

# PROJECT SUMMARY (F/S)

Compiled Mar.1990  
Revised Mar.1994

ASE THA/A 301/77

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Thailand	1.SITE OR AREA		West bank tract of the Greater Chao Phraya, center of Ayutthaya Province		1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY		2.PROJECT COST		Total Cost	Local Cost		
Irrigated Agricultural Development Project in the West Bank Tract of the Greater Chao Phraya		(US\$1,000)	1)	36,200	17,640	18,560	
3.SECTOR		US\$1=20B in 1985	2)				
Agriculture/General		3)	3.CONTENTES OF MAJOR PROJECT(S)		(Description)		
4.REFERENCE NO.		Irrigation Area: 10,542 ha Circle Embankment : 114.5 km Pump station for irrigation and drainage : 3 station Main irrigation canal/secondary, tertiary canal : 36km/432km Main drainage canal/secondary, tertiary canal: 30km/494km Main street/farm road : 177km/404km Village water supply : 4 places					
5.TYPE OF STUDY		* Above project costs are in 1985 prices.			1979.6.14 OECF L/A signed (E/S, 150 million yen) 1979.6-1982.2 Detail design undertaken (Sanvu Consultants Inc.) 1982.7.16 9th OECF L/A signed (2.65 billion yen) Of which, construction equipment 2.02 billion yen consultation service 390 million yen contingency 240 million yen		
6.COUNTERPART AGENCY					1982.6 Construction started 1988.7 Yen loan expired. Construction continued by ALRO.		
Agricultural Land Reform Office, Ministry of Agriculture and Cooperative					(FY 1991 Overseas Survey) Construction completed in 1990 by the OECF loan.		
7.OBJECTIVES OF STUDY					OECF Loan: - Circle embankment - Pump stations - Irrigation and drainage canals - On-farm development (tertiary irrigation and drainage canals and farm roads) - Rehabilitation and improvement of rural roads and bridges.		
8.DATE OF S/W		Imp. Period: Oct.1977-Sep.1983			(FY 1993 Overseas Survey) No additional information.		
.0		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 16.00 EIRR2) EIRR3)		
9.CONSULTANT(S)		Sanyu Consultants Inc.					
10.STUDY TEAM		No.of Members 10 Period Oct.1976-Jul.1977(10 months)					
Total M/M		Japan		Field		2.MAJOR REASONS FOR PRESENT STATUS	
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY					A part of land for irrigation canal cannot be purchased due to rise in land price in and around Bangkok recently, and construction has not been completed.		
12.EXPENDITURE		5.TECHNICAL TRANSFER			3.PRINCIPAL SOURCE OF INFORMATION		
Total		OJT Training in Japan (6 trainees)			①②④		
Contracted		86,198 (¥'000)					
		80,831					

和名 チャオピヤ川西岸地区かんがい農業開発計画

(F/S,D/D)

# PROJECT SUMMARY (D/D)

Compiled Mar.1990  
Revised Mar.1992

ASE.THA/S 401/77

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																	
1.COUNTRY	Thailand	1.SITE OR AREA		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></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>2.PROJECT COST</td> <td style="text-align: center;">1)</td> <td></td> <td></td> </tr> <tr> <td>(US\$1,000)</td> <td style="text-align: center;">2)</td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">3)</td> <td></td> <td></td> </tr> </table>			Total Cost	Local Cost	Foreign Cost	2.PROJECT COST	1)			(US\$1,000)	2)				3)			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	
	Total Cost	Local Cost	Foreign Cost																				
2.PROJECT COST	1)																						
(US\$1,000)	2)																						
	3)																						
2.NAME OF STUDY	Bangkok Metropolitan Area	3.CONTENTES OF MAJOR PROJECT(S)		(Description) Jul. 1978 OECF loan agreement (1,464 million yen)																			
Bangkok Telephone Network Project : Junction Lines		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Contents</td> <td style="width: 10%; text-align: center;">Scale</td> </tr> <tr> <td>Construction of Junction cable</td> <td style="text-align: center;">250,000 Pair-km</td> </tr> </table>				Contents	Scale	Construction of Junction cable	250,000 Pair-km														
Contents	Scale																						
Construction of Junction cable	250,000 Pair-km																						
3.SECTOR	Communications & Broadcasting/Telecommunication	4.FEASIBILITY AND ITS ASSUMPTIONS				2.MAJOR REASONS FOR PRESENT STATUS Telephone demand in the metropolitan area is urgent.																	
4.REFERENCE NO.		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 10%; text-align: center;">Feasibility:</td> <td style="width: 10%; text-align: center;">EIRR1)</td> <td style="width: 10%; text-align: center;">FIRR1)</td> </tr> <tr> <td>5.TYPE OF STUDY</td> <td style="text-align: center;">Yes/No</td> <td style="text-align: center;">EIRR2)</td> <td style="text-align: center;">FIRR2)</td> </tr> <tr> <td>6.COUNTERPART AGENCY</td> <td></td> <td style="text-align: center;">EIRR3)</td> <td style="text-align: center;">FIRR3)</td> </tr> </table>							Feasibility:	EIRR1)	FIRR1)	5.TYPE OF STUDY	Yes/No	EIRR2)	FIRR2)	6.COUNTERPART AGENCY		EIRR3)	FIRR3)				
	Feasibility:	EIRR1)	FIRR1)																				
5.TYPE OF STUDY	Yes/No	EIRR2)	FIRR2)																				
6.COUNTERPART AGENCY		EIRR3)	FIRR3)																				
Telephone Organization of Thailand (TOT)		Conditions and Development Impacts: -To full of demand in site area -This project come under construction of junction network for 3rd M/P Package 1, Phase 1																					
7.OBJECTIVES OF STUDY	D/D of junction cable network and five local cable networks	5. TECHNICAL TRANSFER						3.PRINCIPAL SOURCE OF INFORMATION ①④															
8.DATE OF S/W	Feb.1977	Imp. Period: 12.EXPENDITURE																					
9.CONSULTANT(S)	Nippon Telecommunication Consulting Co., Ltd.	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 10%; text-align: center;">Total</td> <td style="width: 10%; text-align: center;">260,588 (¥'000)</td> </tr> <tr> <td></td> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">251,129</td> </tr> </table>			Total					260,588 (¥'000)		Contracted	251,129										
	Total	260,588 (¥'000)																					
	Contracted	251,129																					
10.STUDY TEAM	No.of Members 13 Period May.1977-Feb.1978(9 months)																						
	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 10%; text-align: center;">Japan</td> <td style="width: 10%; text-align: center;">Field</td> </tr> <tr> <td>Total M/M</td> <td style="text-align: center;">29.73</td> <td style="text-align: center;">70.77</td> </tr> </table>		Japan	Field	Total M/M	29.73	70.77																
	Japan	Field																					
Total M/M	29.73	70.77																					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY																							

和名 バンコク市内線路網実施設計

{F/S,D/D}

# PROJECT SUMMARY (F/S)

Compiled Mar.1986

Revised Mar.1994

ASE THA/S 303/78

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT		
1.COUNTRY	Thailand	1.SITE OR AREA	Bangkok metropolitan 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	Separate System of Metropolitan Water Supply in Bangkok	2.PROJECT COST					
		(US\$1,000)	1) 73,121				
3.SECTOR	Public Utilities/Timber Processing	3.CONTENTS OF MAJOR PROJECT(S)			(Description) The project was completed by the OECF financing.  Jun.1979 OECF L/A signed (8,400 million yen) Sep.1984 OECF L/A signed (10,710 million yen) Completed in 1989 Oct.1985 OECF L/A signed (2,985 million yen) Completed in 1989 Nov.1988 OECF L/A signed (4,380 million yen) To be completed in June 1993 Sep.1991 OECF L/A signed (8,638 million yen) Scheduled to be completed in Aug. 1995 Jan.1993 OECF L/A signed (16,969 million yen) Sep.1993 OECF L/A signed (5,599 million yen)		
4.REFERENCE NO.		1. Project: Separate System of Metropolitan Water Supply Project surrounding Bangkok					
5.TYPE OF STUDY	F/S	2. Area: The 9 Amphoes surrounding Bangkok city and the related housing and industrial project areas (168sq.km)					
6.COUNTERPART AGENCY	Metropolitan Water Works Authority	3. Target year: Completion set at 2000 (Start to work in 1982)					
7.OBJECTIVES OF STUDY	Water Service plan	4. Water source: 8 Amphoes (excluding Nonq Khaem) and Banq Chan from groundwater. The others from Central System.					
8.DATE OF S/W	Jan.1977	5. Groundwater: 33 Deep Wells built in 9 areas.					
9.CONCONSULTANT(S)	Pacific Consultants International	Imp. Period: .1981-.2000					
		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)	
10.STUDY TEAM	No.of Members 14 Period May.1977-Jul.1978(15 months)	Conditions and Development Impacts: Conditions: 1. Population density in served area: 1,500/sq.km (minimum) 2. Population in served area: 363,900 (in 2000) 3. House connection ratio: 75% (in 2000) 4. Daily max. demand: 77,800cu.m					
	Total M/M      Japan      Field 24.30              7.20              17.10	Development impacts 1. Supply of clean water 2. Rational system realized This plan was independent system; but will be advanced in connection with existing Central Water Supply System in Bangkok city.					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER			2.MAJOR REASONS FOR PRESENT STATUS		
		- Overseas training for counterpart staff - Inspection of water purification plant					
12.EXPENDITURE	Total 143,869 (¥'000) Contracted 44,780				3.PRINCIPAL SOURCE OF INFORMATION		
					①④		

和名 首都圏周辺市街地区水道拡張計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

Compiled Mar.1986  
Revised Mar.1993

ASE THA/S 305/78

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT							
1.COUNTRY	Thailand	1.SITE OR AREA		Phetchabun - Chai Badan. Northern Region		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 Phetchabun - Chai Badan Highway Project		2.PROJECT COST		Total Cost	Local Cost			Foreign Cost					
				(US\$1,000)      1)	16,600	9,400	7,200						
				(US\$1=20Bahts)      2)									
				3)									
3.SECTOR Transportation/Fish Processing		3.CONTENTIS OF MAJOR PROJECT(S)				(Description) 1) D/D completed by DOH 2) OECF loan(E/N 1980 July; 8,160 million yen) 3) Construction from June 1981 to September 1983  (FY 1991 Overseas Survey) No additional information.  (FY 1992 Overseas Survey) 1,366 million yen was appropriated for this project from the OECF loan. The total cost for the project was 171.42 million bahts. The construction was started in June 1981 for the Yang Lat-Phechabun route and was completed in September 1981 for Sithep-Wichian Buri route. The total length was 149.2 km.							
4.REFERENCE NO.		Three Alternatives of route: I Improvement of local community II New land development III Improvement of transportation											
5.TYPE OF STUDY		1. Optimal route (I+II) Tha Maduk - Rang Yoi - Si Thep - Wichian Buri - Sap Bon - Nonq Daeng - Pak Bot - Noen Sadao - Khok Charoen - Yang Lat - Tham Nam Bang - Nam Ron - Phetchabun											
6.COUNTERPART AGENCY Department of Highway		2. Road length 1) Improvement      130.1 km (85%) 2) New construction      21.2 km (15%) Total      151.3 km											
7.OBJECTIVES OF STUDY Road Construction		3. Pavement type 1) SBST (asphalt)      94.2 km (62%) 2) Laterite      57.1 km (38%) Total      151.3 km											
8.DATE OF S/W		4. Road width 1) Formation width      9.0 m 2) Pavement width      5.5 m											
9.CONULTANT(S) Nippon Koei Co., Ltd. Katahira & Engineers International		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1)      20.40      FIRR1) EIRR2)           FIRR2) EIRR3)           FIRR3)								
10.STUDY TEAM		Conditions and Development Impacts: Conditions: Traffic forecast 1) Passenger traffic forecasted by trip rates obtained from a home interview survey and projected population increase. 2) Freight traffic forecasted by transportation demand of agricultural products.  Development impacts: 1. Benefits (million baht)      1983      1989      1997 1) Road users' cost saving      47.8      55.3      62.4 2) Incremental net added value of agricultural products      15.2      51.0      46.3 3. Saving transportation cost 4. Increase in farmers' income 5. Development of better transportation 6. Reduction of running cost											
No.of Members      12 Period      Mar.1978-Mar.1979(9 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;">44.33</td> <td style="text-align: center;">26.33</td> <td style="text-align: center;">18.00</td> </tr> </table>		Total M/M	Japan	Field	44.33			26.33	18.00	5. TECHNICAL TRANSFER			
Total M/M	Japan	Field											
44.33	26.33	18.00											
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		(1) OJB (2) JICA training (3) Joint reporting											
12.EXPENDITURE		3.PRINCIPAL SOURCE OF INFORMATION											
Total      108,742 (¥'000)		①②③④											
Contracted      101,688													

