavier loads. GOP has given high priority to their rehabilitation to ensure transport efficiency and protect the investments already made.																									
						3.PRINCIPAL SOURCE OF INFORMATION																									
						①②③④																									

和名 幹線道路主要橋梁改修計画

(F/S,D/D)

# PROJECT SUMMARY (M/P)

ASE PHL/A 106/90

Compiled Mar.1992  
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				1.PRESENT STATUS	<input type="checkbox"/> In Progress or In Use <input checked="" type="checkbox"/> Delayed <input type="checkbox"/> Discontinued						
2.NAME OF STUDY	Improvement of Communal Irrigation Systems through Physical and Institutional Development and Rural Development in Southern Tarlac Province	1.SITE OR AREA	Southern Tarlac Province			(Description)	In June 1990, when M/P and F/S were completed and priority components were being prepared for implementation, the eruption of Mt. Pinatubo buried the rivers and neighboring areas were covered by ashes to a depth of 10 - 20cm.  (FY1991 Overseas Survey) The Study Area was affected by the eruption, and Banban River as the major source of water for irrigation was buried under the debris. The NIA is keen to construct the groundwater collection conduits, and hoping for a re-study by JICA. JICA is preparing an assistance project for the restoration of the eruption-affected areas, but with emphasis on potable water supply facilities rather than irrigation development.						
		2.PROJECT COST	(US\$1,000)	1) Total Cost	2) Local Cost			Foreign Cost					
3.SECTOR	Agriculture/General			32,000	12,600	19,400							
4.REFERENCE NO.		3.CONTENTES OF MAJOR PROJECT(S)											
5.TYPE OF STUDY	M/P	1) Agricultural Infrastructure Improvement a) Irrigation Facilities Improvement Canals 37km, Diversion Dam Improvement 10 units, Groundwater Collecting Conduits 4 units, Shallow Wells 271 units b) Drainage Development 4km 2) Farm Road Improvement Barangay Roads 53km, Farm-to-Market Roads 58km 3) Agricultural Development Farming Technology Demonstration Farm : 11 farms Seed Multiplication Station : 1 station 4) Institutional Development (farmers' organizations) Supports for Strengthening IAs Supports for MFIAE, FIAs and CISS											
6.COUNTERPART AGENCY	National Irrigation Administration	4.CONDITIONS AND DEVELOPMENT IMPACTS											
7.OBJECTIVES OF STUDY	Master Plan Study on Improvement of Communal Irrigation Systems	- The rivers in the Study Area have no watershed management and erosion control. - Annual rainfall in the Study Area is 1,900mm and the precipitation is mostly concentrated in the wet season. - Inundation occurs often in the flat areas, particularly in the Eastern-most area along Chico River. - By introducing water collecting conduits and pumps for shallow wells, the cropping intensity of 172% can be realized over 9,800ha of farm land. - By establishing post-harvest facilities for paddy, the prevailing loss ratio of 16.5% could be reduced to 10.5% only. - The improvement of farm roads will reduce transportation costs. - IRR is calculated at 18%.											
8.DATE OF S/W	Feb.1989					2.MAJOR REASONS FOR PRESENT STATUS							
9.CONSULTANT(S)	Sanyu Consultants Inc. Nippon Giken Inc.												
10.STUDY TEAM	No.of Members 10 Period Aug.1989-Aug.1990(13 months)												
	<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;">50.90</td> <td style="text-align: center;">23.75</td> <td style="text-align: center;">27.15</td> </tr> </table>	Total M/M	Japan	Field	50.90	23.75	27.15						
Total M/M	Japan	Field											
50.90	23.75	27.15											
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	* Inventory : 397 (¥1,000) * Field survey : 2,239 (¥1,000) * Construction of	5.TECHNICAL TRANSFER				3.PRINCIPAL SOURCE OF INFORMATION							
12.EXPENDITURE	Total 156,075 (¥'000) Contracted 142,164	Through the field survey, transfer was achieved especially on the survey investigation and planning method for project formulation.				①②③							

和名 タルラック州南部地域小規模灌漑組織強化計画

(M/P, Basic Study, Other)

# PROJECT SUMMARY (F/S)

Compiled Mar.1992  
Revised Mar.1994

ASE PHL/S 323/90

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT										
1.COUNTRY	Philippines	1.SITE OR AREA		73 provinces in Philippines (F/S was conducted as pilot study in 4 provinces)		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	Rural Road Network Development Project (II)	2.PROJECT COST		Total Cost	Local Cost			Foreign Cost								
		(US\$1,000)	1)	147,295												
			2)	110,902												
			3)													
3.SECTOR	Transportation/Fish Processing	3.CONTENTES OF MAJOR PROJECT(S)				(Description) Based on the findings of the RRNDP-I and -II and another study (SAPROF), GOP requested the 17th OECF finance for rural roads improvement in 20 provinces (6 provinces from the RRNDPs and 13 provinces from the SAPROF). OECF yen credit was subsequently approved in July 1991 for four provinces, which included three provinces of PRNDR-I but none of the eleven provinces studied by the RRNDP-II. GOP has requested the 19th OECF finance for the rural roads improvement in another 20 provinces (6 provinces from PRNDR-II, Aquilan del Norte, and 13 provinces from SAPROF). (FY1993 Overseas Survey) The package of rural roads in 20 provinces was proposed for the 19th Yen Credit Program application, and approved by NEDA/OICC. However, the package was later given lower priority because of (i) the question of jurisdiction or responsibility of implementation in accordance with the new Local Government Code and (ii) the presence of other higher priority projects. Under the new Local Government Code, national roads are under the jurisdiction of the Dept. of Public Works and Highways (DPWH), while construction and maintenance of provincial and other local roads are devolved to the Local Government Units (LGU) under supervision of the Dept., of Interior and Local Government (DILG). The Government is now studying institutional and budgetary arrangements for the delineation of responsibilities. LGUs and the National Government are coordinating about some of the priority projects, using such local funds as the countrywide Development Fund and the Internal Revenue allotments of LGUs.										
4.REFERENCE NO.		In order to improve on the findings of the phase 1 study on rural road network, the present phase 2 study selected 11 provinces and identified the basic road network plan and analyzed the feasibility of the proposed major and minor roads. Those road sections with IRRs of more than 15% are recommended for earlier implementation, and the rest for later implementation. <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 35%; text-align: center;">Major Roads</td> <td style="width: 35%; text-align: center;">Minor Roads</td> </tr> <tr> <td>1) First Stage</td> <td style="text-align: center;">714.0km</td> <td style="text-align: center;">1,130.8km</td> </tr> <tr> <td>2) Second Stage</td> <td style="text-align: center;">533.0km</td> <td style="text-align: center;">924.6km</td> </tr> </table>							Major Roads	Minor Roads	1) First Stage	714.0km	1,130.8km	2) Second Stage	533.0km	924.6km
	Major Roads							Minor Roads								
1) First Stage	714.0km	1,130.8km														
2) Second Stage	533.0km	924.6km														
5.TYPE OF STUDY	F/S	In addition, the practices of the low-grade surfacing was surveyed, and on the basis of the findings from the experimental surfacing, the present study made a number of recommendations on appropriate design and construction requirements.														
6.COUNTERPART AGENCY	Department of Public Works and Highways (DPWH)															
7.OBJECTIVES OF STUDY	Conduct a F/S on the development of a rural road network															
8.DATE OF S/W	Apr.1989	Imp. Period: 1991-1995														
9.CONSULTANT(S)	Katahira & Engineers International Nippon Engineering Consultants Co., Ltd.	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) EIRR2) EIRR3)			FIRR1) FIRR2) FIRR3)								
10.STUDY TEAM	No. of Members 10 Period Oct.1989-Oct.1990 (13 months)	Conditions and Development Impacts: Conditions: The benefits taken into account were the traffic benefit, the agricultural development benefit, and road maintenance cost savings, Project life is 25 years, (from 1993 to 2017).  The development impacts: The all-weather road will be constructed in the rural area. This would contribute to the economic development in the rural areas and the increase of employment directly, which are the targets of development plan.														
	Total M/M	Japan	Field													
	60.26	58.66	1.06													
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Socioeconomic survey Traffic counts survey Road inventory survey	5. TECHNICAL TRANSFER				2.MAJOR REASONS FOR PRESENT STATUS										
12.EXPENDITURE	Total 277,593 (¥000) Contracted 289,000	1. Accepting of counterpart trainees 2. Utilization of local consultants														
						3.PRINCIPAL SOURCE OF INFORMATION										
						①②③										

和名 地方道路網整備計画 (II)

(F/S,D/D)

# PROJECT SUMMARY (F/S)

ASE PHL/A 315/90

Compiled Mar.1992  
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	Jala Jala Municipality (4,930ha) of Rizal Province, located 75km southeast of Manila			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	Integrated Jala-Jala Rural Development Project	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost		
3.SECTOR	Agriculture/General		(US\$1,000)	1) 27,400	11,000	6,400	
4.REFERENCE NO.		3.CONTENTES OF MAJOR PROJECT(S)	2)				(Description) The project cost estimated by the JICA study exceeded the cost ceiling for the Japanese grant aid program. Subsequently, COP prioritized project components for the grant approval.  Oct.1991-Mar.1992    Basic design study completed Oct.1992            E/N signed (39.32 billion yen) Oct.-Nov.1992      D/D completed (Final total project cost: 1,137 million yen) Mar.1993-Mar.1994    Construction scheduled
5.TYPE OF STUDY	F/S		3)				
6.COUNTERPART AGENCY	Department of Agrarian Reform	The Study prepared a development plan to support farmers who had been included in the land reform in Jala Jala Municipality. The plan objectives were early creation of self-reliant farmers, increase in labor productivity and reduction of disparities, and achievement of local food self-sufficiency.  1. Intensive Agriculture: 11 villages, 3,900ha 2. Farm Mechanization: tractors, threshers, power sprayers, rice mills 3. Irrigation: 13 systems (paddy 950ha, upland crops 210ha) 4. Drainage: main canals 11.2km, branch canals 39.3km, culverts 70 locations 5. Roads: trunk roads 18.1km, feeder roads 46km, farm roads 9.6km 6. Rural Electrification: power transmission line (3-phase)23km, distribution line 8.6km 7. Rural Water Supply: 16 level-I deep wells, 4 level-II deep wells, 2 springs 8. Rural Development Center: facilities for farmer training, extension services on agriculture and home economics					
7.OBJECTIVES OF STUDY	To formulate an integrated rural development project						
8.DATE OF S/W	Apr.1989	Imp. Period:	Jan.1991-Oct.1994				
9.CONSULTANT(S)	Nippon Koei Co., Ltd. Chuo Kaihatsu Cor.	4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 14.40 EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)		
10.STUDY TEAM	No. of Members    9 Period    Sep.1989-Sep.1990 (13 months)	Conditions and Development Impacts: Conditions: 1. Diversification (upland crops 260ha, small plantations 850ha, fruits 600ha) and intensification (paddy double cropping 950ha) over the area of 2,690 ha 2. Consolidation of communal systems and concentrated development of 9 village-wise irrigation systems (650ha) to enable year-round irrigation Major Development Impacts: 1. Four-fold increase in paddy output (production 6,000 tons, local consumption 3,000 tons, and a surplus of 3,000 tons in the year 2000) 2. Fruits (citrus 3,850 tons, mango 2,100 tons) will be used as materials for local agro-industries or marketed in Manila as fresh fruits. 3. Production of beef and pork will be doubled partly utilizing agricultural residues as animal feeds. 4. Total benefits of the project after deducting the "without project" benefits come to 143.1 billion pesos (18.4 from paddy, 13.9 from upland crops, 4.1 from fruits, 4.4 from livestock and the remainder from infrastructural development). 5. Increases of annual farming household income will range from 6 to 33.8 million pesos (three- to ten-fold increases).					
	Total M/M            Japan            Field 54.00                    21.00            33.00						
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	- Farm economy survey - Topographic survey - Geo-hydrological investigation	5. TECHNICAL TRANSFER	Technology transfer counterparts in the course of the study.			2.MAJOR REASONS FOR PRESENT STATUS	
12.EXPENDITURE	Total                    188,616 (P'000) Contracted            145,459					3.PRINCIPAL SOURCE OF INFORMATION	
						①②③	