和名 ペチャブーン~チャイバダン道路建設計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

Compiled Mar. 1986  
Revised Mar. 1993

ASE THA/S 304/78

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Thailand	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		Each place of the country					
Rural Long Distance Public Telephone Service		2. PROJECT COST		Total Cost	Local Cost	Foreign Cost	
		(US\$1,000)	1)	385,008	54,618	330,390	
		(US\$1=180Yen)	2)				
			3)				
3. SECTOR		3. CONTENTS OF MAJOR PROJECT(S)				(Description)  Sep. 1984 OECF loan agreement (3,090 million yen) Dec. 1986 Contract on construction Sep. 1999 Construction completed	
Communications & Broadcasting/Telecommunication		1. Installation of telephones Long distance telephone circuits, including public telephones, in major rural districts without telephones for the purpose of improving the telephone service in 469 rural areas. Telephone exchanges in 18 districts in 1989, and in 187 more districts in 1994. 2. Transmission system: Terrestrial transmission system UHF (900 MHz band) 3. Modulation system No much difference between FDM and PCM system from technical and economic viewpoints 4. Equipment shelter Communication equipment station inclusive of power plant: This is to reduce construction cost and civil work period to the possible minimum. 5. System maintenance The existing maintenance organization and practices can be applied to each Maintenance Center by increasing maintenance staffs to some extent when this project is completed. At the same time, it is desirable to introduce centralized supervisory system at each Maintenance Center so that it can have troubles at supervised stations under its control automatically recorded.					
4. REFERENCE NO.		4. FEASIBILITY AND ITS ASSUMPTIONS					
5. TYPE OF STUDY		Feasibility: Yes/No		EIRR1) 11.30	FIRR1) 18.22		
6. COUNTERPART AGENCY				EIRR2)	FIRR2)		
Telephone Organization of Thailand				EIRR3)	FIRR3)		
7. OBJECTIVES OF STUDY		Conditions and Development Impacts:					
To recommend the optimum transmission system to TOT.		Conditions: 1. Forecasted circuit requirements    1984    1989    1994 2,513    3,763    8,218 2. Alternative proposal 1) Two terrestrial radio system 2) One domestic satellite system  Development impacts: 1. Connection to the national network 2. Increase in the quality of telecommunication 3. Public telecommunication services for 469 sites where telephone service is unavailable.					
8. DATE OF S/W		Imp. Period: .1981-.1982					
Jul.1979							
9. CONSULTANT(S)		10. STUDY TEAM					
Nippon Telecommunication Consulting Co., Ltd.		No. of Members    6		Period Aug.1978-Mar.1979(8 months)			
		Total M/M		Japan	Field		
					27.03		
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER					
		(1) Trainee acceptance: 2 engineer(TOT) invited to Japan (2) On the Job Training(TOT counterparts)					
12. EXPENDITURE		2. MAJOR REASONS FOR PRESENT STATUS					
Total                    75,078 (\$'000)		High priority: The project was realized by the strong request from the King.					
Contracted            79,180		3. PRINCIPAL SOURCE OF INFORMATION					
		①④					

和名 長距離市外電話網

(F/S,D/D)

# PROJECT SUMMARY (F/S)

Compiled Mar.1986  
Revised Mar.1992

ASE THA/S 302/78

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Thailand	1.SITE OR AREA				1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input checked="" type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY	Pattaya Tourism Development	1) Pattaya, Ko lan Island					
3.SECTOR	Tourism/(Tourism in)General	2.PROJECT COST		Total Cost	Local Cost	(Description) The project is under construction with government funds.  (FY 1991 Overseas Survey) The Thai Government (National Economic and Social Development Board) applied for an OECF Loan in 1979 but was not accepted. A new local administrative office was established according to the new development plan and the new detailed design prepared by the Department of Town and Country Planning.  The project has been revived in a new JICA study "Pattaya Tourism Development."	
4.REFERENCE NO.		(US\$1,000)	1) 368,000	193,000	Foreign Cost		
5.TYPE OF STUDY	F/S	(US\$1=20Bahts)	2)				
6.COUNTERPART AGENCY	Dept. of Tourism	3)	3.CONTENTS OF MAJOR PROJECT(S)				
7.OBJECTIVES OF STUDY	Establishment plan of infrastructure for tourism	-Infrastructure -Water supply and sewerage -Water drainage system -Solid waste management -Road, power, communication -Port					
8.DATE OF S/W	Nov.1976	Imp. Period: .1977-.1996					
9.CONSULTANT(S)	Pacific Consultants International Nippon Tetrapod Co., Ltd.	4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: No	EIRR1) 26.00 EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)		
10.STUDY TEAM	No.of Members 12 Period Dec.1976-Dec.1977 (12 months)	Conditions and Development Impacts: Private investment has been made in tourism industry while public sector has not invested; therefore, inappropriate development continues and tourism resource has not been utilized. This project aims to utilize this resource and contribute to tourism development.					
	Total M/M          Japan          Field 118.13                88.73                29.40				(FY 1993 Domestic Survey)		
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER			2.MAJOR REASONS FOR PRESENT STATUS		
12.EXPENDITURE	Total 335,524 (¥'000) Contracted 206,380	Overseas training for 6 trainees			- Good financial condition - High priority		
					3.PRINCIPAL SOURCE OF INFORMATION		
					①②		

和名 パタヤ地区基盤整備計画

(F/S,D/D)

# PROJECT SUMMARY (M/P)

Compiled Mar.1986  
Revised Mar.1993

ASE THA/S 101/79

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDY RESULTS					
1.COUNTRY	Thailand	1.SITE OR AREA	Bangkok Metropolitan Area		1.PRESENT STATUS	<input type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input checked="" type="checkbox"/> Discontinued			
2.NAME OF STUDY	Bangkok Suburban Transportation Project	2.PROJECT COST					<p style="text-align: center;">Total Cost   Local Cost   Foreign Cost</p> <table style="margin-left: auto; margin-right: auto;"> <tr> <td>(US\$1,000)</td> <td>1)</td> <td>834,400</td> </tr> <tr> <td>(US\$1=260Yen)</td> <td>2)</td> <td></td> </tr> </table>	(US\$1,000)	1)
(US\$1,000)	1)	834,400							
(US\$1=260Yen)	2)								
3.SECTOR	Transportation/Railway	3.CONTENTS OF MAJOR PROJECT(S)	<p><b>(Description)</b></p> <p>The project proposed by the study was not included in the Sixth National Development Plan. No progress was made in upgrading the railway service in downtown Bangkok.</p> <p>(FY 1991 Overseas Survey) The project was integrated in the Infrastructure Section of the Fourth National Economic and Social Development Plan.</p> <p>(FY1993 Overseas Survey) Because of the following two reasons, the project didn't continue.</p> <ul style="list-style-type: none"> <li>- Government gave the first priority to solve traffic problems in town.</li> <li>- The existing railway system in the suburban area could be used.</li> </ul> <p>SRT officials said that no new lines in Bangkok suburban were to be built.</p>						
4.REFERENCE NO.									
5.TYPE OF STUDY	M/P	Formulation of Master Plan for large scale transportation for Bangkok and its surrounding areas. Basic policy is to make the utmost use of existing railway system as the transportation means for people commuting to work.							
6.COUNTERPART AGENCY	Expressway and Rapid Transit Authority (ETA), Royal State Railway of Thailand (SRT)	Main components are: Suburban lines(new construction) 6 lines(11 segments) total length 102.8km Improvement of existing lines (double track,new stations, signal and communication) total length 151 km Rolling stock(Year 2000) Suburban line 756 or 478 (depending on fare) Existing national railway 318							
7.OBJECTIVES OF STUDY	Transportation Plan								
8.DATE OF S/W	Jul.1978								
9.CONSULTANT(S)	Pacific Consultants International	4.CONDITIONS AND DEVELOPMENT IMPACTS							
10.STUDY TEAM	No.of Members    7 Period Oct.1978-Aug.1979(11 months)	This project is expected to mitigate traffic congestion in inner city and suburban area in BANGKOK. Furthermore, utilization of existing rail line is also expected to contribute to improve financial condition of SRT, and to contribute to induce urban structure of Bangkok to appropriate direction with corridor development.							
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		(FY 1993 Domestic Survey)							
			<p><b>2.MAJOR REASONS FOR PRESENT STATUS</b></p> <p>This project is an extension from downtown to suburban areas. Therefore, F/S is unlikely to be conducted unless progress is made on projects for the downtown area.</p>						
12.EXPENDITURE		5.technical transfer	3.PRINCIPAL SOURCE OF INFORMATION						
	Total    90,378 (¥'000) Contracted    85,377	Training in Japan	①②						

和名 首都圏交通計画

{M/P,Basic Study,Other}

# PROJECT SUMMARY (M/P)

ASE THA/A 101/79

Compiled Mar.1990  
Revised Mar.1993

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS					
1.COUNTRY	Thailand	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	Irrigated Agricultural Development in the Greater Mae Klong River	Mid and down stream of Mae Klong River Basin : area 490,000ha								
3.SECTOR	Agriculture/General	2.PROJECT COST			(Description)					
4.REFERENCE NO.		(US\$1,000)	Total Cost	Local Cost			Foreign Cost			
5.TYPE OF STUDY	M/P	1)	441,300	264,780	176,520	A feasibility study was conducted in 1979 on Kamphaeng Saen irrigation and agricultural development, but the project was not implemented, partly owing to the change of government policy.  (FY 1991 Overseas Survey) The Phase II Development Program is being undertaken and will be finished in 1994. A review study may be necessary in the near future.				
6.COUNTERPART AGENCY	Ministry of Agriculture and Cooperatives	2)	285,300	171,180	114,120					
7.OBJECTIVES OF STUDY		3.CONTENTS OF MAJOR PROJECT(S)								
8.DATE OF S/W	Jul.1977	1.Short-term development plan 1) Improvement of field of 185,900ha 2) Repair of irrigation and drainage canals of 1.082km 2.Long-term development plan 1) Improvement of field of 174,200ha 2) Repair of irrigation and drainage canals of 56km 3) Construction of irrigation and drainage canals of 345 km  * Cost 1) is for the short-term development plan and cost 2) is for the long-term development plan excluding the short-term development plan.								
9.CONSULTANT(S)	Sanyu Consultants Inc.	4.CONDITIONS AND DEVELOPMENT IMPACTS			2.MAJOR REASONS FOR PRESENT STATUS					
10.STUDY TEAM	No.of Members 20 Period Dec.1977-Mar.1980(28 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;">130.19</td> <td style="text-align: center;">45.83</td> <td style="text-align: center;">84.36</td> </tr> </table>	Total M/M	Japan	Field			130.19	45.83	84.36	1.The production of rice will be 1.7 times in 30 years (total amount 2,400,000t) 2.The production of Sugarcane will be 1.3 times in 30 years (total amount 1,400,000t) * Of 2,400,000t of rice production, 1,000,000t will be possible to be exported. 3.EIRR 26.5%
Total M/M	Japan	Field								
130.19	45.83	84.36								
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER			3.PRINCIPAL SOURCE OF INFORMATION					
12.EXPENDITURE		<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: center;">346,684 (¥'000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">242,550</td> </tr> </table>					Total	346,684 (¥'000)	Contracted	242,550
Total	346,684 (¥'000)									
Contracted	242,550									

和名 メクロン川マスタープラン

(M/P, Basic Study, Other)



# PROJECT SUMMARY (F/S)

Compiled Mar. 1986  
Revised Mar. 1993

ASE THA/S 306/79

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT																							
1. COUNTRY	Thailand	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	Nong Bua - Ban Lam Chi Bon Highway Project	Nakkon Sawan Prefecture, Chiyaphum Prefecture																										
3. SECTOR	Transportation/Fish Processing	2. PROJECT COST			(Description)																							
4. REFERENCE NO.		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%; text-align: center;">Total Cost</td> <td style="width: 10%; text-align: center;">Local Cost</td> <td style="width: 10%; text-align: center;">Foreign Cost</td> </tr> <tr> <td style="text-align: center;">(US\$1,000)</td> <td style="text-align: center;">1)</td> <td style="text-align: center;">30,600</td> <td style="text-align: center;">17,300</td> <td style="text-align: center;">13,300</td> </tr> <tr> <td style="text-align: center;">US\$1=20Bahts</td> <td style="text-align: center;">2)</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">3)</td> <td></td> <td></td> <td></td> </tr> </table>							Total Cost	Local Cost	Foreign Cost	(US\$1,000)	1)	30,600	17,300	13,300	US\$1=20Bahts	2)					3)					
		Total Cost	Local Cost	Foreign Cost																								
(US\$1,000)	1)	30,600	17,300	13,300																								
US\$1=20Bahts	2)																											
	3)																											
5. TYPE OF STUDY	F/S	3. CONTENTS OF MAJOR PROJECT(S)			1983 Sep. OECF loan agreement (5,770 million yen) 1984 Dec. D/D completed 1986 Feb. Construction commenced 1988 Aug. Construction completed  (FY 1991 Overseas Survey) No additional information.  (FY 1992 Overseas Survey) 2,517 million yen was appropriated for the project from the OECF loan. The total cost for the project was 348.70 million bahts. The total length was 162.2 km.																							
6. COUNTERPART AGENCY	Department of Road Ministry of communication	Three alternatives of route: I Nong Bua-Wang Wat II Wang Wat-Tha Pong III Tha Pong-Lup Pho 1. Objective: The project aims at accelerating socio-economic development in rural areas and, at the same time, at providing an inter-provincial road, in an east-west direction, to supplement the existing highway network which are mainly of radial type connection with Bangkok. 2. Optimal route: Nong Bua-Nong Nqu Luam-Sap Bon-Wang Wat-Tha Pong-Nong Bua Rave-Lup Pho 3. Road length 1) Improvement: 41.9km 2) Newconstruction: 112.8km total 154.7km 4. Road width 1) Formation width: 9.0-10.0m 2) Pavement width (SBST): 5.5-6.0m 5. Surface treatment 1) SBST: 105.0km (68%) 2) Soil aggregate surface: 49.7km (32%)																										
7. OBJECTIVES OF STUDY	Provincial road improvement	8. DATE OF S/W			2. MAJOR REASONS FOR PRESENT STATUS																							
8. DATE OF S/W	Jul. 1978	Imp. Period: Apr. 1981-Dec. 1983																										
9. CONSULTANT(S)	Nippon Koei Co., Ltd. Katahira & Engineers International	4. FEASIBILITY AND ITS ASSUMPTIONS			- large development impact - good linkage with other major road - high priority - effective administration																							
10. STUDY TEAM	No. of Members 11 Period Jun. 1979-Feb. 1980 (8 months)	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%; text-align: center;">Feasibility:</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td></td> <td style="text-align: center;">Yes</td> <td style="text-align: center;">EIRR1)</td> <td style="text-align: center;">21.70</td> <td style="text-align: center;">FIRR1)</td> <td></td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">EIRR2)</td> <td></td> <td style="text-align: center;">FIRR2)</td> <td></td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">EIRR3)</td> <td></td> <td style="text-align: center;">FIRR3)</td> <td></td> </tr> </table>						Feasibility:						Yes	EIRR1)	21.70	FIRR1)				EIRR2)		FIRR2)				EIRR3)	
	Feasibility:																											
	Yes	EIRR1)	21.70	FIRR1)																								
		EIRR2)		FIRR2)																								
		EIRR3)		FIRR3)																								
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Topographic Survey Traffic Survey	Conditions and Development Impacts: Conditions: 1. The method of optimum route selection Evaluation of the alternatives was made mainly according to the following three factors: 1) Construction cost 2) Route length which reflects on the road users' costs 3) Availability of newly cultivatable land along the route which reflects the magnitude of agricultural benefits. 2. Uncultivated land available for future development: 286,000 rai 3. Estimation of passenger traffic was based on the projected population and the person trip rate model derived from the home interview survey. Development impacts: <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">1. Benefits (million Baht)</td> <td style="width: 10%;"></td> <td style="width: 10%; text-align: center;">1984</td> <td style="width: 10%; text-align: center;">1990</td> <td style="width: 10%; text-align: center;">1998</td> </tr> <tr> <td>Road users' cost saving</td> <td></td> <td style="text-align: center;">113.6</td> <td style="text-align: center;">130.7</td> <td style="text-align: center;">161.6</td> </tr> <tr> <td>Agricultural development benefit</td> <td></td> <td style="text-align: center;">1.2</td> <td style="text-align: center;">58.8</td> <td style="text-align: center;">55.4</td> </tr> </table> 2. Agricultural development 1) Increase of productivity (paddy) 2) Acceleration of rate of opening of new land 3) Increase of farm gate price 4) Increase of crop yield by the improved farming			1. Benefits (million Baht)		1984	1990	1998	Road users' cost saving		113.6	130.7	161.6	Agricultural development benefit		1.2	58.8	55.4	3. PRINCIPAL SOURCE OF INFORMATION								
1. Benefits (million Baht)		1984	1990	1998																								
Road users' cost saving		113.6	130.7	161.6																								
Agricultural development benefit		1.2	58.8	55.4																								
12. EXPENDITURE	Total 104,520 (¥'000) Contracted 103,547	5. TECHNICAL TRANSFER			①②③④																							
		(1) OJT: Discussion about route selection. Traffic forecast and development benefits. (2) Trainee: 1 engineer																										

和名 ノンブアーバンラムチボン道路建設計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

ASE THA/A 302/79

Compiled Mar.1990  
Revised Mar.1994

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT			
1.COUNTRY	Thailand	1.SITE OR AREA		Kamphaeng Saen District, Mae Klang River Basin, western part of Central Thailand, area 28,000ha, population 65,500		1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input checked="" type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled		
2.NAME OF STUDY		2.PROJECT COST							
Kamphaeng Saen Irrigated Agriculture Development Project in the Mae Klong River Basin		(US\$1,000)	1) 32,705	Local Cost 18,710	Foreign Cost 13,995	(Description)  The proposed project was suspended owing to the policy change of the Thai Government.  (FY 1991 Overseas Survey) No additional information.  (FY 1993 Overseas Survey) Due to the changes in development policy of the government of Thailand, the priority of the project is ranked low and there is no possibility of the project to be implemented. Previously, Land consolidation was one of the most important targets in the development policy of agriculture sector, however higher priority has been given to small irrigation development since 5th 5 year National Development Plan.			
3.SECTOR		3.CONTENTES OF MAJOR PROJECT(S)							
Agriculture/General		- Improvement of irrigation and drainage facilities constructed under the development project in Mae Klong River Basin.: 16,380 ha  - Improvement of terminal facilities such as irrigation and drainage ditches, farm roads, etc. : 16,380 ha  The project area is estimated about 28,000ha, being the east part of B. Mae Klang area and located at the north of Nakhon Pathom. Proposed irrigation area is 17,200ha within 22,800ha of available farming area. Proposed terminal irrigation plan, including land consolidation and related supporting facilities are as follows: - Renewing canal : 48km - Improvement of drainage : 176km - flood prevention, road : 24.8km - land consolidation : 17,200ha							
4.REFERENCE NO.		4.FEASIBILITY AND ITS ASSUMPTIONS							
5.TYPE OF STUDY		Feasibility: Yes/No							
F/S		EIRR1) 27.00    FIRR1) EIRR2)            FIRR2) EIRR3)            FIRR3)							
6.COUNTERPART AGENCY		Conditions and Development Impacts:							
RID (Royal Irrigation Department), Ministry of Agriculture and Cooperatives		Cultivated land area will be increased from 13,400 ha to 16,380ha by improving irrigation facilities.  The land use rate will be heightened to 195% (currently 126%) by flood prevention of paddy field of 5,300ha through construction of flood prevention embankment, and improvement of terminal facilities.  Agricultural productivity will be improved by various techniques and facilities. Especially a plan for introduction of market - oriented crops will lead to raise income of farm household.							
7.OBJECTIVES OF STUDY		10.STUDY TEAM							
Making an integral agricultural. Development plan based on newly developed farm land.		No.of Members    10 Period Jan.1979-Oct.1979(10 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;">23.87</td> <td style="text-align: center;">19.50</td> <td style="text-align: center;">4.37</td> </tr> </table>		Total M/M	Japan			Field	23.87
Total M/M	Japan	Field							
23.87	19.50	4.37							
8.DATE OF S/W		Imp. Period: .1981-.1986							
.0		11.ASSOCIATED AND/OR SUBCONTRACTED STUDY							
9.CONSULTANT(S)		5.TECHNICAL TRANSFER							
Sanyu Consultants Inc.									
12.EXPENDITURE		cooperation in writing a report							
Total 94,709 (¥'000)		3.PRINCIPAL SOURCE OF INFORMATION							
Contracted 88,926									
		①②③							
		2.MAJOR REASONS FOR PRESENT STATUS							
		(FY 1991 Overseas Survey) The improvement of the existing irrigation facilities continues to be one of the national development strategies, but the project in question is not ranked high in priority.							