和名 ハラハラ農業開発計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

ASE PHL/A 316/90

Compiled Mar.1992  
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 type="checkbox"/> Implementing <input checked="" type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled	
2.NAME OF STUDY	Improvement of Seed Production and Distribution, and Establishment of Appropriate Seed Storage System	Philippines						
3.SECTOR	Agriculture/General	2.PROJECT COST		Total Cost	Local Cost	Foreign Cost	(Description) (FY1991 Overseas Survey) The scale of the projects has been reduced. Local production and distribution of seeds is inadequate for peanut, but relatively advanced for maize owing to the private sector involvement. The preliminary survey mission of the Japanese Grant Aid Program visited the project sites to study peace and order situations. Subsequently, the basic design study (rice seeds only) was undertaken from July 1992 to Feb.1993.	
4.REFERENCE NO.		(US\$1,000)	1)	12,479	3,049	9,430		
5.TYPE OF STUDY	F/S	US\$1=27.5peso	2)					
6.COUNTERPART AGENCY	Department of Agriculture		3)					
7.OBJECTIVES OF STUDY	Planning for improvement of seed production and distribution and establishment of appropriate seed storage system for rice, corn and other crop.	3.CONTENTS OF MAJOR PROJECT(S)						
8.DATE OF S/W	Feb.1989	The Study formulated model seed production and distribution projects for the selected areas of Region II (peanut), Region VI (Paddy) and Region XI (maize). In addition to the model projects, it will be necessary to establish an urgent improvement plan by examining the degrees of urgency and the impacts of individual project implementation.						
9.CONSULTANT(S)	Nippon Koei Co., Ltd. System Science Consultants	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility:	EIRR1)	3.30		FIRR1)
10.STUDY TEAM	No.of Members 8 Period Nov.1989-Dec.1990(11 months)	Yes		EIRR2)	32.80	FIRR2)		
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		Conditions and Development Impacts: Conditions: - Period of economic evaluation is set at 20 years, based on the life period of facilities. - Economic costs of tradable goods are converted from the financial costs, using conversion factors by sector. - Economic costs of non-tradable goods are obtained by the conversion factor of 0.8. - Labor costs are obtained from consumption by the conversion factor of 0.65. Development Impacts: - The establishment of the seed production and distribution systems will ensure increased supply of certified seeds. - Surplus seeds will be supplied to outside regions, and the buffer stock of seeds could be distributed in emergencies. - Increased supply of quality seeds will raise the production of crops, which in turn will stimulate the growth of agro-industrial production and employment.						
12.EXPENDITURE	Total 140,815 (Y'000) Contracted 141,332	5.technical transfer		2-day seminar with 45 participants 2 weeks field observation and study tour.				
						2.MAJOR REASONS FOR PRESENT STATUS		
						3.PRINCIPAL SOURCE OF INFORMATION		
						①②③		

和名 優良種子流通配布計画

(F/S,D/D)



# PROJECT SUMMARY (M/P)

Compiled Mar.1993  
Revised Mar.1994

ASE PHL/S 109/91

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS	
1.COUNTRY	Philippines	1.SITE OR AREA	Philippines, Luzon Island, 5 provinces (Cavite, Batangas, Rizol, Laguna, and Quezon)		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2.NAME OF STUDY	Calabarzon Intergrated Regional Development	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) The proposed master plan was approved in Feb.1992 by the President. (FY1993 Overseas Survey) (1)- Construction of Port Patanqas scheduled April 1994-Dec.1997 - The Sangley Point conversion dropped due to economic non-viability - Manila Container Port will be undertaken. - South Luzon Expressway Extention: Phase I (1993-96) is being implemented under OECF loan (19th Yen Credit), Phase II (1995-2000) proposed under 130T scheme. - Carmona - Ternate - Nasuqbu Rds. Partially completed under OECF loan (1993) - Other Roads : Partially completed by local funding (2) Cavite Export Processing Zone : being implemented and to be completed by 3rd quarter of 1994. (3) Technical cooperation by JICA extended for reforestation of the Marikina Watershed
3.SECTOR	Development Plan/Sericulture	(US\$1,000)	1)		2)	
4.REFERENCE NO.		3.CONTENTS OF MAJOR PROJECT(S)				
5.TYPE OF STUDY	M/P	- 3 projects of port development including Greater Capital Region Pot Study - 6 projects of roads and highways including Cavite Coastal Road - 6 projects of industrial support including Cavite EPZA - 5 projects of urban development including Laquna West Urban Development - 2 projects of agriculture including Batangas East Agriculture Development - 5 projects of rural development including Laquna Upland IRD Projects - 3 projects of social development including Southern Taqalog Manpower Training and Employment Program - 2 projects of environmental management including Marikina Watershed Development and Management				
6.COUNTERPART AGENCY	Department of Trade and Industry (DTI)	4.CONDITIONS AND DEVELOPMENT IMPACTS				
7.OBJECTIVES OF STUDY	To formulate the M/P of flood control for the Ilong-Hilabangan River Basin and to identify priority projects	Development Impacts: - To enhance the income level in rural areas by creating employment opportunities in primary agriculture, agro-processing and service activities as well as by increasing productivity in agriculture. - To sustain high level of growth on the balance between agriculture and industry by promoting complementary linkages between the two major sectors, improving the industrial structure, and including related service activities. - To contribute to more equitable development,not generaling the urban poor and squatters, uplifting the rural people from poverty, and realizing better spatial distribution of population and economic activities. - To create a better human environment and enhance social capacity for development by protecting/enhancing natural environment, improving the provision of physical infrastructure and social services, and incorporating socio-cultural values in project planning and implementation.				
8.DATE OF S/W	.0	10.STUDY TEAM				
9.CONSULTANT(S)	Nippon Koei Co., Ltd. Pacific Consultants International	No.of Members 12 Period Mar.1990-Sep.1991(18 months)				
		Total M/M	Japan	Field		
		126.90	39.30	87.60		
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Aerophotgraphing River Survey, Construction of Hydroloqical Gauging Stations Geoloqic Survey and Boring Survey.	5. TECHNICAL TRANSFER				
12.EXPENDITURE		The planning capability of the Philippine counterparts had been strengthened during this study through dissemination of information and involvement of the people of Philippines.				
Total	427,347 (¥000)	3.PRINCIPAL SOURCE OF INFORMATION				
Contracted	386,362	①②				
2.MAJOR REASONS FOR PRESENT STATUS						

和名 カラバールソン地域総合開発計画

{M/P,Basic Study,Other}





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

Compiled Mar.1993  
Revised Mar.1994

ASE PHL/S 207B/91

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Philippines	1.SITE OR AREA	Three river systems and the Panqasinan plain in the western part of Central Luzon. Total area 7,640 sq. km.			1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input checked="" type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY	Agno River Basin Flood Control	2.PROJECT COST (US\$1,000)	M/P 1) 1,070,516 2) 16,255	Local Cost	Foreign Cost		
3.SECTOR	Social Infrastructures/River & Erosion Control	3.CONTENTES OF MAJOR PROJECT(S)	M/P 1) Framework Plan (an ideal goal) 1. Agno and Tarlac Rivers: river improvements, Poponto floodway, natural retarding basin, Moriones-O'Donnel dam. 2. Agno River tributaries (4) and other rivers: river improvements, Binalonan floodway. 3. Flood Forecasting and Warning System (FFWS) for the Agno, Bicoland and Caqayan Rivers. 4. Debris control by 34 dams. 2) Long-Term Plan (target year:2020) 1. All projects except Moriones-O'Donnel dam and Binalonan floodway. 2. Accuracy improvement on the existing FFWS and more effective warning delivery activity. F/S 1) Flood Control Plan for the Upper Agno River (area: 1,264 sq. km). River improvements (total 69.06 km), Poponto natural retarding basin. 2) Flood Control Plan for the Pantal-Sinocalan River (area: 879 sq. km), River improvements (total 57.7 km), etc..			(Description) (FY 1993 Domestic Survey) 1. Detailed Engineering Design was conducted for the areas subject to urgent rehabilitation works at the end of 1992 and the first priority project area identified by JICA F/S by use of the OECF engineering package loan, in the period January 1993 - January 1994. The project was titled "Urgent Rehabilitation and Improvement Works for the Agno River Flood Control Project". 2. The Department of Public Works and Highway (DPWH) of GOP has a schedule to apply to the 20th OECF project loan.  (FY 1993 Overseas Survey) Agno River Basin Flood Control:  Detailed engineering Design of the urgent rehabilitation and improvement works for this project carried out by OECF Engineering Service Package Loan. It conducted during January 20, 1993, to January 1994.  Addendum for additional work on Hydraulic Model Test for the Poponto Floodway approved by OECF and work is under the study by the consultant. It will complete in March 1995.	
4.REFERENCE NO.		4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 20.58 EIRR2) EIRR3)	FIRR1) 19.96 FIRR2) FIRR3)		
5.TYPE OF STUDY	M/P+F/S	8.DATE OF S/W	Dec.1988		2.MAJOR REASONS FOR PRESENT STATUS		
6.COUNTERPART AGENCY	Deptment of Public Works and Highways (DPWH)	9.CONSULTANT(S)	Nippon Koel Co., Ltd. CTI Engineering Co., Ltd. Kokusai Kougyo Co., Ltd.				
7.OBJECTIVES OF STUDY	-To formulate a Master Plan for flood control in the Agno River Basin and to identify the priority areas. -To conduct a Feasibility Study on the flood control projects in the identified priority	10.STUDY TEAM	Imp. Period: 1995-2004 Conditions and Development Impacts: Planning Conditions 1) Framework Plan 1. For Agno and Tarlac Rivers, design level is set at a 100-year return period. For tributaries a 50-year return period. 2. San Roque dam is assumed to be complete. 3. In the debris control plan, it is assumed that 50% of the sediment yield in the mountainous areas is cut by afforestation / reforestation and all sediment due to mine tailings, land slide and road construction is perfectly controlled. 2) Long-Term Plan 1. For Agno River and its tributaries, design level is a 25-year return period. For others, 10 years. 2. Project life is 50 years. 3) F/S 1. Project life is 50 years. 2. Operational cost is 0.5% of construction and maintenance costs. 3. Prices as of May 1991.			3.PRINCIPAL SOURCE OF INFORMATION ③	
8.DATE OF S/W	Dec.1988	11.ASSOCIATED AND/OR SUBCONTRACTED STUDY					
9.CONSULTANT(S)		12.EXPENDITURE	Total 671,110 (¥000) Contracted				

和名 アグノ川流域治水計画

(M/P+F/S)