和名 メクロン川流域カンバンセンかんがい農業開発

(F/S,D/D)

# PROJECT SUMMARY (F/S)

Compiled Mar.1986  
Revised Mar.1992

ASE THA/S 307/80

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																					
1.COUNTRY	Thailand	1.SITE OR AREA		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">Total Cost</td> <td style="width: 15%; text-align: center;">Local Cost</td> <td style="width: 15%; text-align: center;">Foreign Cost</td> </tr> <tr> <td>(US\$1,000)</td> <td style="text-align: center;">1)</td> <td style="text-align: center;">42,033</td> <td></td> <td></td> </tr> <tr> <td>(US\$1= 20 Bahts)</td> <td style="text-align: center;">2)</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">3)</td> <td></td> <td></td> <td></td> </tr> </table>				Total Cost	Local Cost	Foreign Cost	(US\$1,000)	1)	42,033			(US\$1= 20 Bahts)	2)					3)				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	
		Total Cost	Local Cost			Foreign Cost																					
(US\$1,000)	1)	42,033																									
(US\$1= 20 Bahts)	2)																										
	3)																										
2.NAME OF STUDY Bangkok Urban Truck Terminals Construction Project		Bangkok metropolitan area																									
3.SECTOR Transportation/Land Transportation		3.CONTENTES OF MAJOR PROJECT(S)		(Description) Detailed design was partially undertaken by local consultants. In June,1987 Ministry of Transport and Communication has approved the commencement of the construction. Private investment have been promoted for the construction of truck terminals. So far, contracts have been signed on two of the four sites. Due to rapid urbanization, some sites proposed for terminals have been already used for other purposes. JICA is conducting a restudy of Bangkok urban truck terminals since Dec. 1991, in which suggestions will be made to expedite the project implemmentation. (FY 1991 Overseas Survey) Project scale was reduced from four terminals to three.																							
4.REFERENCE NO.		Description																									
5.TYPE OF STUDY		Scale																									
6.COUNTERPART AGENCY		Truck terminal																									
7.OBJECTIVES OF STUDY		Parking																									
8.DATE OF S/W		Public parking																									
9.CONULTANT(S)		Maintenance facilities																									
10.STUDY TEAM		Warehouse district																									
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY																											
12.EXPENDITURE																											
Total		83,169 (¥'000)		2.MAJOR REASONS FOR PRESENT STATUS																							
Contracted		79,340																									
				3.PRINCIPAL SOURCE OF INFORMATION ①②																							

和名 首都圏トラックターミナル建設計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

ASE THA/A 303/80

Compiled Mar.1990  
Revised Mar.1994

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Thailand	1.SITE OR AREA				1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input checked="" type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY		Lampang City, Lampang Province, northern part of Thailand area 22,700 ha					
Mae Wang-Kew Lom Irrigated Agriculture Development Project		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost	
		(US\$1,000)		1) 34,880	19,506	15,374	
		US\$1=20B in 1979		2)			
		3)					
3.SECTOR		3.CONTENTS OF MAJOR PROJECT(S)				(Description)  At the time of the JICA study, the Thai Government enacted the Law of Agricultural Infrastructure Improvement, and was vigorously promoting the improvement of agricultural infrastructure to expand the area of double cropping. However, the proposed project was not implemented, partly because it presupposed farmers' sharing of the development cost, which turned out to be much higher than expected, and partly because the external debts of the Thai Government increased.  (FY 1991 Overseas Survey) No additional information.  (FY 1993 Overseas Survey) E/S by OECF loan (L/A in 1982, July 16 of 430 million USD) was conducted in 1982, however due to changes in development policy of the government of Thailand and the suspension of construction of Kuu Khong Ma Dam which was supposed to be one of the water source for the project, the project was not implemented yet.	
Agriculture/General		Irrigation area : 22,700ha Main irrigation canal : 100.12 km Tributary irrigation canal : 79.65 km Main drainage canal : 240.77 km Field improvement : 15,400 ha					
4.REFERENCE NO.		* Above costs are in 1979 prices.					
5.TYPE OF STUDY							
6.COUNTERPART AGENCY		RID (Royal Irrigation Department), Ministry of Agriculture and Cooperatives					
7.OBJECTIVES OF STUDY							
8.DATE OF S/W		Feb.1979					
9.CONSULTANT(S)		Sanyu Consultants Inc.					
10.STUDY TEAM		Imp. Period: Oct.1980-Sep.1987  4.FEASIBILITY AND ITS ASSUMPTIONS    Feasibility: Yes EIRR1) 27.10    FIRR1) EIRR2) 25.30    FIRR2) EIRR3)            FIRR3)					
		Conditions and Development Impacts: Conditions: Considering the production of paddy crop is relatively high, promotion of production during dry season is planned by utilizing the water of Kiv Lom Dam. To do this field improvement should be implemented.  Development Impacts: Large increase of benefit by double cropping through effective use of existing water resource is expected.					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY							
12.EXPENDITURE		5.TECHNICAL TRANSFER					
Total		115,644 (¥'000)					
Contracted		107,095					
		Training of and technical transfer to staffs of RID in Thailand and Japan.					
		3.PRINCIPAL SOURCE OF INFORMATION					
		①②③④					
		2.MAJOR REASONS FOR PRESENT STATUS					
		There are no plans to revive the project because of the reasons noted above.					

和名 メワンかんがい農業開発計画

(F/S,D/D)

# PROJECT SUMMARY (D/D)

ASE THA/S 402/80

Compiled Mar.1990  
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT			
1.COUNTRY	Thailand	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		Bangkok Metropolitan Area						
Bangkok Telephone Network Project: Local Cable Network		2.PROJECT COST			(Description) 1987 Jul. OECF L/A completed for extending telecommunication network			
		(US\$1,000)	1)	Total Cost			Local Cost	Foreign Cost
			2)					
			3)					
3.SECTOR		3.CONTENTES OF MAJOR PROJECT(S)						
Communications & Broadcasting/Telecommunication		1) Detailed design of local cable network for five exchanges (Pronchit, Chinwatana, Packrett, Ramintra, and Onutt-I) 2) Additional detailed designs for three exchanges (Kurontoi, Labrana and Ekachai)						
4.REFERENCE NO.								
5.TYPE OF STUDY		D/D						
6.COUNTERPART AGENCY		Telephone Organization of Thailand						
7.OBJECTIVES OF STUDY		Detailed designs for 8 telephone exchanges						
8.DATE OF S/W		Jul.1978			Imp. Period:			
9.CONSULTANT(S)		Nippon Telecommunication Consulting Co., Ltd.						
		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1)	FIRR1)		
					EIRR2)	FIRR2)		
					EIRR3)	FIRR3)		
		Conditions and Development Impacts: Detailed designs are based on the program in the 4th National Economic Development Plan. Five exchanges correspond to Package I of Phase 2 and three additional exchanges to Package II of Phase 1.						
10.STUDY TEAM								
No.of Members		12						
Period		Aug.1978-Jun.1979 (22 months)						
		Oct.1979-Aug.1980						
Total M/M		Japan	Field					
107.79		49.63	59.16					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY								
		5. TECHNICAL TRANSFER						
12.EXPENDITURE		OJT for counterparts						
Total		278,789 (¥000)						
Contracted		277,097						
		2.MAJOR REASONS FOR PRESENT STATUS						
		Urgency of the problem						
		3.PRINCIPAL SOURCE OF INFORMATION						
		①④						

和名 バンコック市内線路網実施設計

(F/S,D/D)

# PROJECT SUMMARY (F/S)

ASE THA/A 304/81

Compiled Mar.1990  
Revised Mar.1994

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT			
1.COUNTRY	Thailand	1.SITE OR AREA	Right bank of PaSak River, SaraBuri Province			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		2.PROJECT COST		Total Cost	Local Cost	(Description)  The detailed design was undertaken by Sanyu Consultants Inc. and Chuo Kaihatsu Corporation during the period from July 1984 to June 1985, with the E/S loan from OECF. However, the project implementation was delayed, because the adjustment of water rights (with beneficiaries of the waterway between Chainat and PaSak) was not settled.  July 1982   OECF loan agreement signed (E/S, 190 million yen)  (FY 1991 Overseas Survey) No additional information.  (FY 1993 Overseas Survey) D/D by OECF Loan (L/A on 1982 July 16 of 190 million USD) was conducted during July 1984 to June 1985, however, due to the suspension of Nakhon Nayok Dam construction of PaSak River delayed the implementation of the project. The government of Thailand is planning to initiate construction of Nakhon Nayok Dam to solve serious water shortage in these days. Once the dam construction is initiated, the project proposed by JICA Study can be implemented.			
Kaeng Khoi-Ban Mo Pumping Irrigation Project		(US\$1,000)		1) 40,700	24,500			16,200	
				2)					
3.SECTOR		3.CONTENTS OF MAJOR PROJECT(S)							
Agriculture/General		The objective of the project is to encourage the agriculture in the project area through stable irrigation water supply to the entire beneficial area together with introduction of the dry season crop as much as possible. Proposed cropping plans are about 14,000ha in wet season and 2,800ha in dry season within limited water resources allocation.  Major facility of the project is summarized as follows: - Main pumping station: 1,000mm x 560kw, Q-17.5cu.m/sec, H-16.5m, 7 units - Irrigation canal : 148km including lateral canals - Drainage canal : 22km - Demonstration farm : 269ha							
4.REFERENCE NO.		4.FEASIBILITY AND ITS ASSUMPTIONS							
5.TYPE OF STUDY									
F/S		Feasibility:      EIRR1)    16.90    FIRR1) EIRR2)    14.30    FIRR2) EIRR3)                    FIRR3)							
6.COUNTERPART AGENCY									
RID (Royal Irrigation Department), Ministry of Agriculture and Cooperatives		Conditions and Development Impacts: [Conditions] - Available water resources of the project are quite limited due to runoff discharge fluctuation of the Pasaku river until construction of storage dam on the river. - Extension and education of the beneficial farmers are very important role for introduction of irrigated agricultural development. - Urgent resolution of the available water resources for the project - Detailed design of the project has been finished by the government of Thailand supported by OECF engineering service loan.  [Impacts] - Planting of 100% in rainy season and 20% in dry season will be done by completion of irrigation facilities to increase agricultural profit. - Training related to improvement of terminal facilities, water management and culture technique will be done in demonstration farm.  *EIRR calculated (14.3%) includes on-farm.							
7.OBJECTIVES OF STUDY									
Feasibility study on irrigated agricultural development project		Imp. Period:    1983-1988							
8.DATE OF S/W									
Feb.1981		4.FEASIBILITY AND ITS ASSUMPTIONS Feasibility:      EIRR1)    16.90    FIRR1) EIRR2)    14.30    FIRR2) EIRR3)                    FIRR3)							
9.CONSULTANT(S)									
Sanyu Consultants Inc.		Conditions and Development Impacts: [Conditions] - Available water resources of the project are quite limited due to runoff discharge fluctuation of the Pasaku river until construction of storage dam on the river. - Extension and education of the beneficial farmers are very important role for introduction of irrigated agricultural development. - Urgent resolution of the available water resources for the project - Detailed design of the project has been finished by the government of Thailand supported by OECF engineering service loan.  [Impacts] - Planting of 100% in rainy season and 20% in dry season will be done by completion of irrigation facilities to increase agricultural profit. - Training related to improvement of terminal facilities, water management and culture technique will be done in demonstration farm.  *EIRR calculated (14.3%) includes on-farm.							
10.STUDY TEAM									
No.of Members    10 Period    Jun.1981-Jan.1982 (8 months)		(FY 1993 Domestic Survey)							
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Total M/M</td> <td style="width: 30%;">Japan</td> <td style="width: 30%;">Field</td> </tr> <tr> <td style="text-align: center;">37.55</td> <td style="text-align: center;">17.80</td> <td style="text-align: center;">19.75</td> </tr> </table>						Total M/M	Japan	Field	37.55
Total M/M	Japan	Field							
37.55	17.80	19.75							
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER				2.MAJOR REASONS FOR PRESENT STATUS			
		Transfer to staffs of RID in Thailand and Japan was done.							
12.EXPENDITURE						3.PRINCIPAL SOURCE OF INFORMATION			
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Total</td> <td style="width: 30%;">96,370 (¥'000)</td> </tr> <tr> <td style="width: 30%;">Contracted</td> <td style="width: 30%;">90,677</td> </tr> </table>		Total	96,370 (¥'000)	Contracted	90,677				
Total	96,370 (¥'000)								
Contracted	90,677								
						①②③④			

和名 ケンコイ・バンモーポンプかんがい計画

(F/S,D/D)

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

Compiled Mar.1986  
Revised Mar.1992

ASE THA/S 202B/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Thailand	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 Bangkok Sewerage System Project		Bangkok City and Thonburi area located at the other side of Chao Phaya river. <M/P> Bangkok City<F/S>					
3.SECTOR Public Utilities/Sewerage		2.PROJECT COST				(Description) <M/P> A feasibility study was subsequently implemented and Japanese experts went to Thailand for technical assistance.  (FY1993 Overseas Survey) DDS had reviewed the M/P since 1990 and formulated following 5 projects. - Si Praya : 92-93, BMA budget (284 mil. Baht) - Yannawa : 94-96, BMA (25%) and Central Government (75%) budget (4,700 mil. Baht) - Bangkok Waste Water Treatment Project Phase I: 94-96, BMA(25%) and Central Government (75%) budget (6,300 mil.Baht) - Rattanakosin Project (D/D): 91-92, Central Government budget (11 mil. Baht) - Nonqkham - Pasicharoen - Ratburana: scheduled to be approved in FY 1994, BMA (25%) and Central Government (75%) budget (7,000 mil Baht)  <F/S> Bangkok Metropolitan Administration(BMA) undertook D/D on two sewage treatment plants (the capacity: 30,000 cu.m/day and 25,000 cu.m/day). In late 1990, BMA was preparing a request to Japanese assistance on another treatment plant with a capacity of 60,000 cu.m/day.  (FY 1991 Overseas Survey) The Department of Drainage and Sewerage has modified the study, by rearranging the Bangkok Sewerage Area into 6 areas. Detailed design is under implementation for each area and the implementation will begin before long.	
4.REFERENCE NO.		3.CONTENT(S) OF MAJOR PROJECT(S)					
5.TYPE OF STUDY M/P+F/S		<M/P> Bangkok City has some problems such as flooding in rainy season and water pollution of river in dry season. Several studies on those problems have been carried out. This study was to review the previous study reports and to make new master plan in order to obtain the practical plan. Scope of the study is limited for sewerage system planning.  <F/S> Project area : 970 ha Intercepting sewer : d 3,000-2,400mm for L=7,100m Combined sewer : d 8,500-2,000mm for L=1,300m Intermediate Pumping Station: 3 stations, Q-13-24cu.m/min Plant : Q-135,000 cu.m/day Inf.BOD= 160 mg/l Eff.BOD= 60 mg/l (Modified aeration process: grit chamber, aeration tank, final sedimentationbasin, basin, chlorination chamber, digester, etc.)					
6.COUNTERPART AGENCY Department of Drainage and Sewerage, BMA		4.FEASIBILITY AND ITS ASSUMPTIONS				3.PRINCIPAL SOURCE OF INFORMATION  ①②	
7.OBJECTIVES OF STUDY Planning on the countermeasure of pollution and flood. F/S on first phase program, as recommended in M/S.		Imp. Period: .1984-.1988  Feasibility: Yes EIRR1) FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)					
8.DATE OF S/W Mar.1979		10.STUDY TEAM				11.ASSOCIATED AND/OR SUBCONTRACTED STUDY Topographic survey	
9.CONSULTANT(S) Nihon Suido Consultants Co., Ltd.		Conditions and Development Impacts: <M/P> study area is 37,000 ha, same as previous CDM plan, which was divided into 10 sewerage districts. Separate systems have been fundamentally adopted for the system. In central area of the city, however, a combined system has been temporarily adopted. Treatment plant is located at the vacant lot of the Tobacco Public Corporation. Treatment method is modified aeration system. <F/S> In 1982, the celebration of the 200th anniversary of Bangkok as Capital of Thailand, sewerage project was focussed to cope with the water quality problem of canal in the city. Sewerage project and Water Disposal Plan were made as a pair. F/S was conducted for the area selected by the investment efficiency as recommended in M/P. Development impacts are expected with pollution prevention of canal and decrease of inundation problem, which area, however, can not be scaled quantitatively.					
12.EXPENDITURE		5. TECHNICAL TRANSFER				12. EXPENDITURE Total 397,120 (¥000) Contracted 377,556	
Total 397,120 (¥000) Contracted 377,556		(1) Carried out training program for two persons (2) Employment of the local consultant for land survey (3) Equipment granted and instructed for water quality tests					

和名 バンコック市下水道整備計画

(M/P+F/S)

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

ASE THA/S 203B/82

Compiled Mar.1986  
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT																				
1. COUNTRY	Thailand	1. SITE OR AREA	City of Bangkok		1. PRESENT STATUS																			
2. NAME OF STUDY	Bangkok Solid Waste Management	2. PROJECT COST				<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;">M/P 1)</td> <td style="width: 20%;">17,248 Local</td> <td style="width: 20%;">8,667 Foreign</td> </tr> <tr> <td></td> <td>2)</td> <td>Cost</td> <td>Cost</td> </tr> <tr> <td>(US\$1,000)</td> <td>F/S 1)</td> <td>578,712</td> <td>352,590</td> </tr> <tr> <td>(US\$1=26.25B)</td> <td>2)</td> <td></td> <td></td> </tr> <tr> <td></td> <td>3)</td> <td></td> <td></td> </tr> </table>		M/P 1)	17,248 Local	8,667 Foreign		2)	Cost	Cost	(US\$1,000)	F/S 1)	578,712	352,590	(US\$1=26.25B)	2)				3)
	M/P 1)	17,248 Local	8,667 Foreign																					
	2)	Cost	Cost																					
(US\$1,000)	F/S 1)	578,712	352,590																					
(US\$1=26.25B)	2)																							
	3)																							
3. SECTOR	Public Utilities/Urban Sanitation	3. CONTENTS OF MAJOR PROJECT(S)	<p><b>(Description)</b></p> <p>A Japanese expert was sent to BMA in 1983 - 1989, and the short-term measures proposed by the study were implemented during the period. The Phase II study was undertaken during FY1989 - FY1992 by the JICA team. Another Japanese expert was posted to BMA.</p> <p>(FY 1991 Overseas Survey)</p> <p>Most of the short-term improvement plan recommended in the original master plan was already been brought into practice, such as introduction of compact trucks, collection by boats, uniform supply for collection workers, etc. This study was revised in the phase II study completed in 1991.</p>																					
4. REFERENCE NO.		<p>&lt;M/P&gt;The master plan to improve waste disposal system by the year of 2000 and 67 immediate action programmes.</p> <p>(1) The master plan includes construction and introduction of: 5 composting plants, 2 incineration plants, 3 final disposal sites, 1,190 collection vehicles, 88 road sweepers, 5 river cleaning boats, 110 barges, 25 dump trucks, 18 bulldozers</p> <p>(2) The immediate action programmes in which 3 levels of priority is shown include improvements in: 1) discharge and collection system 2) transport and transferring system 3) composting plants 4) final disposal system 5) administrative system 6) countermeasures to floods</p> <p>The total cost above pertains to the short-term improvement plan.</p> <p>&lt;F/S&gt; Construction of final disposal site 3    1,500t/d Construction of refuse incineration plant 2    1,500t/d X2 Construction of rapid type composting plant 2    800t/d</p>																						
5. TYPE OF STUDY	M/P+F/S	8. DATE OF S/W	Mar.1979																					
6. COUNTERPART AGENCY	Public Cleansing Dept., BMA	9. CONSULTANT(S)	Tokyo Metropolis Environmental Service Corporation																					
7. OBJECTIVES OF STUDY	To formulate M/P of improving waste disposal system and feasibility study of it.	4. FEASIBILITY AND ITS ASSUMPTIONS	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">Imp. Period:</td> <td colspan="3">.1985-.2000</td> </tr> <tr> <td>Feasibility:</td> <td style="width: 10%;">EIRR1)</td> <td style="width: 10%;">FIRR1)</td> <td></td> </tr> <tr> <td>Yes</td> <td>EIRR2)</td> <td>FIRR2)</td> <td></td> </tr> <tr> <td></td> <td>EIRR3)</td> <td>FIRR3)</td> <td></td> </tr> </table>	Imp. Period:	.1985-.2000			Feasibility:	EIRR1)	FIRR1)		Yes	EIRR2)	FIRR2)			EIRR3)	FIRR3)						
Imp. Period:	.1985-.2000																							
Feasibility:	EIRR1)	FIRR1)																						
Yes	EIRR2)	FIRR2)																						
	EIRR3)	FIRR3)																						
10. STUDY TEAM	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>No. of Members</td> <td colspan="2">55</td> </tr> <tr> <td>Period</td> <td colspan="2">Aug.1979-Feb.1980 (36 months)</td> </tr> <tr> <td></td> <td colspan="2">May.1980-Sep.1982</td> </tr> <tr> <td>Total M/M</td> <td>Japan</td> <td>Field</td> </tr> <tr> <td>278.08</td> <td>124.54</td> <td>153.54</td> </tr> </table>	No. of Members	55		Period	Aug.1979-Feb.1980 (36 months)			May.1980-Sep.1982		Total M/M	Japan	Field	278.08	124.54	153.54	<p><b>Conditions and Development Impacts:</b></p> <p>&lt;Conditions&gt;&lt;M/P,F/S&gt; To properly dispose of whole waste targeting the completion in the year 2000 and considering local economic situations.</p> <p>&lt;Impacts&gt;&lt;M/P,F/S&gt; As the development impacts, public health and living environment for citizens are remarkably improved by modernization of waste disposal systems.</p>							
No. of Members	55																							
Period	Aug.1979-Feb.1980 (36 months)																							
	May.1980-Sep.1982																							
Total M/M	Japan	Field																						
278.08	124.54	153.54																						
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>(1) training to the local staff through OJT.</td> </tr> <tr> <td>(2) reception of trainees, 6 local staff</td> </tr> <tr> <td>(3) effective application of local consultants.</td> </tr> </table>		(1) training to the local staff through OJT.	(2) reception of trainees, 6 local staff	(3) effective application of local consultants.	<p><b>2. MAJOR REASONS FOR PRESENT STATUS</b></p> <p>(1) Waste disposal systems shall be updated according to economical development as waste are continuously generated.                  (2) High priority: One of 5 major projects in Bangkok metropolis 5 year plan.                  (3) Implementation: recommendations will be wisely implemented by National Ministry of Thailand and Bangkok Metropolitan Administration.                  (FY 1991 Overseas Survey)                  1. The solid waste volume has increased for beyond estimate made by the study.                  2. Construction cost of incineration plants exceeded BMA's capacity and loan.</p>																
(1) training to the local staff through OJT.																								
(2) reception of trainees, 6 local staff																								
(3) effective application of local consultants.																								
12. EXPENDITURE	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Total</td> <td>491,070 (¥'000)</td> </tr> <tr> <td>Contracted</td> <td>447,098</td> </tr> </table>	Total	491,070 (¥'000)	Contracted	447,098	3. PRINCIPAL SOURCE OF INFORMATION		①②																
Total	491,070 (¥'000)																							
Contracted	447,098																							