# PROJECT SUMMARY (F/S)

Compiled Mar.1993  
Revised Mar.1994

ASE PHL/S 325/91

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1.COUNTRY	Philippines	1.SITE OR AREA		Balara Water Treatment Plant		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	
2.NAME OF STUDY	Balara Water Treatment Plant Rehabilitation Project	2.PROJECT COST (US\$1,000)		Total Cost	Local Cost			Foreign Cost
		1)	2)	10,576	1,997	8,579		
		3)		25,442	5,764	19,678		
3.SECTOR	Public Utilities/Timber Processing	3.CONTENTS OF MAJOR PROJECT(S)				(Description) In February 1992, MWSS submitted to National Economic Development Authority (NEDA) the request of applying for the Japanese Grant Aid Program to implement the project.  (FY1993 Overseas Survey) Jan.18, 1994 Grant Aid E/N (131 mil.Yen) for D/D only Jan. 1995 Grant Aid E/N expected for construct on / rehabilitation  Total investment cost : P 1055.33 mil. Foreign currency P 822.01 mil. Domestic currency P 233.32 mil.		
4.REFERENCE NO.		In order to recover the planned capacity (1.6 million cu.m./year) of the treatment plant, stabilize the water treatment process, and improve the maintenance and operation, the Study recommends the replacement of the malfunctioning treatment equipment including chlorination. The Study compared three alternatives shown below and judged that Alternative 2 would be technically and financially optimal.						
5.TYPE OF STUDY	F/S	1. Replacement and rehabilitation of only those equipments which are in need of urgent replacement or rehabilitation 2. Rehabilitation and improvement of the basic equipment, in addition to the minimum replacement and rehabilitation above. 3. Modernization of the entire equipment based on the long-term needs						
6.COUNTERPART AGENCY	Metropolitan Waterworks and Sewerage System (MWSS)	Alternative 2 consists of the replacement of defective equipment, the improvement of structural defects of sedimentation basins, and other necessary improvement measures in order to ensure the 15-year durability. The project cost 1) above is for Alternative 1, and the project cost 2) for Alternative 2.						
7.OBJECTIVES OF STUDY	To recover the productivity of the plant and to improve the water quality.							
8.DATE OF S/W	Feb.1991	Imp. Period:		.1992-.1995				
9.CONSULTANT(S)	Nippon Jogesuido Sekkei Co., Ltd.	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 63.80 EIRR2) 32.40 EIRR3)			FIRR1) 7.80 FIRR2) 5.40 FIRR3)
10.STUDY TEAM	No.of Members 6 Period Aug.1991-Mar.1992 (8 months)	Conditions and Development Impacts: The benefits such as health and welfare improvement and promotion of local industry will be brought approximately 6 million persons in Metro Manila.  * EIRR 1) and FIRR 1) are for the replacement of the superannuated treatment equipment including chlorination, and EIRR 2) and FIRR 2) for the entire project.						
	Total M/M      Japan      Field							
	22.83      9.20      13.63							
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY						2.MAJOR REASONS FOR PRESENT STATUS		
						This project is in line with the objectives of the Medium-Term Philippine Development Plan (1992-1998) as embodied under the water supply, Sewerage and Sanitation sector.		
12.EXPENDITURE	Total 89,337 (¥'000) Contracted 77,191	5.technical transfer				3.PRINCIPAL SOURCE OF INFORMATION		
		Technical transfer in terms of confirmation method for the treated water capacity, adjustment method of intensity of coagulation and flocculation, the importances of sludge disposal of sedimentation basin, the importance of filter washing procedures and the adjustment of chemical dosage were conducted.				①②		

和名 バララ浄水場修復計画

(F/S,D/D)



# PROJECT SUMMARY (M/P)

Compiled Mar.1994  
Revised

ASE PHL/S 111/92

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDY RESULTS					
1.COUNTRY	Philippines	1.SITE OR AREA	All waters and related facilities on land under the jurisdiction of Philippines			1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued				
2.NAME OF STUDY	Master Plan on Maritime Safety	2.PROJECT COST	(US\$1,000)	Total Cost	Local Cost	Foreign Cost	(Description) Among the 10 Projects listed in the "Major Project Proposed", the following 3 projects were selected for Pre-Feasibility Study.  1. Cebu Regional Maritime Transportation Safety Project. 2. Vessel Safety Standard and Vessel Inspection System Upgrading Reliability. 3. Aids to Navigation Upgrading Reliability Project.  In connection with this Study, Maritime Industry Authority (MARINA) is conducting the Consulting Service for the Maritime Safety Improvement Project (MSIP) by OECF Loan PH-P121 from April 1992. MSIP is composed of 2 subprojects, namely, the Urgent Rehabilitation of Aids to Navigation of Aids to Navigation and the Intensive Engineering Study.  (FY1993 Overseas Survey) 1. Project #3 : MARINA is undertaking preparatory stages to improve their technical capacity. 2. Project #4 : Approved by NEDA-ICC and pipelined for financing under the 19th Yen Credit Program. 3. Project #8 : Funding under the 19th Yen was deferred for certain institutional issues, but by now has been approved by NEDA-ICC. 4. Of the three project selected for Pre F/S, the Cebu Regional Maritime Transportation Safety project has been dropped. Other two are addressed under other projects.				
3.SECTOR	Transportation/Marine Transportation & Ships		1)	699,320	309,360	389,960					
4.REFERENCE NO.		3.CONTENTES OF MAJOR PROJECT(S)	2)								
5.TYPE OF STUDY	M/P	1. Implementation Study of Seafarer School Education Improvement Project 2. Implementation Study for Retraining Teaching Staff and Seafarers 3. Study for Vessel Safety Standard and Vessel Inspection System 4. Study for Interisland Shipping and Shipbuilding Development Plan 5. Safe Navigation Study 6. Study for Implementation Program of Upgrading of MCP/ TELOF to Reinforce Functionality of Maritime Safety Telecommunication 7. Feasibility Study for HF Network Linking PCG and Regional Headquarters and 133 Bases 8. Implementation Study of SAR Vessel Improvement 9. Implementation Study for Aids to Navigation Improvement Project 10. Regional Marine Transportation Safety Project Plan Study									
6.COUNTERPART AGENCY	Maritime Industry Authority	4.CONDITIONS AND DEVELOPMENT IMPACTS									
7.OBJECTIVES OF STUDY	1.To formulate the M/P Maritime Safety in Philippines 2.To conduct the Pre-F/S on the selected priority project										
8.DATE OF S/W	Jan.1990	The following economic benefits can be expected with reduction in maritime accidents.  1. The preservation of human life and cargo. 2. Preventing loss and damage to vessels. 3. Reduction of transport costs. 4. Efficient use of the maritime infrastructure. 5. Increase in the reliability of domestic shipping.									
9.CONSULTANT(S)	The Japan Association for Preventing Marine Accid Yachiyo Engineering Co., Ltd.										
10.STUDY TEAM	No.of Members 11 Period Mar.1991-Jul.1992(17 months)  <table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">61.05</td> <td style="text-align: center;">26.54</td> <td style="text-align: center;">34.51</td> </tr> </table>							Total M/M	Japan	Field	61.05
Total M/M	Japan	Field									
61.05	26.54	34.51									
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	1.Locationl measuring of Aids to Navigation 2.Preliminary Design of Safety facilities										
12.EXPENDITURE	<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: center;">209,329 (¥000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">201,285</td> </tr> </table>	Total	209,329 (¥000)	Contracted	201,285	5. TECHNICAL TRANSFER	1. Seminar was held in Manila and Cebu in July '92 towards Master Plan on Maritime Safety, with the attendance of about 100 people. 2. Acceptance of trainees : 2 trainees			3.PRINCIPAL SOURCE OF INFORMATION	①②
Total	209,329 (¥000)										
Contracted	201,285										
		2.MAJOR REASONS FOR PRESENT STATUS									

和名 海上交通管理計画

(M/P, Basic Study, Other)

# PROJECT SUMMARY (M/P)

Compiled Mar.1994  
Revised

ASE PHL/A 108/92

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDY RESULTS																					
1.COUNTRY	Philippines	1.SITE OR AREA				1.PRESENT STATUS	<input type="checkbox"/> In Progress or In Use <input checked="" type="checkbox"/> Delayed <input type="checkbox"/> Discontinued																				
2.NAME OF STUDY		14 municipalities, Pampanga Province, Central Luzon (Program III)				(Description) (1) Magalang Revised projects covering upgrade of the existing training facilities are proposed, the Magalang is suitable for training and demonstration to promote improvement of settlement project areas. PAR is preparing project request to Japan.  (2) Mexico Sta. Area The project is suspended due to the change in the river flows by the eruption of Mt. Pinatubo and serious and mudflows.  (FY1993 Overseas Survey) (1) High project cost vis-a-vis benefits to be derived. The EIRR for the two priority projects are way below the 15% hurdle rates required by NEDA-ICC. (2) The project has been relegated by DAR to a low priority status since the river sources for the irrigation component—the Abacan and Matubid rivers are still threatened by lahar flows due to the Mt. Pinatubo eruption.																					
Integrated Rural Development Program in Pampanga		2.PROJECT COST																									
3.SECTOR		<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <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> <th style="width: 10%;"></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">(US\$1,000)</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">1)</td> <td style="text-align: center;">16,390</td> <td style="text-align: center;">8,807</td> <td style="text-align: center;">7,583</td> <td></td> </tr> <tr> <td style="text-align: center;">2)</td> <td style="text-align: center;">14,285</td> <td style="text-align: center;">5,661</td> <td style="text-align: center;">8,624</td> <td></td> </tr> </tbody> </table>					Total Cost	Local Cost	Foreign Cost		(US\$1,000)					1)	16,390	8,807	7,583		2)	14,285	5,661	8,624			
	Total Cost	Local Cost	Foreign Cost																								
(US\$1,000)																											
1)	16,390	8,807	7,583																								
2)	14,285	5,661	8,624																								
Agriculture/General		3.CONTENTS OF MAJOR PROJECT(S)																									
4.REFERENCE NO.		(1) Magalang Area Rehabilitation Project 1. Rehabilitation of irrigation and drainage facilities (87 ha) 2. Construction of orchard irrigation facilities (2,000ha) 3. Rehabilitation of existing road (34.8 km) 4. Rehabilitation of domestic water supply system, post harvest facilities, and procurement of agricultural machinery (2) Mexico and Sta. Ana Project 1. Irrigation and Drainage (Rehabilitation: 712ha, Construction: 555ha) 2. Upgrading existing farm roads 3. Establishment of post harvest facilities																									
5.TYPE OF STUDY						M/P																					
6.COUNTERPART AGENCY																											
Department of Agrarian Reform																											
7.OBJECTIVES OF STUDY																											
(1) to clarify the development constraints on the natural and socio-economic conditions (2) to assess agricultural potentialities to promote integrated rural development programs, and																											
8.DATE OF S/W		Aug.1990																									
9.CONSULTANT(S)		4.CONDITIONS AND DEVELOPMENT IMPACTS																									
Nippon Koei Co., Ltd.		(1) Magalang 1. Demonstration affects for livelihood improvement the other settlement project areas. 2. Decrease the income imbalance between the project area and the neighboring rural area 3. Promotion of agrarian beneficiaries' cooperative set-up and 4. Creation and extension of the irrigated orchard management in silty areas  (2) Mexico and St. Ana 1. Demonstration affects an communal irrigation development and 2. Increase in employment opportunity through rice post-harvest and marketing activities																									
10.STUDY TEAM																											
No. of Members		6																									
Period		Jul.1991-Aug.1992 (14 months)																									
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY						2.MAJOR REASONS FOR PRESENT STATUS  This study was supplementally implemented with the Mapping. The level of study is pre-F/S, hence detail surveys on topography, geology, hydrology and groundwater and re-formulation of the plan should be done before the project implementation.																					
(1) Soil survey and analysis (2) water quality test																											
12.EXPENDITURE		5.TECHNICAL TRANSFER				3.PRINCIPAL SOURCE OF INFORMATION  ①②③																					
Total		598,046 (¥'000)																									
Contracted		1. Creation of data base on agricultural land information 2. Creation of data base on land holding and tenure, and programs of land reform.																									