和名 バンコク市都市廃棄物整備計画

(M/P+F/S)



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

Compiled Mar.1986  
Revised Mar.1993

ASE THA/S 201B/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Thailand	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 Road Development in the Northern Region		17 changwats of the Northern Regions (170,000 sq.km)					
3.SECTOR Transportation/Fish Processing		2.PROJECT COST (US\$1,000)		Local Cost		(Description) 1983 - 1986 D/D completed by DOH Sep. 1983 OECF loan agreement (5,770 million yen) Jan. 1986 Construction started Aug. 1988 Construction completed  (FY 1991 Overseas Survey) The construction was financed by OECF, IBRD and Thai Government.  (FY 1992 Overseas Survey) The construction was completed in December 1991. 3,241 million yen was appropriated for the project from the OECF loan. For the project, OECF loan (491.33 million bahts), World Bank loan (40 million bahts) and DOH budget (89.20 million bahts) were appropriated.	
4.REFERENCE NO.		M/P 1) 36,500		Foreign Cost			
5.TYPE OF STUDY		F/S 1) 58,913		44,822			
6.COUNTERPART AGENCY		2) 2)		14,091			
7.OBJECTIVES OF STUDY Formulation of a master plan for highway development and feasibility analysis of priority road sections (new construction and improvement)		3.CONTENTS OF MAJOR PROJECT(S) <M/P> The study selected priority road sections by taking into account development potentials by area. 44 links (total length 1,200km) were selected for improvement or for new construction. A pre-feasibility study was undertaken on 31 links (860km) which were considered for short- and medium term implementation and narrowed down to 16 links (410km) for the subsequent feasibility study.  <F/S> The feasibility study was undertaken on 14 links(417.2km) requested by DOH. The analysis indicated the following 12 links (393.8km) as feasible. 11 links(F4 standard) Total 378.1km: 1)Khanu Woralaksa Buri - Kao Liao - Rt. 117 46.0km; 2)B. Wang Chik - Rt.117(B. Pa Daeng) 13.0km; 3)B. Wang Tham - B. Tha Makham 8.3km; 4)B. Kiu Phrao - B. Kaen Tai 55.0km; 5)Rt. 115(B. Thung Maha Chai) - B. Nonq Takhian 53.5km; 6)B. Thung Nqiu - B. Chomphu 47.8km; 7)A. Wang Chin - Thoen 54.0km; 8)B. Nonq Khanak - B. Wang Pong 21.0km; 9)B. Rong Sua Ten - B. Huai Khom 13.2km; 10)A Phrom Phiram - Rt.11(B. Nonq Makhang) 14.4km; 11)Rt.12(Muang Kao, Sukhothai) - Si Satchanarai 51.9km 1 link (F5 standard):A. Wat Bot - B. Nakhom 15.7km.					
8.DATE OF S/W		Dec.1979		Imp. Period:			
9.CONSULTANT(S) Nippon Koei Co., Ltd. Katahira & Engineers International		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes			
10.STUDY TEAM		No. of Members 12		EIRR1) FIRR1)			
Period Jun.1980-Mar.1982 (0 months)		Total M/M		EIRR2) FIRR2)			
		Japan		EIRR3) FIRR3)			
		Field					
		140.33					
		16.03					
		124.30					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY Agricultural data collection		Conditions and Development Impacts: <Conditions><F/S> 1) The Northern Region has limited availability of arable land because of difficult topography and has been underdeveloped. The proposed project will provide transport infrastructure and stimulate productive activities; 2) In order to establish a framework of balanced regional growth through better inter-regional communication, the study formulated a optimum plan to strengthen the road network, and proposed priority short- and medium-term routes. <Development impacts><M/P,F/S> 1) The project will stimulate the regional stagnation caused by the shortage of productive land and low income by providing better transport infrastructure; 2) The project will contribute to the productivity improvement and diversification of agricultural production.; 3) The road density of the Northern Region is lower than elsewhere, and the project will promote better communication. Five sections with higher EIRRs are a)28.5,b)22.5,c)20.6,d)20.3,e)20.2(%)				2.MAJOR REASONS FOR PRESENT STATUS 1) Large impact: substantial contribution to the alleviation of regional disparities which was one of the major objectives of the 4th and 5th development plans. 2) Linkage with other projects: the proposed priority links were consistent with other priority road development projects. 3) Consistency with government policy: the Government of Thailand has been emphasizing public investments in the operation and maintenance of the existing roads, and the projects proposed by the study were consistent with	
12.EXPENDITURE		5.TECHNICAL TRANSFER				3.PRINCIPAL SOURCE OF INFORMATION	
Total		1) OJT for the counterparts on the method of selecting priority road sections				①②③④	
Contracted		2) Participation of 1 counterparts in the JIRA training program					

和名 北部地方道路網整備計画

(M/P+F/S)

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

ASE THA/A 201B/82

Compiled Mar.1990  
Revised Mar.1994

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																											
1.COUNTRY	Thailand	1.SITE OR AREA		2 places in each part of north, central, northeast, south, totaling 8 places.<M/P> In the districts of north, central, northeast, south, where four proposed cooperatives as model agricultural cooperative are located.<F/S>		1.PRESENT STATUS		<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled																									
2.NAME OF STUDY		2.PROJECT COST		3.CONTENT(S) OF MAJOR PROJECT(S)		(Description) <M/P> A Feasibility study was subsequently undertaken. 1. Thai Government requested Japanese Government for cooperation on the establishment of model agricultural cooperatives based on the final master plan report of Feb.1981. 2. An S/W mission was sent to Thailand on an F/S in July 1981. After the S/W was concluded and the study was conducted from July to Sept. 3. The final report of F/S was submitted in Mar.1982, and Japanese experts were assigned for one year and a half from Dec. 1982. The project-type technical cooperation (5 years) began in July 1984.  <F/S> The proposals of the study was implemented with the Japanese technical cooperation and grant aid. 1. Thai Government requested Japanese Government for a project-type technical cooperation and grant aid in June 1983. 2. R/D for technical cooperation was concluded in July 1984, and the five-year project began. The project was completed in July 1989, but extended for two years for the follow-up cooperation. 3. In 1985, the Agricultural Cooperative Training Center of Northeast Thailand was established by the Japanese grant (598 million yen).  Investment Cost (thousand Baht) <table style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;">JICA</td> <td style="text-align: center;">RTG</td> <td style="text-align: center;">Total</td> </tr> <tr> <td>May -Nov.87</td> <td style="text-align: center;">3,711</td> <td style="text-align: center;">---</td> <td style="text-align: center;">3,711</td> </tr> <tr> <td>Jan.-Jun.87</td> <td style="text-align: center;">4,489</td> <td style="text-align: center;">175</td> <td style="text-align: center;">4,664</td> </tr> <tr> <td>FY 87, 88</td> <td style="text-align: center;">4,000</td> <td style="text-align: center;">233</td> <td style="text-align: center;">4,233</td> </tr> <tr> <td>FY 89</td> <td style="text-align: center;">4,000</td> <td style="text-align: center;">200</td> <td style="text-align: center;">4,200</td> </tr> <tr> <td>Total</td> <td style="text-align: center;">16,000</td> <td style="text-align: center;">608</td> <td style="text-align: center;">16,608</td> </tr> </table> Thai side appreciate the model project of the agricultural cooperative development.					JICA	RTG	Total	May -Nov.87	3,711	---	3,711	Jan.-Jun.87	4,489	175	4,664	FY 87, 88	4,000	233	4,233	FY 89	4,000	200	4,200	Total	16,000	608	16,608
	JICA	RTG	Total																														
May -Nov.87	3,711	---	3,711																														
Jan.-Jun.87	4,489	175	4,664																														
FY 87, 88	4,000	233	4,233																														
FY 89	4,000	200	4,200																														
Total	16,000	608	16,608																														
3.SECTOR		2) (US\$1,000)		<M/P> We pointed realities and problems of organization, operations and management of agricultural cooperative of Thailand, and proposed basic idea for their improvement, based on case studies in each area. 1. Basic idea to strengthen the function of agricultural cooperative four strategic targets, strengthening of member's organization base, promotion of regional agriculture by conducting guidance of agriculture management, expansion of sales and purchase abiding by fair rule, realization of comprehensive agricultural financial system, are shown, and "total system" to facilitate all of them in a comprehensive way was proposed.  2. Establishment of Agricultural Cooperative  <F/S> 1. Projects to nurture agricultural cooperative 2. Establishment of consultant units and traveling guidance 3. Strengthening of training by agricultural cooperative training centers 4. Improvement of facilities of agricultural cooperative 5. Comprehensive financial measures																													
4.REFERENCE NO.		3) (US\$1=23Bahts)																															
5.TYPE OF STUDY		M/P+F/S																															
6.COUNTERPART AGENCY		Imp. Period:		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes		EIRR1) FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)																									
7.OBJECTIVES OF STUDY		10.STUDY TEAM		Conditions and Development Impacts:		2.MAJOR REASONS FOR PRESENT STATUS																											
To raise the agricultural production of cooperative member farms and to improve their socio-economic well-being.		No.of Members    6 Period    May.1980~Feb.1982 (23 months)		<M/P>1. We proposed that establishment of model Agricultural Cooperative should be chosen taking into consideration the difference of regional character and basic condition of each area. 2. Development effect of promoting agricultural cooperative is expected by planning of agricultural cooperative promotion, guidance to implement the plan, and dissemination of the fruits of model agricultural cooperative to neighboring cooperatives. <F/S>Conditions: 1. Establishment of promoting system in CPD. 2. Guidance of agricultural management and strengthening of sales activities. 3. Financial back up by the government 4. Cooperation with ACFT and CLT Development Impacts: 1. Improvement of management by agricultural cooperatives 2. Increase of employment opportunities, Increase of income, Decreasing the difference of income.																													
8.DATE OF S/W		9.CONULTANT(S)		5. TECHNICAL TRANSFER		3.PRINCIPAL SOURCE OF INFORMATION ①②																											
Jul.1981		The Institute for the Development of Agricultural		- Transfer of research method during the period of F/S. - Discussion and cooperative operation in writing a report    accepting two trainees.																													
12.EXPENDITURE		11.ASSOCIATED AND/OR SUBCONTRACTED STUDY																															
Total																																	
Contracted																																	

和名 農業協同組合組織育成計画

[M/P+F/S]

# PROJECT SUMMARY (F/S)

Compiled Mar.1986  
Revised Mar.1993

ASE THA/S 308/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1.COUNTRY	Thailand	1.SITE OR AREA		Northern area of Bangkok		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	Rama VI Bridge Construction Project	2.PROJECT COST						Total Cost
3.SECTOR	Transportation/Fish Processing			(US\$1,000)	1)	34,000	19,100	14,900
4.REFERENCE NO.				(US\$1=230Yen)	2)			
5.TYPE OF STUDY	F/S			3)				
6.COUNTERPART AGENCY	Public Works Dept. (PWD), Ministry of Interior	3.CONTENTS OF MAJOR PROJECT(S)		1) New Highway Bridge Main Bridge: total length 290m, width 29.1m (6 Lanes+pedestrian), 85m+120m+85m-290m long (3 spans) (Freyssinet cantilever erection method) Approach Bridge: width 23.3m (6 Lanes), total length 650m 2) New Railway Bridge width 12.5m total length 71.9m (dual track) (3 span continuous prestressed concrete girder) 3) New Roads width 9.4m - 5.7m, total length 3,900m 4) Other structures Riverfront, side ditch, drainage network, pump station, utilities, electricity, water and telecom (Total 5,700m), parking spaces, park, landscaping, pedestrian bridges, signal, etc.		(Description) Sep. 1983 OECF (10th) E/S loan agreement (170 million yen) Aug. 1986 D/D on New Rama IV Bridge completed Sep. 1987 OECF (13th) loan agreement on the new bridge (5,599 million yen) Dec. 1988 PQ for construction completed Jun. 1989 Tender for construction closed Nov. 1989 construction contract completed Jan. 1990 Notice to proceed received by the contractor Sep. 1992 Construction to be completed  Up to now 70 percent of the work completed. Construction and construction supervision are in progress satisfactorily and smoothly.  (FY 1992 Overseas Survey) The project is included in the 5th and 6th National Social and Economic Development Plan.		
7.OBJECTIVES OF STUDY	Alleviation of traffic congestion in Bangkok, with the bridge serving to complete the middle ring road	8.DATE OF S/W						Mar.1981
9.CONSULTANT(S)	Chiyoda Engineering Consultants Co., Ltd. Japan Overseas Consultants Co., Ltd.	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 20.30	FIRR1)	2.MAJOR REASONS FOR PRESENT STATUS 1) Large impact: stimulation of the regional economy by the alleviation of congestion and the reduction of travel time 2) High priority: the completion of the Middle Ring Road ensures the balanced growth of the metropolitan area of Bangkok. 3) Administrative expertise: PWD has experiences in bridge construction (already constructed 5 bridges across Chao Phraya River)	
10.STUDY TEAM	No. of Members 12 Period Jun.1981-Mar.1982 (10 months)	Conditions and Development Impacts:		Conditions: 1) Traffic volume projections for 1985, 1990 and 2000 2) Standard running speed of cars at 50km/hour 3) Traffic volumes of passengers and goods are projected on the basis of the O/D survey. Development impacts: 1) Alleviation of traffic congestions in Bangkok and its adjacent areas 2) Industrial and residential development of the area along the Middle Ring Road because of an expansion of the traffic capacity of the road		EIRR2) EIRR3)		
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Traffic survey, topographic survey and geological survey	5. TECHNICAL TRANSFER		1) OJT 2) Participation of counterparts in the JICA program. 3) Employment of local consultants		3.PRINCIPAL SOURCE OF INFORMATION ①②③④		
12.EXPENDITURE	Total 124,023 (¥000) Contracted 116,682							

和名 チャオピア河架橋計画 (ラマ六世橋建設計画)

(F/S,D/D)

# PROJECT SUMMARY (F/S)

Compiled Mar.1986  
Revised Mar.1994

ASE THA/S 309/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1.COUNTRY	Thailand	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		East Coast Region (Changwats Rayong and Chon Buri)						
East Coast Water Resources Development Project		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost		
		(US\$1,000)	1)	242,000	103,870	137,700		
		(US\$1=230Yen=23B)	2)					
			3)					
3.SECTOR		3.CONTENTES OF MAJOR PROJECT(S)				(Description) Jul.1982 OECF loan agreement on the pipeline (6,570 million yen) Jul.1982 OECF loan agreement on E/S of Nonq Pla Lai Dam (320 million yen) Sep.1982 D/D completed Jun.1984 Construction completed Sep.1988 OECF loan agreement on the dam(4,357 million yen) Sep.1989 OECF loan agreement on construction of Mab Ta Phud - Sattahip Pipeline (1,750 million yen) Dec.1990 Construction of the pipeline (Mab Ta Phud - Sattahip) is under implementation  (FY 1991 Overseas Survey) The construction is under implementation from 1989 to 1993 .  (FY 1993 Overseas Survey) No additional information		
Social Infrastructures/Water Resource Development		1. Nonq Pla Lai Sub-project						
4.REFERENCE NO.		a. Reservoir and dam:						
5.TYPE OF STUDY		Catchment Area 426 sq.m, Gross reservoir storage 200,700,000 sq.m; Dam type-Earth fill type with cut-off trench, Crest elevation EL. 49.0 m, Max. dam height 31.0 m, Crest length 4,000m						
6.COUNTERPART AGENCY		b. Water transmission system:						
Royal Irrigation Department		Supply to Mab Ta Pud: Design discharge 3.63 cu.m/s, Total length 27.6 km Supply to Sattahip from Mab TA Pud: Design discharge 1.09 cu.m/s, Total length 21.9 km Supply to Laem Chabang: Design discharge 1.01 cu.m/s, Total length 53.0 km						
7.OBJECTIVES OF STUDY		c. Irrigation and drainage system						
Water Resources Development covering Rayong, Nong Pla Lai, Chon Buri Changwats		Irrigation area 3,650 ha, Irrigation canal: Main length 46.2 km, Lateral length 20 km Drainage area: Inside the project area 21.3 sq.m, Outside the project area 14.9 sq.m; Drainage length 6.5 km						
8.DATE OF S/W		2. Ban Bung Sub-project						
Dec.1980		Reservoir and dam: Catchment area 53 sq.m, Gross reservoir storage 21,900,000 cu.m; Dam type-Earth fill type with cut-off trench, Crest elevation EL. 86.3 m, Max. dam height 21.5 m, Crest length 2,800 m						
9.CONULTANT(S)		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility:	EIRR1)	10.50	FIRR1)	4.90
CTI Engineering Co., Ltd. Sanyu Consultants Inc. Nomura Research Institute		Yes		EIRR2)	8.20	FIRR2)	1.80	
				EIRR3)		FIRR3)		
10.STUDY TEAM		Conditions and Development Impacts: Conditions: The proposed industrial development project in the east coast region be progressed as originally scheduled.  Development Impacts: 1. Direct impacts a. Municipal and industrial water consumption; b. Production of paddy and groundnuts; and c. Flood control 2. Indirect impacts a. Promotion of industrial development (gas separation & petrochemical plant, soda ash plant, chemical fertilizer plant, sponge iron plant, industrial estate, deep sea port, etc.); b. Improvement of living standard and c. Land enhancement by flood control  Notes: Above EIRRs and FIRR are for 1) Nonq Pla Lai Sub-project and 2) Ban Bung Sub-project. The respective EIRRs of the sectors are: 1. Nonq Pla Lai Sub-project: Industrial and municipal water-10.4%, Irrigation-12.1%, and Flood control-3.5%; 2. Ban Bung Sub-project: Industrial and municipal water-8.3%, and Flood control-2.9%.						
No.of Members 11								
Period Feb.1981-Mar.1982(13 months)								
Total M/M		Japan		Field				
61.79		26.54		35.25				
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER						
Geological survey		Acceptance of Trainees: for about three months, four trainees despatched from the Government of Thailand pursued the study and training mainly field survey of water supply systems. In the long view, it is considered profitable to the trainees.						
12.EXPENDITURE		2.MAJOR REASONS FOR PRESENT STATUS						
Total		165,176 (¥'000)		(1) High degree of priority: The industrialization of the east coast region was the No.1 priority project of the Government of Thailand. (2) RID was directly commissioned by the Prime Minister to push forward the project.				
Contracted		149,826		3.PRINCIPAL SOURCE OF INFORMATION				
				①②④				

和名 東部水資源開発計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

ASE THA/A 305/82

Compiled Mar.1990  
Revised Mar.1994

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT																						
1.COUNTRY	Thailand	1.SITE OR AREA	Phetchaburi River Basin, area : 52,600 ha, population: 192,000		1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input checked="" type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled																					
2.NAME OF STUDY	Phetchaburi-Kaeng Krachan Irrigated Agriculture Development Project	2.PROJECT COST	Total Cost	Local Cost			Foreign Cost																				
3.SECTOR	Agriculture/General		(US\$1,000)	1)	233,865	163,396	70,469																				
4.REFERENCE NO.			2)																								
5.TYPE OF STUDY	F/S		3)																								
6.COUNTERPART AGENCY	RID (Royal Irrigation Department), Ministry of Agriculture and Cooperatives	3.CONTENTS OF MAJOR PROJECT(S)	Development of irrigation agriculture centering on improvement of irrigation canal for Phetchaburi irrigated area of 45,000ha and new development of 7,100ha, and terminal facilities.  The Project aims to increase agriculture production in the project area with improvement and for readjustment of irrigation and drainage system in proper combination with existing facilities, those are Pechi Head Works and the Irrigation System constructed in 1950, Kan-Kra thanq Reservoir constructed in 1966 and the sea dike.  <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">Irrigation System</td> <td style="width: 50%;">Farm Land</td> </tr> <tr> <td>new canal : 120 km</td> <td>land consolidation : 52600 ha</td> </tr> <tr> <td>canal lining : 167 km</td> <td></td> </tr> <tr> <td>canal improvement : 128 km</td> <td></td> </tr> </table>				Irrigation System	Farm Land	new canal : 120 km	land consolidation : 52600 ha	canal lining : 167 km		canal improvement : 128 km		(Description) The proposed project has been suspended because of the change in Thai Government policy on farmland consolidation.  (FY 1991 Overseas Survey) No additional information.  (FY 1993 Overseas Survey) Due to the changes in development policy of the Thai Government and difficulty in financial arrangement, implementation of the project is suspended. There is no possibility of the project to be implemented.												
Irrigation System	Farm Land																										
new canal : 120 km	land consolidation : 52600 ha																										
canal lining : 167 km																											
canal improvement : 128 km																											
7.OBJECTIVES OF STUDY	Feasibility study for irrigation and drainage system improvement and promotion of land consolidation	8.DATE OF S/W	.0	Imp. Period:	.1987-.1998																						
9.CONSULTANT(S)	Sanyu Consultants Inc.	4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1)	26.00	FIRR1)																					
10.STUDY TEAM	No.of Members 11 Period Nov.1980-Mar.1982(17 months)	Conditions and Development Impacts: - The increase of paddy production by 98,000t annually - Introduction of improved seeds to 48,700ha paddy - Expansion of cultivation in dry season - Total agriculture production and I.R.R. are estimated as:  <table style="width: 100%; border: none;"> <tr> <td>Total Project Cost</td> <td colspan="3">: 22200 Million Yen (us\$=230Yen)</td> </tr> <tr> <td>Increment of Production</td> <td colspan="3">: 584 Million Bahts</td> </tr> <tr> <td>Total Production</td> <td>: paddy rice</td> <td>240</td> <td>mung bean 7</td> </tr> <tr> <td>( x 10<sup>3</sup> ton)</td> <td>fruit</td> <td>16</td> <td>vegetable 48</td> </tr> <tr> <td>Estimated IRR</td> <td colspan="3">: 24%</td> </tr> </table>				Total Project Cost	: 22200 Million Yen (us\$=230Yen)			Increment of Production	: 584 Million Bahts			Total Production	: paddy rice	240	mung bean 7	( x 10 <sup>3</sup> ton)	fruit	16	vegetable 48	Estimated IRR	: 24%				
Total Project Cost	: 22200 Million Yen (us\$=230Yen)																										
Increment of Production	: 584 Million Bahts																										
Total Production	: paddy rice	240	mung bean 7																								
( x 10 <sup>3</sup> ton)	fruit	16	vegetable 48																								
Estimated IRR	: 24%																										
						2.MAJOR REASONS FOR PRESENT STATUS																					
						The Thai government intends that farmland consolidation and agriculture infrastructure improvement to be undertaken by private sectors instead of the government. Besides this case, projects of farmland consolidation and agriculture infrastructure improvement are executed by organizations of farmers financed by private banks.																					
						3.PRINCIPAL SOURCE OF INFORMATION																					
						①②																					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER	Training to engineers																								
12.EXPENDITURE																											
	Total	201,291 (¥000)																									
	Contracted	167,094																									