和名 農地情報整備計画

(M/P, Basic Study, Other)





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

Compiled Mar.1994  
Revised

ASE PHL/S 209B/92

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 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		Davao International Airport						
The Development Plan of Davao International Airport		2.PROJECT COST (US\$1,000)		Local Cost	Foreign Cost	(Description) 1. In November 1992, Davao Municipal Government amended the existing land use plan based on the airport master plan proposed tentatively at the time by the Study Team and issued the amendment as a city ordinance, so that the land use surrounding the airport could be controlled legally in accordance with the airport master plan.  2. DOTC has an intention to include this project under the forthcoming 19th OECF Loan discussion.  (FY1993 Overseas Survey) The conduct of the detailed engineering (D/E) was proposed by DOTC for financing under the OECF 19th YCP but was subsequently withdrawn, also by DOTC. DOTC is exploring the possibility of sourcing ADB funding for the project. ADB is preparing to extend a T/A grant for the conduct of study to re-evaluate the study conducted by JICA to focus only on the existing facilities to determine whether their expansion instead of new construction will be adequate to meet projected traffic demand in light of budgetary constraints.		
3.SECTOR				133,000	38,000			70,000
Transportation/Air Transportation & Airport				108,000				
4.REFERENCE NO.		3.CONTENT'S OF MAJOR PROJECT(S)						
5.TYPE OF STUDY		<M/P> Phase of Development: 1. Medium-Term Development Plan (1999-2000) Total project cost : 2,700 Million PHP Construction of a new 2,500 long runway and new terminal facilities. 2. Long-Term Development Plan (2001-2010) Total project cost : 600 Million PHP Runway extension to 3,000 m and expansion of the terminal facilities  <F/S> Runway (2,500m), connecting taxiways, apron, passenger terminal building (16,000m <sup>2</sup> ), cargo terminal building (3,500m <sup>2</sup> ), administration buildings and control tower (1,600m <sup>2</sup> ), fire station (500m <sup>2</sup> ), car park (310 spaces), air navigation systems, airport utilities, and fuel supply system.						
6.COUNTERPART AGENCY								
Department of Transportation and Communications (DOTC)								
7.OBJECTIVES OF STUDY		Formulation of master plan and feasibility study on the medium-term development plan						
8.DATE OF S/W		Dec.1991						
9.CONSULTANT(S)		Pacific Consultants International Aero Asahi Cor.						
		Imp. Period: .1995-.1998						
		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) 17.70 EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)		
10.STUDY TEAM		Conditions and Development Impacts:						
No.of Members 8		[Conditions]						
Period Mar.1992-Mar.1993(0 months)		<M/P> Air Traffic Demand Forecast						
		Year 1990 2000 2010						
		Annual air passengers						
		Domestic 454,000 799,000 1,210,000						
		International --- 46,500 167,000						
		Annual air cargo (ton)						
		Domestic 19,685 43,800 72,700						
		International --- 1,600 11,900						
		<F/S> Period of evaluation : 20 years						
		EIRR : 17.7 %						
		B/C ratio : 1.2 (at discount rate of 15%)						
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		[Development Impacts]						
- Soil investigation		<M/P, F/S> 1. Improvement of air transport safety. 2. Provision of unrestricted and efficient air transport services. 3. Contribution to the agro-industrial development in Southern Mindanao. 4. Contribution to tourism development in Davao. 5. Increase						
- Topographic survey								
12.EXPENDITURE		5.TECHNICAL TRANSFER						
Total 150,986 (¥'000)		1. Seminar, Feb. 1, 1993 at Davao						
Contracted 144,435		2. Invitation of Taxainee Mr. Raphael S. Lavidas Oct. 1992 - Nov. 1992 Mr. Angel S.Rongcal Mar. 1993 - Apr. 1993						
		2.MAJOR REASONS FOR PRESENT STATUS						
		(FY 1993 Overseas Survey) The development of airport facilities, the Davao International Airport included, to provide efficient and reliable air transport operations is a major objective of the MTPDP. The development of the airport directly addresses the concerns and thrusts of the Southern Mindanao(Region XI) Development Plan to improve the air transport subsector, as a component of the East Asian Growth Triangle(EAGT).						
		3.PRINCIPAL SOURCE OF INFORMATION						
		①②						

和名 タバオ国際空港整備計画

(M/P+F/S)

# PROJECT SUMMARY (Basic Study)

Compiled Mar.1994  
Revised

ASE PHL/S 503/92

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS						
1.COUNTRY	Philippines	1.SITE OR AREA	Metro Manila and a part of Rizal Province, 5 cities and 32 municipalities, in an area of 2,126 km <sup>2</sup> (MWSS Service Area : MSA)		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued					
2.NAME OF STUDY	Groundwater Development in Metro Manila	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) (1) Rehabilitation of MWSS wells Five to six wells are being rehabilitated annually by MWSS's own budget. (2) Groundwater Development Plan in Antipolo Two wells are planned to be constructed in 1992 by MWSS's own budget. (3) Groundwater Monitoring in Metro Manila Not implemented. Database is in operation. (4) Groundwater Investigation in Rizal Province Not implemented.  (FY 1993 Overseas Survey) Ground water Development in Metro Manila: The implementation phase of this project expected to carry out with the assistance of the JICA through its Grant-Aid program. All the requirements need by NEDA for the early disposition of the JICA grant for the project's foreign component already submitted. Meanwhile, about 20% of its first two components, i.e. well rehabilitation in Metro Manila and deep well construction in Atipolo, Rizal currently being undertaken with the use of the local counterpart funds.					
3.SECTOR	Social Infrastructures/Water Resource Development	(US\$1,000)	1) 7,935	7,935							
4.REFERENCE NO.		(USD1=25.0peso)	2)								
5.TYPE OF STUDY	Basic Study	3.CONTENTS OF MAJOR PROJECT(S)									
6.COUNTERPART AGENCY	Metropolitan Waterworks and Sewerage System (MWSS), Planning & Program. Dept.	The study clarified groundwater use and a mechanism of saline water intrusion. For better development and conservation of groundwater in Metro Manila, following projects were proposed. (1) Rehabilitation of MWSS wells (100 wells) (2) Groundwater development in Antipolo (7 wells) (3) Groundwater Monitoring Facilities & Wells 20 wells depth:150m 30 wells depth :300m (4) Detailed Hydrogeologic survey in Rizal Province									
7.OBJECTIVES OF STUDY	(1) Rehabilitation Plan of MWSS Wells (2) Groundwater Development Plan in Antipolo (3) Analysis of Saltwater Intrusion (4) Groundwater Monitoring Program	4.CONDITIONS AND DEVELOPMENT IMPACTS									
8.DATE OF S/W	Jan.1990	(1) Rehabilitation of MWSS wells 27,000 m <sup>3</sup> /day of groundwater can be augmented by rehabilitation of 100 existing wells (2) Groundwater development in Antipolo An amount of 6,000 m <sup>3</sup> /day of groundwater can be developed. It will serve for a population of 24,000 in Antipolo area (250 lpcd) (3) Groundwater Monitoring in Metro Manila It is effective for conservation of groundwater and prevention of saline water intrusion in the area, where 900,000 m <sup>3</sup> /day of groundwater is presently being withdrawn. (4) Groundwater Investigation in Rizal Province : Preparation for future demand									
9.CONSULTANT(S)	Nippon Jogesuido Sekkei Co., Ltd. Kokusai Kougyo Co., Ltd.	10.STUDY TEAM									
		No.of Members 12 Period Aug.1990-Jun.1992 (22 months)									
		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">98.22</td> <td style="text-align: center;">23.00</td> <td style="text-align: center;">75.22</td> </tr> </table>					Total M/M	Japan	Field	98.22	23.00
Total M/M	Japan	Field									
98.22	23.00	75.22									
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER									
(1) Test Well Drilling and Pumping Tests (2) Pumping Test of Existing Wells (3) Site Inspection on Existing Wells		(1) Well rehabilitation procedure and techniques Manual of maintenance and rehabilitation, (2) Database and groundwater simulation, (3) Experimental Well Rehabilitation									
12.EXPENDITURE		3.PRINCIPAL SOURCE OF INFORMATION									
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: right;">412,770 (¥000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: right;">403,912</td> </tr> </table>		Total	412,770 (¥000)	Contracted	403,912	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">2.MAJOR REASONS FOR PRESENT STATUS</td> </tr> <tr> <td>                     Most of MWSS's budget is being used for extension of waterworks (Central Distribution System). Due to shortage of budget, MWSS can not afford to implement proposed projects, thereby requesting foreign assistance.                 </td> </tr> </table>				2.MAJOR REASONS FOR PRESENT STATUS	Most of MWSS's budget is being used for extension of waterworks (Central Distribution System). Due to shortage of budget, MWSS can not afford to implement proposed projects, thereby requesting foreign assistance.
Total	412,770 (¥000)										
Contracted	403,912										
2.MAJOR REASONS FOR PRESENT STATUS											
Most of MWSS's budget is being used for extension of waterworks (Central Distribution System). Due to shortage of budget, MWSS can not afford to implement proposed projects, thereby requesting foreign assistance.											
		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">3.PRINCIPAL SOURCE OF INFORMATION</td> </tr> <tr> <td style="text-align: center;">①③</td> </tr> </table>				3.PRINCIPAL SOURCE OF INFORMATION	①③				
3.PRINCIPAL SOURCE OF INFORMATION											
①③											

和名 マニラ首都圏地下水開発計画

{M/P, Basic Study, Other}

# PROJECT SUMMARY (M/P)

Compiled Mar.1986  
Revised Dec.1992

ASE SGP/S 101/78

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS							
1.COUNTRY	Singapore	1.SITE OR AREA	Strait of Singapore		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued						
2.NAME OF STUDY	Dredging Project of the Strait of Singapore	2.PROJECT COST			Total Cost		Local Cost	Foreign Cost				
3.SECTOR	Transportation/Port	(US\$1,000)	1) 24,937			(Description)  (FY1991 Overseas Survey) The dredging was successfully completed consequent to the technical study concerned.						
4.REFERENCE NO.		(US\$1=SS\$2.16)	2)									
5.TYPE OF STUDY	M/P	3.CONTENTS OF MAJOR PROJECT(S)										
6.COUNTERPART AGENCY	Port and Harbour Bureau, Ministry of Transport	Plan for deepening the shallow areas(4 sites) in Singapore Strait. Based upon the bathymetric surveys, seismic surveys, Boring, and inspection by divers, the followings are proposed. (1) Dredging Method: Grab Dredger (2) Dredging Volume: 484,000cu.m (area 165,000sq.m) (3) Monthly Production: 38,000cu.m (by 7cu.m Grab) 89,900cu.m (by 13cu.m Grab)										
7.OBJECTIVES OF STUDY	Proposal on dredging method and cost estimates	4.CONDITIONS AND DEVELOPMENT IMPACTS										
8.DATE OF S/W	Jul.1978	Very Large Carriers(Vessels) can pass the Singapore strait. It enables that far eastern countries can obtain crude oil and other raw materials for cheaper transportation cost.										
9.CONSULTANT(S)	Overseas Coastal Area Development Institute of Ja	5. TECHNICAL TRANSFER										
10.STUDY TEAM	No.of Members 2 Period Aug.1978-Mar.1979(6 months)				2.MAJOR REASONS FOR PRESENT STATUS							
	<table style="margin-left: auto; margin-right: auto;"> <tr> <td>Total M/M</td> <td>Japan</td> <td>Field</td> </tr> <tr> <td>32.50</td> <td>13.13</td> <td>19.37</td> </tr> </table>	Total M/M	Japan	Field	32.50		13.13	19.37				(FY1991 Overseas Survey) The dredging was deemed necessary in connection with the introduction of the Traffic Separation Scheme in the Strait of Singapore.
Total M/M	Japan	Field										
32.50	13.13	19.37										
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY					3.PRINCIPAL SOURCE OF INFORMATION							
12.EXPENDITURE	Total 124,172 (¥'000) Contracted 113,950				①②							

和名 浅瀬浚渫計画

{M/P, Basic Study, Other}

# PROJECT SUMMARY (F/S)

ASE SGP/S 301/86

Compiled Mar.1990  
Revised Dec.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT			
1.COUNTRY	Singapore	1.SITE OR AREA		Sentosa Island of Singapore		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	Plant Renovation Project of the Sentosa-1 Earth Station	2.PROJECT COST		Total Cost	Local Cost			Foreign Cost	
3.SECTOR	Communications & Broadcasting/Telecommunication			(US\$1,000)	1) 770				
4.REFERENCE NO.				2) 2,160					
5.TYPE OF STUDY	F/S			3)					
6.COUNTERPART AGENCY	Telecommunication Authority of Singapore	3.CONTENTES OF MAJOR PROJECT(S)		(Description) The project was discontinued. 1) The antenna was the old type (york tower type) which is less flexible for expansion. 2) INTELSAT standards of the antenna were changed when the study was completed.  (FY1991 Overseas Survey) No additional information.					
7.OBJECTIVES OF STUDY	To study the plant renovation of the SENTOSA-1 E/S	The Plant Renovation Project:							
8.DATE OF S/W	Feb.1985	1) 5 years life extension							
9.CONULTANT(S)	Japan Telecommunications Engineering and Consulti	Antenna mechanical part & structure - partial repair Antenna servo drive system - to replace some devices							
10.STUDY TEAM	No.of Members 4 Period Mar.1986-Jul.1986(5 months)	2) 10 years life extension							
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		Antenna mechanical part & structure - total repair Antenna servo drive system - to replace all High Power microwave trasmitter - extension for TDMA system							
12.EXPENDITURE	Total 24,504 (¥'000) Contracted 18,662	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)	2.MAJOR REASONS FOR PRESENT STATUS		
		5.technical transfer		Conditions and Development Impacts: (1) The objectives of study was to investigate the feasibility of service life extension over the design life of the earth station. (2) The result of the study(report) gave exact information of the earth station expansion project in Singapore Telecoms					
		To submit the diagnosis of service life extension over the design life of the antenna		3.PRINCIPAL SOURCE OF INFORMATION					
				①②					

和名 セントサ衛星地球局補修計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

ASE SGP/S 302/88

Compiled Mar.1990  
Revised Mar.1993

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1.COUNTRY	Singapore	1.SITE OR AREA	5 routes			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	Singapore Urban Transport Improvement	2.PROJECT COST						Total Cost
3.SECTOR	Transportation/Urban Transportaion	(US\$1,000)	1) 700,000			(Description) Among the five suggested routes, the Sentosa Development Corporation and the Public Works Department are interested in implementing the Orchard - Sentosa Route, and taking steps to prepare part of the route for international tender. The Simpanq New Town System is being studied further by the Housing Development Board in order to integrate it with the overall new town planning. The Anq Mo Kio New Town - Marine Parade Route has been included in the official arterial transport network plan. No significant actions have been taken on the Anq Mo Kio New Town Route and the Orchard - Marina Centre Route. Because of the competing new towns development, it is difficult for the Government to muster a consensus over a new system for Anq Mo Kio New Town. The area along the Orchard-Marina Centre Route is heavily builtup and a more detailed study and inter-agency coordination will be necessary before implementation.  (FY1991 Overseas Survey) The concept of LRT was generally accepted and incorporated in the Concept Plan for urban transport.		
4.REFERENCE NO.			2)					
5.TYPE OF STUDY	F/S		3)					
6.COUNTERPART AGENCY	Public Works Department, Min. of National Development	3.CONTENTENTS OF MAJOR PROJECT(S)						
7.OBJECTIVES OF STUDY	Evaluation of technical and operational feasibility of introducing a new transport system	The study prepared plans to improve the feeder transport systems by introducing a new transit system for five selected areas. A detailed analysis was made of the Anq Mo Kio New Town System.  Major project components: 1) Route and alignment plan, including location of stations 2) Infrastructure plan (structures, stations, yards) and preliminary design 3) Selection of a transit system and an operation plan						
8.DATE OF S/W	Apr.1987	Imp. Period:						
9.CONSULTANT(S)	ALMEC Corporation Pacific Consultants International	4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)			
10.STUDY TEAM	No.of Members 11 Period Aug.1987-Nov.1988 (15 months)	Conditions and Development Impacts: Condition: Smooth linkage of feeder transportation with the trunk system  Development impacts: 1) Reduction of pollution (air pollution and noise) 2) Improvement of traffic safety 3) Time saving by passengers 4) Urban development in the vicinities of stations.						
	Total M/M	Japan	Field	2.MAJOR REASONS FOR PRESENT STATUS				
	53.23	8.70	44.53					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Topographic survey	5. TECHNICAL TRANSFER				3.PRINCIPAL SOURCE OF INFORMATION		
12.EXPENDITURE		A seminar was held in Feb. 1990, with approximately 300 participants.						
	Total	209,764 (¥000)				①②		
	Contracted	195,078						

和名 都市交通改善計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

ASE SGP/S 303/90

Compiled Mar.1992  
Revised Mar.1993

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT			
1.COUNTRY	Singapore	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 Selected Expressways		Central and northeastern parts of Singapore							
3.SECTOR Transportation/Fish Processing		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost			
4.REFERENCE NO.		(US\$1,000)		1) 487,000					
5.TYPE OF STUDY				2)					
6.COUNTERPART AGENCY Public Works Department (PWD), Ministry of National Development (MND)				3)					
7.OBJECTIVES OF STUDY Analysis of feasibility on the selected three expressways; PIE, KLE, and PYE.		3.CONTENTENTS OF MAJOR PROJECT(S)				(Description) A part of PIE was put to tender during the study period, and contractors were selected. The next section will be tendered soon. Construction of KLE and PYE will proceed in due course to detailed design, tender and construction in accordance with the schedule set by the PWD. As for PYE, the target year for construction is set for 2009. Implementation schedule: PIE:PIE/Woodsville Road IC - PIE/CTE IC Completion in 1994 PIE/CTE IC West - PIE/BKE IC Completion in 1995 KLE:KLE/ECP IC - KLE/PIE IC Completion in 1997 PYE:PYE/PIE IC - PYE/TPE IC Completion in 2010 Estimated Project Cost (million S\$)    PIE    KLE    PYE Construction Cost                        84.4   276.4   358.1 Land Acquisition and Compensation Costs                        0.0   33.2   17.3 Contingencies (10%)                        8.4   31.0   37.5 Total    92.8   340.6   412.5 (FY1991 Overseas Survey) The findings of the study were incorporated in the Concept Plan. The in-house detailed design was made on part of PIE during 1990 - 1993. The construction is scheduled for 1991 - 1995, wholly financed by domestic funds. (FY1992 Overseas Survey) The project is financed by the Government of Singapore (PIE: S\$ 93.3 Mil., KLE: S\$ 332.8 Mil). Construction began in Apr. 1992. Scheduled to be completed in 1999.			
8.DATE OF S/W		Imp. Period: .1990-.2009							
9.CONSULTANT(S) Oriental Consultants Co., Ltd.		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 6.00    FIRR1) EIRR2) 60.00   FIRR2) EIRR3) 79.50   FIRR3)				
10.STUDY TEAM		Conditions and Development Impacts:							
No. of Members    9		Conditions: PIE: Widening of expressway from 6 lanes to 8 lanes KLE & PYE: New construction of expressway with 6 lanes							
Period Mar.1990-Mar.1991 (13 months)		Development Impacts: 1. Saving of total traveling time 2. Saving of total vehicle operating cost 3. Reduction of traffic accidents and environmental impacts The improvement of PIE and the construction of KLE and PYE are considered feasible in technical, economic and social aspects.							
Total M/M		Japan		Field					
46.08		2.50		43.58					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER						2.MAJOR REASONS FOR PRESENT STATUS Development of the expressway system is considered urgent to maintain high standards of social infrastructure services in Singapore.	
12.EXPENDITURE		1. Methodology of alternative evaluation. 2. Clarification of issues solved and proposal of solutions.							
Total		164,071 (¥'000)				3.PRINCIPAL SOURCE OF INFORMATION ①②			
Contracted		152,700							

和名 カラン・パヤレバ高速道路計画

(F/S,D/D)





# PROJECT SUMMARY (F/S)

ASO LKA/A 301/77

Compiled Mar.1990  
Revised Mar.1993

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT														
1.COUNTRY	Sri Lanka	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	Inginimitiya Reservoir Project	Puttalam District																		
3.SECTOR	Agriculture/General	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) The proposed project was completed by the OECF loan.  Aug.1978 OECF L/A signed (1,800 million yen) Jun.1979 - Jun.1984 D/D and engineering service undertaken by Japan Engineering Consultants Co., Ltd. Sep.1981 Construction started Mar.1985 Construction completed  OECF Loan: - Earth dam (length 4,648m, height 18m, Cap.60.19 million tons) - Irrigation facilities (existing 664 ha, new 1,887ha) - Land clearing & preparation and settlement (1,680 households)  (FY 1992 Overseas Survey) The dam has already been in use. However, owing to the shortage of water, the planted area was far below the planned target (approx. 50% of the target during 1985 - 1993). Presently a study to identify the reasons of the water shortage (SAPS) is being conducted, and the final report is due in March 1993.														
4.REFERENCE NO.		(US\$1,000)	1) 23,200	13,600	9,000															
5.TYPE OF STUDY	F/S	US\$1=7.28Rs.	2)																	
6.COUNTERPART AGENCY	Ministry of Irrigation, Power and Highways		3)																	
7.OBJECTIVES OF STUDY	Rural Development by the Dam Construction and Downstream Development	3.CONTENTS OF MAJOR PROJECT(S)																		
8.DATE OF S/W	Dec.1976	1) Irrigation Area: 2,500 ha																		
9.CONSULTANT(S)	Japan Engineering Consultants Co., Ltd.	2) Dam Type: Homogeneous type Length: 3.97 km Top width: 6.10 m Approximate number of cubes: 1,112,190 cu.m																		
10.STUDY TEAM	No.of Members Period Mar.1977-Aug.1977(6 months)	3) Reservoir Effective storage capacity: 60.2 MCM Total drainage area: 614,685 sq.km Maximum annual yield (for 150 sq.miles): 415,574,000 cu.m																		
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		4) Main Canal Type: Earth Channel Length: LB 21.40 km RB 26.06 km Irrigation area: LB 1,620 ha RB 931.5 ha																		
12.EXPENDITURE	Total 56,276 (¥'000) Contracted 48,427	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 18.00   FIRR1) EIRR2)                      FIRR2) EIRR3)                      FIRR3)															
		Conditions and Development Impacts: Conditions: 1) A five year project implementation and a 50 year project life 2) The output in the newly developed land in the 6th and the 11th year will be as follows: <table style="margin-left: 20px; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;">Paddy</td> <td style="text-align: center;">Soya Bean</td> <td style="text-align: center;">Pulses</td> <td style="text-align: center;">Chillies (kg)</td> </tr> <tr> <td>6th year</td> <td style="text-align: center;">939.2</td> <td style="text-align: center;">304.8</td> <td style="text-align: center;">254</td> <td style="text-align: center;">355.6</td> </tr> <tr> <td>11th year</td> <td style="text-align: center;">1,669.6</td> <td style="text-align: center;">609.6</td> <td style="text-align: center;">508</td> <td style="text-align: center;">762</td> </tr> </table> 3) Projected 1985 world market prices in terms of 1976 dollars for agricultural inputs and outputs. 4) Benefit by increasing the agricultural products  Development Impacts: 1) Increase the agricultural products 2) Create the farmer organizations and improve rural living condition					Paddy	Soya Bean	Pulses	Chillies (kg)	6th year	939.2	304.8	254	355.6	11th year	1,669.6	609.6	508	762
	Paddy	Soya Bean	Pulses	Chillies (kg)																
6th year	939.2	304.8	254	355.6																
11th year	1,669.6	609.6	508	762																
		5.technical transfer																		
		2.MAJOR REASONS FOR PRESENT STATUS																		
		3.PRINCIPAL SOURCE OF INFORMATION																		
		①③④																		

和名 インギニミチャ灌がいダム計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

Compiled Mar.1990  
Revised Mar.1994

ASO LKA/A 302/79

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1.COUNTRY	Sri Lanka	1.SITE OR AREA		The area which will be irrigated by Anqamedilla anicut and Elahera anicut on the Anban ganga (62,200ha)		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	Moragahakanda Agricultural development Project	2.PROJECT COST						Total Cost
3.SECTOR	Agriculture/General			(US\$1,000)	1) 187,470	63,670	123,800	
4.REFERENCE NO.		3.CONTENTES OF MAJOR PROJECT(S)		1) Dam and Reservoir Effective Storage Capacity: 686 MCM Dam Type : Rockfill (Main Dam and 2nd saddle-dam) Concrete Gravity (1st Saddle-dam)		(Description) Moragahakanda agricultural development project (Dec.1979-F/S) was reviewed again and a survey for Mahaweli ganqa master plan was executed and its report was submitted on May.1989. After presentation of this report, Master Plan of Feasibility Plan in the same name as this study was done for reconsideration and completed in 1990.  (FY 1992 Overseas Survey) Another JICA study (M/P+F/S) was conducted in two phases during 1988 - 1989 to review this feasibility study. The new study proposed the construction of dams, irrigation development (62,000ha) and a hydropower plant (25MW) in the 1st phase and proposed 3-stage development plan for the NCRB area in the 2nd phase. The Sri Lankan government is now considering the construction of Karuqanqa Dam proposed by the new study. As a result, the proposals of this F/S were greatly changed.  (FY1993 Overseas Survey) Changes indeveloping policy and priority in connection with restructuring of the Government caused the delay.		
5.TYPE OF STUDY	F/S	2.Downstream Development						Irrigation area: 62,200 ha
6.COUNTERPART AGENCY	Mahaweli Development Board	7.OBJECTIVES OF STUDY		Development by dam construction and the downstream development				
8.DATE OF S/W	Jul.1978	8.DATE OF S/W						Imp. Period: .1980-.1988
9.CONSULTANT(S)	Japan Engineering Consultants Co., Ltd. Nippon Koel Co., Ltd.	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 12.00	FIRR1)		
10.STUDY TEAM	No.of Members 15 Period Oct.1978-Sep.1979 (10 months)	Conditions and Development Impacts:		Conditions: Benefit by hydroelectric power for the electric supply capacity and by irrigation for the agricultural products.  Development Impacts: Increase of the agricultural products, improvement of an unemployment problem Development of social economy		2.MAJOR REASONS FOR PRESENT STATUS Under adjustment of priority for project in the government of Sri Lanka.  The deterioration of the safty condition in the Northern area due to the activities of LTTE (Tamir-Islamic guerrilas)		
	Total M/M	Japan	Field					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.technical transfer				3.PRINCIPAL SOURCE OF INFORMATION ①②		
12.EXPENDITURE	Total 231,530 (¥'000) Contracted 210,460							

和名 モラガハカンダ農業開発計画

(F/S,D/D)

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

ASO LKA/S 201B/80

Compiled Mar.1990  
Revised Mar.1994

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT			
1. COUNTRY	Sri Lanka	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		Colombo (Field investigation was also conducted at Galle and Trincomare Pors)							
Development Project of the Port of Colombo		2. PROJECT COST (US\$1,000)		M/P 1) 130,360 Local Cost	Foreign Cost	(Description)  Date of OECF L/A      Amount Oct. 1980      7,600 million Yen Apr. 1984      6,362      " Jan. 1985      2,579      " Oct. 1987      1,955      " Mar. 1990      6,329      "  Construction for port improvement began in October 1988. Construction for port expansion began in May 1990.  (FY 1991 Overseas Survey) 1991 Construction is started.  (FY 1992 Overseas Survey) The project is scheduled to be completed in 1993, but no funding is yet made available for the North Pier.  (FY 1992 Overseas Survey) No additional information.			
3. SECTOR		(US\$1=218.89Yen)		F/S 1) 70,458	16,418				
Transportation/Port		2)		54,040					
3. SECTOR		2)							
4. REFERENCE NO.		3)							
5. TYPE OF STUDY		3. CONTENTS OF MAJOR PROJECT(S)							
M/P+F/S		<M/P> The study formulated a Master Plan with a target year of 1988. 1. Conventional berths 1) One new berth (KQ #2): -12m x 250m (to be modified to a container berth after 1988) 2) Expansion one berth to two berths: -9m x 165m & expansion 50m 3) Others (3 berths converted to ship repair berths, one berth converted to a container berth) 2. Container berths 1) Three new berths (KQ #1, #2, #3) 2) Containerization of QEQ #5 (crane foundation, etc.) 3. One oil berth: Dolphines, pipelines, bunkering facilities, etc. 4. Cargo handling equipment (85 fork lifts, 8 mobile cranes & one floating crane) 5. Road 5.7km (two-lane in 1982 four-lane in 1988) <F/S> Urgent Plan 1) One new conventional berth (KQ #2): -12m x 250m 2) Conversion of one berth to a ship repair berth 3) Cargo handling equipment (38 3-ton fork lifts, 47 5-ton fork lifts, 30-ton mobile cranes and one floating crane) 4) One new container berth (KQ #1): -12m x 300m 5) Crane foundation and others for QEQ #5: -11m x 200m 6) container equipment (3 container cranes, etc.) 7) Road 5.7km (two-lane)							
6. COUNTERPART AGENCY		Imp. Period: Feb.1981-Dec.1983							
Sri Lanka Ports Authority		4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 17.10 EIRR2) EIRR3)			FIRR1) 8.22 FIRR2) FIRR3)	
7. OBJECTIVES OF STUDY		Conditions and Development Impacts:							
Formulating of: Short Term Development Plan and Long Term Development Plan		<M/P> Basic Guidelines for the M/P: 1) The congestion of the Port will be reduced by mechanization of cargo handling and additional berthing facilities. Development of oil-handling facilities will be planned apace with the expansion of the existing oil refinery. 2) Containerization (modification/ construction of facilities) 3) More effective and adequate land use planning 4) The road network will be improved to insure better linkage with Colombo City. 5) An urgent need for the expansion of large vessel repair facilities. Demand Forecast: ('000 tons)      1983      1988 {figures in ( ) show      Dry cargo      3,313 (899)      4,573 (2,398) containerized cargo}      Wet cargo      2,865      3,108 <F/S> <Conditions> 1) Project life of 25 years (1980-2004) 2) 25% increase of port tariffs, excluding container tariff <Impacts> 1) the role as a center of entrepot trade / container feeder services 2) Value-added earned by ship repair (Colombo Dockyard Ltd.) 3) Contribution of expanded port activities to economic development etc.							
8. DATE OF S/W		10. STUDY TEAM				2. MAJOR REASONS FOR PRESENT STATUS			
May.1979		No. of Members      9 Period      Jun.1979-Mar.1980 (9 months)							
9. CONSULTANT(S)		Total M/M		Japan	Field	High return from the project			
Overseas Coastal Area Development Institute of Ja		46.14		33.60	12.54				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER				3. PRINCIPAL SOURCE OF INFORMATION			
		Giving lecture on the methods for Port Planning							
12. EXPENDITURE		Total		104,401 (¥'000)		①②④			
		Contracted		89,707					

和名 コロンボ港整備計画

(M/P+F/S)



# PROJECT SUMMARY (F/S)

Compiled Mar.1990  
Revised Mar.1993

ASO LKA/A 303/81

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Sri Lanka	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		Right Bank on the lower Mahaweli Ganga(68,000ha)					
Mahaweli Ganga Agricultural Development: System C		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost	
		(US\$1,000)	1)	85,300	40,100	45,200	
			2)				
			3)				
3.SECTOR		3.CONTENTES OF MAJOR PROJECT(S)				(Description) (FY1991 Overseas Survey) The project is under implementation. 90% of the project has been completed.  (FY1992 Overseas Survey) The construction of the main and branch canals were completed at the end of 1992. The construction of end canals, drainage and pavements is scheduled to be completed during 1993. Technical guidance in agricultural technology and water management is being conducted by Dept. of Economics, Mahaweli Authority (to be continued till 1994). The project has been financed by OECF, IDA and Kuwait Fund.  Oct.1981 OECF L/A signed (7,700 mil. yen) May 1988 OECF L/A signed (2,950 mil. yen) Main and branch canals were completed in the end of 1992. Tertiary irrigation and drainage canals and rural roads will be completed in 1993.  Japanese Grant Aid: Dec.1982 E/N signed (996 mil. yen for the Pilot Farm)  Japanese Technical Cooperation (project type): Feb.1985 - Jan.1990 Trials and demonstration on the pilot farm Dec.1990 - Nov.1992 Follow-up technical cooperation (an expert in upland farming) Nov.1992 - Oct.1994 After-care technical cooperation (experts in agricultural machinery and dry-field farming)  The Sri Lankan Government desires continued technical assistance from JICA in diffusion of farming and maintenance and management of the facilities.	
Agriculture/General		1.Main Canal 17.4 km					
4.REFERENCE NO.		2.Branch Canal 54.7 km					
5.TYPE OF STUDY		3.Farm ditch 50.1 km					
F/S		4.Main drains Kuda Oya, Hunqamala Ela					
6.COUNTERPART AGENCY		5.Reclamation (Block 3.4.5)					
Mahaweli Development Board		1) Land clearing 9,255 ha					
7.OBJECTIVES OF STUDY		2) Distributor and field channels 6,960 ha					
Agricultural products increased by improvement of irrigation system		3) Secondary and field channels 6,960 ha					
		4) On-farm development 6,960 ha					
		5) Roads 130 km					
		6.Equipment and Vehicles					
		1) Maintenance equipment					
		2) Management and operation vehicles					
		3) Tractor hire service equipment and vehicles					
		4) Social infrastructure vehicles					
		5) Settlement vehicles					
8.DATE OF S/W		Imp. Period: .1982-.1986					
.0		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 16.80	FIRR1)	
9.CONSULTANT(S)		Japan Engineering Consultants Co., Ltd.		EIRR2)	FIRR2)		
Nippon Koei Co., Ltd.				EIRR3)	FIRR3)		
10.STUDY TEAM		Conditions and Development Impacts:					
No.of Members 6		Conditions:					
Period Mar.1981-Mar.1981(1 months)		(1) Construction period: 5 years					
		(2) Increase of benefits by agricultural products.					
		Agricultural outputs (yearly)					
		rice 124,420 tons				pepper 230 tons	
		Maize 1,220 tons				Cowpeas 310 tons	
		Coffee 590 tons				Groundnut 590 tons	
		Cocoa 200 tons					
		Development Impacts:					
		Improvement of agricultural products and agricultural income					
		Contribution to alleviate the food shortage problem					
Total M/M		Japan		Field			
3.00		1.80		1.20			
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER				2.MAJOR REASONS FOR PRESENT STATUS	
12.EXPENDITURE		3.PRINCIPAL SOURCE OF INFORMATION					
Total		28,983 (¥000)				①②③④	
Contracted		7,000					

和名 マハヴェリ農業開発計画システムC地区

(F/S,D/D)

# PROJECT SUMMARY (F/S)

Compiled Mar.1988  
Revised Mar.1994

ASO LKA/S 302/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Sri Lanka	1.SITE OR AREA				1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY		Amparai district located at east coast Ceylon Island					
Water Supply Scheme for Amparai Group of Towns		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost	
		(US\$1,000)		1) 20,300	13,100	7,200	
		(US\$1=250Yen=20.8Rp)		2)			
3.SECTOR		3.CONTENTES OF MAJOR PROJECT(S)				(Description) The study has been highly appreciated by the National Water Supply and Drainage Board. The Ministry of Finance was planning to execute the project upon confirmation of availability of local currency portion. As of Aug.1987, it was reported that the project was started by IDA fund and a British consultant was selected in July 1987. The situation unchanged in 1991.  (FY 1991 Overseas Survey) No additional information  (FY 1992 Overseas Survey) At this moment (March 1993), the donar(s) for the project has not been decided. Once it is decided, the implementation of the project will be reconsidered.  (FY1993 Overseas Survey) Detailed designs of the Ampara W.S.S. have to be reviewed to match the current demand. Because adonor agency is not identified, implementation of the project is delayed.	
Public Utilities/Timber Processing		Service Area    1995 : 2,732 ha 2005 : 3,325 ha					
4.REFERENCE NO.		Served Population    1995 : 172,300 2005 : 261,100					
5.TYPE OF STUDY		Daily Max.    1995 : 27,400 cu.m/day 2005 : 53,900 cu.m/day					
6.COUNTERPART AGENCY		Water Sources    Amparai area : Amparai reservoir Coastal area : Sambuvelli weir (surface water)					
7.OBJECTIVES OF STUDY							
F/S on local water supply system for improvement on shortage of supply and environment hygiene							
8.DATE OF S/W		Imp. Period: Jun.1983-Dec.1986					
9.CONSULTANT(S)		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) FIRR1) 4.91 EIRR2) FIRR2) EIRR3) FIRR3)		
Nihon Suido Consultants Co., Ltd.		Conditions and Development Impacts: In the project area, people get potable water out of shallow wells. With the proposed project, environment will improve and also employment opportunities increase. At present, water has been supplied to only 27,000 persons among project area population of 146,000(1981). However, by the project execution, water will be supplied to 172,000 persons out of project area population of 237,000 in the year 1995.					
10.STUDY TEAM							
No.of Members    6							
Period Feb.1982-Oct.1982 (8 months)							
Total M/M		Japan		Field			
45.61		27.41		18.20			
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY							
		5.TECHNICAL TRANSFER					
12.EXPENDITURE		Carried out the training program on the water supply planning to two counterpart staff					
Total		112,094 (¥000)					
Contracted		103,138					
		2.MAJOR REASONS FOR PRESENT STATUS					
		Due to shortage of government fund, the Sri Lanka Government did not make any official request for assistance from Japan.					
		3.PRINCIPAL SOURCE OF INFORMATION					
		①②					

和名 地方上水道整備計画

(F/S,D/D)

# PROJECT SUMMARY (Other)

Compiled Mar.1990  
Revised Mar.1992

ASO LKA/S 602/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS							
1.COUNTRY	Sri Lanka	1.SITE OR AREA			1.PRESENT STATUS							
2.NAME OF STUDY	Colombo Airport Development (follow-up)	katunayake			<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued  (Description)  The project was included in the 1984 Public Investment Plan and was completed in 1988. The F/S was undertaken by Netherlands Airport Consultants BV (NACO). Financing of the project was as follows. OECF - Passenger Terminal (10,200 million yen) EXIM Japan - Runway UK ODA - Nav aids France - Other facilities  (FY1991 Overseas Survey) No additional information.							
3.SECTOR	Transportation/Air Transportaion & Airport	2.PROJECT COST	Total Cost	Local Cost		Foreign Cost						
4.REFERENCE NO.		(US\$1,000)	1)	115,739		25,525						
5.TYPE OF STUDY	Other	(US\$1=20.55Yen)	2)									
6.COUNTERPART AGENCY	Airport and Aviation Service(S.L.) Ltd.	3.CONTENTES OF MAJOR PROJECT(S)										
7.OBJECTIVES OF STUDY	Detailed investigation of construction cost	As a result of comparative study of urgency between new runway construction and terminal complex development, new runway construction is recommended as having a higher priority. Following improvements had been proposed for Phase I development (Target year : 1990): - Construction of a new runway (3,350m long) and conversion of the existing runway to a new paracklet taxiway. - Construction of new exit taxiways - Expansion of the existing passenger building (floor area : approx. 10,700 m <sup>2</sup> - 36,000 m <sup>2</sup> , peak-hour capacity ; 2,100 passengers) - Construction of AASL maintenance center and administration headquarter - Construction of rescue and fire fighting facilities - Installation of VASIS, runway lights, etc ( precision approach Cat.I) - Construction of utility facilities such as sewage treatment plant and potable water supply.										
8.DATE OF S/W	.0	4.CONDITIONS AND DEVELOPMENT IMPACTS										
9.CONSULTANT(S)	Japan Airport Consultants, Inc.	Greatly improved handling of air passengers and other users of airport is expected to contribute to earning of foreign exchange.  Provision of adequate separation distance between the new runway and the parallel taxiway would secure safe and efficient take-off and landing of aircraft. The capacity of the passenger aerminul building was expected to be tremendously increased by tripling the total floor space. The new building concept of sequegating the departure and arrival passenger flows would upgrade passenger services as well as rediability of security. It was strongly recognized that harmonized development of each facility within the framework of the master plan be imperative in order to achieve the above-mentioned development impacts.										
10.STUDY TEAM	No.of Members 2 Period Dec.1981-May.1982 (6 months)  <table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">4.42</td> <td style="text-align: center;">3.26</td> <td style="text-align: center;">1.16</td> </tr> </table>	Total M/M	Japan	Field		4.42	3.26	1.16	(FY 1993 Domestic Survey)			
Total M/M	Japan	Field										
4.42	3.26	1.16										
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER			2.MAJOR REASONS FOR PRESENT STATUS							
12.EXPENDITURE		OJT is made by having the local consultants assist the Japanese consultants in the supervision of construction.			3.PRINCIPAL SOURCE OF INFORMATION	①②						
Total	26,740 (¥000)											
Contracted	8,869											

和名 コロンボ空港整備計画アフターケア

(M/P, Basic Study, Other)

# PROJECT SUMMARY (F/S)

Compiled Mar.1986  
Revised Mar.1994

ASO LKA/S 303/83

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Sri Lanka	1.SITE OR AREA		Colombo metropolitan 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	Colombo-Katunayake Expressway and New Port Access Road Project	2.PROJECT COST					
3.SECTOR	Transportation/Fish Processing			(US\$1,000)	1)	51,080	19,790
4.REFERENCE NO.				(US\$1/225Yen=23Rs)	2)		
5.TYPE OF STUDY	F/S			3)			
6.COUNTERPART AGENCY	Greater Colombo Economic Commission (GCEC)	3.CONTENTENTS OF MAJOR PROJECT(S)				(Description)	
7.OBJECTIVES OF STUDY		[Project A] 1) Main Road 25.4km K-1:Daluqama IC - Raqama IC 7.1km; K-2:Raqama IC - Ekala IC 8.4km K-3:Ekala IC - Airport 9.9km 2) Alternatives and affiliated roads K-4:Wewelduwa - Kiribathqoda (Access Road to Biyaqama) 1.7km K-5:Ekala IC - Neqombo(A3)Road 3.1km; K-6:Danduqam - Airport 9.5km K-7:KIP2IC - Canada Sri Lanka Friendship Road 1.6km [Project B] 1) Main Road 5.7km P-1:Colombo Port - Prince of Wales Avenue 1.6km P-2:Prince of Wales Avenue - Peliyaqoda 1.5km P-3:Peliyaqoda - Daluqama (Along Kandy) 2.9km 2) Alternative and affiliated roads P-4:Peliyaqoda - Daluqama (Along Kandy) 2.6km P-5:Peliyaqoda - Wattala 1.0km					
8.DATE OF S/W	Sep.1982	Imp. Period:		Jan.1986-Dec.1989		The D/D of the port access road (1.5km) of Project B was undertaken as part of the OECF loan on the Colombo Port improvement (L/A in Oct.1987, 1,955 million yen).  Mar.1990 OECF E/S loan agreement (520 million yen) on Colombo - Katunayake Express way Jun.1990 D/D started Dec.1992 D/D completed  (FY1993 Overseas Survey) Land acquisition and resettlement are in progress.	
9.CONSULTANT(S)	Japan Bridge and Structure Instituted, Inc. Kokusai Kougyo Co., Ltd.	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 18.50 EIRR2) EIRR3)		
10.STUDY TEAM	No.of Members 21 Period Dec.1982-Jan.1984 (13 months)	Conditions and Development Impacts:				2.MAJOR REASONS FOR PRESENT STATUS	
	Total M/M      Japan      Field 65.59              7.49      58.10	[Conditions] Start of operation in 1990; the project life of 25 years; opportunity cost of capital at 12%. [Development Impacts] 1) Establishment of an efficient road network through the separation of passing traffics and large vehicles. 2) Productivity improvement in the GCEC area and Gampaha District as the result of transport connection. 3) Inducement of new industrial investments to Katunayake Investment Promotion Zone and elsewhere. 4) Expansion of the regional market due to the construction of new roads, particularly of the expressway. 5) Shortening of the commuting time within GCEC area and Gampaha District, and the resulting population diffusion effect.					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Topographic and geological survey	5.technical transfer				3.PRINCIPAL SOURCE OF INFORMATION	
12.EXPENDITURE	Total 203,467 (¥000) Contracted 193,010	1) Participation of 2 trainees in JICA training program 2) OJT					

和名 コロンボ周辺道路網整備計画

(F/S,D/D)





# PROJECT SUMMARY (M/P)

Compiled Mar.1988  
Revised Mar.1992

ASO LKA/S 101/85

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS	
1.COUNTRY	Sri Lanka	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	Master Plan for the Domestic Telecommunication Network	2.PROJECT COST				
3.SECTOR	Communications & Broadcasting/Telecommunication	(US\$1,000)	1) 29,307	Local Cost	Foreign Cost	(Description) The government of Sri Lanka applied the project (the Greater Colombo Telecommunications Improvement Project for yen credit, and OECF pledged financing in October 1990.  Mar.1991 OECF Loan Agreement (Phase II, 10,968 million yen) Dec.1991 Consulting Service Agreement Jul.1995 Implementation scheduled to be completed  (FY 1993 Overseas Survey) No additional information
4.REFERENCE NO.		(US\$=26.00Rp)	2)	3.CONTENTES OF MAJOR PROJECT(S)		
5.TYPE OF STUDY	M/P	To propose 100% of Digitalization of Trunk Network in the year 2000 and the network development for the following towns				
6.COUNTERPART AGENCY	Ministry of Posts and Telecommunications Development.	(1) Greater Colombo Area Telecommunications Improvement Project-2				
7.OBJECTIVES OF STUDY	To study the Master Plan for telecommunications development in the year 2000.	(2) SLTD Organization Improvement project				
8.DATE OF S/W	Aug.1984	(3) Subscriber's line expansion project and Telecommunications network expansion project for rural towns/villages				
9.CONSULTANT(S)	Nippon Telecommunication Consulting Co., Ltd.	4.CONDITIONS AND DEVELOPMENT IMPACTS				
10.STUDY TEAM	No.of Members 12 Period Dec.1984-Oct.1985 (11 months)	Conditions: To realize 100% of demand fulfillment and 100% of digitalization in the year 2000				
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		Impacts: To decrease the difference in Quality and in Quality between Urban area and Rural area.				
12.EXPENDITURE	Total 136,112 (¥000) Contracted 128,045	5.TECHNICAL TRANSFER			2.MAJOR REASONS FOR PRESENT STATUS	
		(1) Trainee acceptance: 3 counterparts invited Japan, and (2) On the job training (SLTD counterparts)			(1) Effectiveness (2) High priority	
					3.PRINCIPAL SOURCE OF INFORMATION	
					①②④	

和名 全国電気通信網整備計画

(M/P, Basic Study, Other)

# PROJECT SUMMARY (F/S)

ASO LKA/A 304/85

Compiled Mar.1990  
Revised Mar.1994

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Sri Lanka	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	Rehabilitation of Tank Irrigation Project	Minipe scheme 6,800ha Nagadeepa scheme 2,400ha					
3.SECTOR	Agriculture/	2.PROJECT COST		Total Cost	Local Cost	(Description)  (FY 1992 Overseas Survey) The project has been implemented by the OECF loan and the Japanese grant aid.  Jul.1988 OECF L/A signed (1,850 mil. yen) The loan covers the rehabilitation of main canals (73.3km) and roads, branch canals (90km) and roads, etc. Construction scheduled to be completed in 1994.  Apr.1989 Grant Aid E/N signed (449 mil. yen) Minipe and Nagadeepa rural development Phase I: Improvement of roads and diqqing of wells Completed  Jun.1989 Grant Aid E/N signed (709 mil. yen) Phase II: Improvement of roads and diqqing of wells Completed  (FY1993 Overseas Survey) Sep.1995 Scheduled to be completed.	
4.REFERENCE NO.		(US\$1,000)	1) 16,830	9,370	7,460		
5.TYPE OF STUDY	F/S	2) US\$1~27.5Rs	3)				
6.COUNTERPART AGENCY	Ministry of Lands and Land Development	3.CONTENTS OF MAJOR PROJECT(S)					
7.OBJECTIVES OF STUDY	To stabilize agricultural products and increase incomes and living standard	1.Canal System		Minipe	Nagadeepa		
8.DATE OF S/W	Jun.1984	Main Canal		55.3km	11.6km		
9.CONSULTANT(S)	Japan Engineering Consultants Co., Ltd. Kyowa Engineering Consultants Co., Ltd.	Branch Canal		-	6.3km		
10.STUDY TEAM	No.of Members 10 Period Jan.1985-Mar.1986(15 months)	D Canal		70.3km	20.0km		
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		F Canal		42.0km	42.9km		
12.EXPENDITURE	Total 198,301 (¥'000) Contracted 184,918	Heen Ganqa Intake 7.4m(H) X 74m(L)					
		2.Road System					
		Rehabilitation of Road		18.8km	5.9km		
		Bridge		-	4 X 50m		
		4.FEASIBILITY AND ITS ASSUMPTIONS					
		Feasibility: Yes		EIRR1) 17.10	FIRR1)		
				EIRR2)	FIRR2)		
				EIRR3)	FIRR3)		
		Conditions and Development Impacts: Conditions: Agricultural products and farmers' income are expected to go up by (a) extending irrigation areas during the dry season. (b) growth of yield per unit area (c) agricultural diversification  Development Impacts: Stabilizing agricultural products and upgrading the income by (a) rehabilitating the existing irrigations and the road system (b) ensuring proper operation and maintenance of the system					
		5.technical transfer				2.MAJOR REASONS FOR PRESENT STATUS	
		1.OJT 2.Acceptance of Trainees (1 person)					
						3.PRINCIPAL SOURCE OF INFORMATION	
						①②③④	

和名 農業用貯水池復旧計画

(F/S,D/D)

# PROJECT SUMMARY (M/P)

Compiled Mar.1990  
Revised Mar.1994

ASO LKA/A 101/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS																					
1.COUNTRY	Sri Lanka	1.SITE OR AREA	Gampaha district(1,600sq.km, 1.4 million population)		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued																				
2.NAME OF STUDY	Integrated Rural Development Project for Gampaha District	2.PROJECT COST	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%; text-align: center;">Total Cost</td> <td style="width: 10%; text-align: center;">Local Cost</td> <td style="width: 10%; text-align: center;">Foreign Cost</td> </tr> <tr> <td style="text-align: center;">(US\$1,000)</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">1)</td> <td style="text-align: center;">22,046</td> <td style="text-align: center;">512</td> <td style="text-align: center;">21,534</td> </tr> <tr> <td></td> <td style="text-align: center;">2)</td> <td style="text-align: center;">10,710</td> <td></td> <td></td> </tr> </table>				Total Cost	Local Cost	Foreign Cost	(US\$1,000)						1)	22,046	512	21,534		2)	10,710			(Description) In 1987, the Sri Lankan government selected the Model Project for Improvement of Agricultural Production which is one of the priority projects based on this master plan as the first priority project for implementation, and made request to the Japanese government for grant aid to materialize it. Basic design was completed in January 1989, E/N in June(grant aid 996 million Yen), contract with consultant in August and contract with contractor for Phase I in January 1990. First phase construction was completed in February 1991. The project was completed over 2 phases, with Phase II E/N concluded in June 1990 (grant aid 1.075 billion Yen), consultant contract for July 1990, and contractor contract in October 1990. Second phase construction was completed in October 1991. As of the present, formal request has been made by the Sri Lankan government for project technical cooperation for the project. (FY 1991 Overseas Survey) No additional information (FY 1992 Overseas Survey) A formal request for a project-type technical cooperation was made, and a pre-development study mission was dispatched in March 1993. A request for a Grant Aid was made in February 8 1993, for construction and renovation of bridges and improvement of link roads (A total cost of Rp. 370.4 mil.). (FY1993 Overseas Survey) Project-type technical cooperation has not yet commenced.	
		Total Cost	Local Cost	Foreign Cost																						
(US\$1,000)																										
	1)	22,046	512	21,534																						
	2)	10,710																								
3.SECTOR	Agriculture/General	3.CONTENTS OF MAJOR PROJECT(S)	5 long term and 20 short term objectives were set. 3 priority projects were selected from the short term projects for early development. Short term projects: 1.Development of Agricultural Production 2.Development of Agricultural Infrastructure 3.Development of Rural Industries 4.Development of Human Resources 5.Development of Social Infrastructure Priority projects: 1.Model Project for Improvement of Agricultural Production 2.Development of Human Resources 3.Development of Social Infrastructure The Cost 1) above pertains to the short-term plan, and the Cost 2) to the total of priority projects.																							
4.REFERENCE NO.		4.CONDITIONS AND DEVELOPMENT IMPACTS	Implementation of the priority projects is prerequisite for later implementation of all the short term projects which will nurture a conducive socio-economic and physical infrastructure to realize the latter. Impacts of priority projects are as follows: 1.Increased production(minor export crops, general upland crops, paddy) 2.Increased farmers income 3.Social benefit (Improved diet, increased employment opportunities, upgrading of education level, improved health)		2.MAJOR REASONS FOR PRESENT STATUS Project implementation is progressing smoothly. This is due to the fact that the understanding of affected residents was obtained during the master study phase, and that the project places emphasis on the rehabilitation of existing structures.																					
5.TYPE OF STUDY	M/P	8.DATE OF S/W					Apr.1986																			
6.COUNTERPART AGENCY	Ministry of Project Planning and Implementation	9.CONCONSULTANT(S)	Chuo Kaihatsu International Corp.  Sanyu Consultants Inc.		3.PRINCIPAL SOURCE OF INFORMATION ①②③																					
7.OBJECTIVES OF STUDY	District-wide integrated rural development	10.STUDY TEAM	No.of Members 13 Period Jul.1986-Mar.1987(9 months)																							
		11.ASSOCIATED AND/OR SUBCONTRACTED STUDY																								
12.EXPENDITURE		5.TECHNICAL TRANSFER	1.Training 8 (2 persons in 1986 under the master plan study, and 4 persons in 1990 and 2 persons in 1991 under detailed design and construction supervision)																							
			<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;">168,183 (¥'000)</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">146,293</td> </tr> </table>				Total	168,183 (¥'000)			Contracted	146,293														
		Total	168,183 (¥'000)																							
		Contracted	146,293																							

和名 ガンパハ県農業総合開発計画

[M/P,Basic Study,Other]

# PROJECT SUMMARY (M/P)

ASO LKA/A 102/89

Compiled Mar.1991  
Revised Mar.1994

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS																
1.COUNTRY	Sri Lanka	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		Kirinda Fishery Harbour Southeastern Coast Fishery population 1,408/Fishing boats 128/Yearly haul 385t			(Description) The following study on the basic design for the project for rehabilitation of the Kirinda Fisheries Harbour.  (1) Economic and Social Study in the Kirinda area. a. Study of population (total population, the number of household, birthrate, mortality rate, etc.) and industries (railroad, road, allied industries, development plan, etc.). b. Investigation of regional development in case this project is executed. (2) Fishery Study To collect information of fish products, fishery circulation, fish consumption, fishing boats, etc. Economic analysis and estimation of investment effect in consideration of the above-mentioned results. (3) In consideration of effective utilization of land facilities in Kirinda Fisheries Harbour, to plan a suitable layout and countermeasure for siltation for executing this project.  (FY1991 Overseas Survey) No additional information.  (FY1993 Overseas Survey) The project is now in progress according to the masterplan.																
Sand Drift in the Southeastern Coast		2.PROJECT COST																			
3.SECTOR		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">(US\$1,000)</td> <td style="width: 10%;"></td> <td style="text-align: center;">Total Cost</td> <td style="text-align: center;">Local Cost</td> <td style="text-align: center;">Foreign Cost</td> </tr> <tr> <td></td> <td style="text-align: center;">1)</td> <td style="text-align: center;">14,437</td> <td></td> <td style="text-align: center;">14,437</td> </tr> <tr> <td></td> <td style="text-align: center;">2)</td> <td></td> <td></td> <td></td> </tr> </table>			(US\$1,000)		Total Cost	Local Cost	Foreign Cost		1)	14,437		14,437		2)					
(US\$1,000)		Total Cost	Local Cost	Foreign Cost																	
	1)	14,437		14,437																	
	2)																				
Fisheries/General		US\$1=35.32Rp in1989																			
4.REFERENCE NO.		3.CONTENTS OF MAJOR PROJECT(S)																			
5.TYPE OF STUDY		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">Extension of Main Breakwater</td> <td style="text-align: right;">200m</td> </tr> <tr> <td>Improvement of Existing Main Breakwater</td> <td style="text-align: right;">100m</td> </tr> <tr> <td>Construction of Sub-breakwater</td> <td style="text-align: right;">230m</td> </tr> <tr> <td>Construction of Jetty</td> <td style="text-align: right;">200m</td> </tr> </table>					Extension of Main Breakwater	200m	Improvement of Existing Main Breakwater	100m	Construction of Sub-breakwater	230m	Construction of Jetty	200m							
Extension of Main Breakwater	200m																				
Improvement of Existing Main Breakwater	100m																				
Construction of Sub-breakwater	230m																				
Construction of Jetty	200m																				
6.COUNTERPART AGENCY		4.CONDITIONS AND DEVELOPMENT IMPACTS			2.MAJOR REASONS FOR PRESENT STATUS																
Ministry of Fisheries and Aquatic Resources Executing Agency:Ceylon Fishery Harbours Corporation		With conducting natural condition survey in the NE & SW monsoon season and clarifying numerical simulation for the sand drift, the following proposals were planned. (1) By constructing a Groyne at the Kirinda point, the sand drift of the SW monsoon season will be shifted onto an offshore course. (2) By extension of main breakwater, the coastal sand drift will be prevented and the tranquility within the harbour will be improved for mooring. (3) by establishing another new sub-breakwater in the north of the existing sub-breakwater, siltation will be prevented at harbour mouth.																			
7.OBJECTIVES OF STUDY		5.TECHNICAL TRANSFER			3.PRINCIPAL SOURCE OF INFORMATION																
Countermeasure for Siltation		-Training and study in Japan(1 person) -Guidance about using survey materials and a new method of investigation in Sri Lanka																			
8.DATE OF S/W		10.STUDY TEAM																			
Oct.1987		No.of Members    6 Period Mar.1988-Dec.1989(16.5 months)																			
9.CONSULTANT(S)		11.ASSOCIATED AND/OR SUBCONTRACTED STUDY																			
Nippon Tetrapod Co., Ltd.		Sounding, Topographical survey/Observation of Meteorology and Hydrographic Conditions/Hydraulic model test																			
12.EXPENDITURE																					
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: right;">224,515 (¥'000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: right;">203,563</td> </tr> </table>		Total	224,515 (¥'000)	Contracted			203,563														
Total	224,515 (¥'000)																				
Contracted	203,563																				

和名 南東部沿岸漂砂調査

(M/P, Basic Study, Other)