和名 ベチャブリかんがい農業開発計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

Compiled Mar.1990  
Revised Mar.1994

ASE THA/A 306/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT			
1.COUNTRY	Thailand	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	Mae Kuang Irrigated Agriculture Development Project	Chieng Mai and Lamphoon Provinces							
3.SECTOR	Agriculture/General	2.PROJECT COST		Total Cost	Local Cost	(Description) The project is under implementation in three stages with the OECF loans. Detailed Design: Jul. 1982 OECF loan agreement signed for E/S (940 million yen), of which 190 million used for the project. D/D undertaken by Sanyu Consultants, Inc. First Stage Construction: Sep. 1984 OECF loan agreement signed (2,300 million yen) Left saddle dam constructed. Construction was under direct management of RID and supervised by Sanyu Consultants, Inc. Second Stage Construction: Oct. 1985 OECF loan agreement signed (9,197 million yen) Main and Right saddle dam constructed. Construction undertaken by a Chinese company, supervised by Nippon Koei Co., Inc. Third Stage Construction: Sep. 1987 OECF loan agreement signed (2,805 million yen) Main and tributary canals have been under construction by an Italian company with supervision by Sanyu Consultants.  (FY1993 Overseas Survey) Construction work has completed.			
4.REFERENCE NO.		(US\$1,000)	1)	204,400	126,600			77,800	
5.TYPE OF STUDY	F/S		2)	223,600	138,700			84,900	
6.COUNTERPART AGENCY	RID (Royal Irrigation Department), Ministry of Agriculture and Cooperatives	3.CONTENT'S OF MAJOR PROJECT(S)							
7.OBJECTIVES OF STUDY		1. The dimension of dam		Crest elevation (m)	Embankment volume (MCM)	Dam height (m)	Dam length (m)		
8.DATE OF S/W	Dec.1980	Imp. Period: Jan.1976-Sep.1988							
9.CONSULTANT(S)	Sanyu Consultants Inc. Taiyo Consultants Co., Ltd.	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 17.70	FIRR1)	2.MAJOR REASONS FOR PRESENT STATUS		
10.STUDY TEAM	No.of Members 14 Period Feb.1981-Feb.1982(13 months)	Conditions and Development Impacts: Conditions: 1. Economic cost: Baht 2,521.4 million (1980 price) 2. Maintenance cost: Baht 17.4 million/year (after 1991)							
	Total M/M      Japan      Field	Development impacts						3.PRINCIPAL SOURCE OF INFORMATION	
	57.09      21.57      35.32	1. The increase of agricultural productivity 2. The increase in employment opportunities for some 14,300 farm families. 3. Flood control: annual average flood damage reduced by 38% 4. The increase in farmer's income: can reserve about Baht 13,700 as net profit.							
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER							
12.EXPENDITURE		1.Acceptance of one trainee 2.Several seminars held in RID during the period of the survey							
	Total	193,441 (¥'000)							
	Contracted	165,175							

和名 メイクワンかんがい農業開発計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

Compiled Mar.1990  
Revised Mar.1994

ASE THA/A 307/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																																				
1.COUNTRY	Thailand	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		Upper Pasak river basin under PHETCHABUN Province (about 330km north from Bangkok)																																								
Upper Pasak Medium Scale Irrigation Project		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost																																				
		(US\$1,000)		1) 195,000	107,000	88,000																																				
		US\$1=23B		2)																																						
3.SECTOR		3.CONTENTES OF MAJOR PROJECT(S)				(Description) The Royal Irrigation Development has been implementing the project with its own funds based on the results of the JICA Study. (FY 1991 Overseas Survey) D/D Period : 1986-1992 Consultant's country : Thai Source of finance : Thai Construction Period : 1988-1996 Country of main contractors: Thai (FY 1993 Overseas Survey) F/S review and D/D were conducted by government budget (180 million Bhat) in 1988 and sam construction in Fai Khon Ken and Khulong Charian Rab project sites was initiated by government budget. In Fai Khon Ken, the construction was initiated in 1990 and is to be completed in 1995 and total project cost is 500 million Bhat. In Khulong Charian Rab, the construction was initiated in 1993 and to be completed in 1996 and the total project cost is 146 million Bhat.																																				
Agriculture/General		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Sub-Project</th> <th>Huai Saduang Yai</th> <th>Huai Khon Kaen</th> <th>Huai Yai K.Chalianq</th> <th>Lab</th> </tr> </thead> <tbody> <tr> <td>1.Irrigation Area(ha)</td> <td style="text-align: center;">5,400</td> <td style="text-align: center;">5,100</td> <td style="text-align: center;">1,800</td> <td style="text-align: center;">1,200</td> </tr> <tr> <td>2.Dam 1)Type</td> <td style="text-align: center;">Earthfil</td> <td style="text-align: center;">Earthfil</td> <td style="text-align: center;">Earthfil</td> <td style="text-align: center;">Earthfil</td> </tr> <tr> <td>2)Height(m)</td> <td style="text-align: center;">38</td> <td style="text-align: center;">57</td> <td style="text-align: center;">38</td> <td style="text-align: center;">35.3</td> </tr> <tr> <td>3)Crest Length(m)</td> <td style="text-align: center;">467</td> <td style="text-align: center;">950</td> <td style="text-align: center;">816</td> <td style="text-align: center;">1,259</td> </tr> <tr> <td>3.Irrigation Canal(km)</td> <td style="text-align: center;">-</td> <td style="text-align: center;">165.2</td> <td style="text-align: center;">26.6</td> <td style="text-align: center;">21.2</td> </tr> <tr> <td>4.Drainage Canal</td> <td style="text-align: center;">-</td> <td style="text-align: center;">72.3</td> <td style="text-align: center;">36.7</td> <td style="text-align: center;">20.0</td> </tr> </tbody> </table>						Sub-Project	Huai Saduang Yai	Huai Khon Kaen	Huai Yai K.Chalianq	Lab	1.Irrigation Area(ha)	5,400	5,100	1,800	1,200	2.Dam 1)Type	Earthfil	Earthfil	Earthfil	Earthfil	2)Height(m)	38	57	38	35.3	3)Crest Length(m)	467	950	816	1,259	3.Irrigation Canal(km)	-	165.2	26.6	21.2	4.Drainage Canal	-	72.3	36.7	20.0
Sub-Project	Huai Saduang Yai	Huai Khon Kaen	Huai Yai K.Chalianq	Lab																																						
1.Irrigation Area(ha)	5,400	5,100	1,800	1,200																																						
2.Dam 1)Type	Earthfil	Earthfil	Earthfil	Earthfil																																						
2)Height(m)	38	57	38	35.3																																						
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3.Irrigation Canal(km)	-	165.2	26.6	21.2																																						
4.Drainage Canal	-	72.3	36.7	20.0																																						
4.REFERENCE NO.		* Below implementation period is 10 years.																																								
5.TYPE OF STUDY																																										
F/S																																										
6.COUNTERPART AGENCY																																										
Royal Irrigation Department, Ministry of Agriculture and Cooperatives																																										
7.OBJECTIVES OF STUDY																																										
Feasibility Study																																										
-to identify the order of priority																																										
-to formulate an irrigated agricultural development project and identify the feasibility of the project																																										
8.DATE OF S/W		Imp. Period:																																								
Apr.1981																																										
9.CONSULTANT(S)		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 13.90	FIRR1)																																				
Nippon Koei Co., Ltd. Chuo Kaihatsu International Corp.				EIRR2)	FIRR2)	FIRR3)																																				
				EIRR3)	FIRR3)																																					
10.STUDY TEAM		Conditions and Development Impacts: Condition: Agricultural benefit is estimated as a difference of both benefits accrued under with and without conditions. In addition, irrigation water supply to lower basin and drinking water supply to the Lam Sak municipality are assessed as a direct benefit from the project. Development Impacts: 1) Increase of agricultural production 2) Rasing of the living standard of the regional inhabitants 3) Supplemental water supply to urban area																																								
No.of Members 34																																										
Period Aug.1981-Mar.1983(20 months)																																										
Total M/M		Japan		Field																																						
72.48		21.06		51.42																																						
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER																																								
		To undertake on-the-job training of the government's officials in the course of the survey and study.																																								
12.EXPENDITURE		3.PRINCIPAL SOURCE OF INFORMATION																																								
Total 188,810 (¥000)		①②③																																								
Contracted 175,942																																										

和名 パサック河上流中規模灌漑計画

(F/S,D/D)

# PROJECT SUMMARY (D/D)

Compiled Mar.1988  
Revised Mar.1994

ASE THA/S 403/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Thailand	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		The Rama VI bridge and neighboring areas, northern Bangkok					
Rama VI Bridge Rehabilitation Project		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost	
		(US\$1,000)	1)	1,353	1,353		
		(US\$1=26 Bahts)	2)	142			
			3)				
3.SECTOR		3.CONTENTES OF MAJOR PROJECT(S)				(Description) Short-term plan * Completed with domestic funds --- the purpose of the project was tentatively attained. * Repair work on bridge piers and shoe resetting were implemented and the restriction on train speed lifted.  Long-term plan * Double-tracking has not yet started due to its relation with a new road bridge. However, it seems that the State Railway of Thailand has started to make budgetary arrangements to repair the Rama VI Bridge and double-track it, in order to implement the double-tracking after construction of the New Rama Bridge that is now under way.  (FY1993 Overseas Survey) Double - Tracking is scheduled to start soon after the approval of budget. It will cost 44 million baht. Construction period will be from Feb.94 to Aug.95.	
Transportation/Railway		(1) Survey to confirm present status riverbed scouring; Geological survey; Vibration survey					
4.REFERENCE NO.		(2) Analysis of causes of deformation					
5.TYPE OF STUDY		(3) Study on repair policies ; (4) Basic design					
D/D		(5) Study on construction methods					
6.COUNTERPART AGENCY		(6) Approximate calculation of costs					
State Railway of Thailand		(7) Detailed design					
7.OBJECTIVES OF STUDY		(8) Preparation of calculation sheets for work execution					
D/D and cost estimation, etc., for preparing bidding documents on the rehabilitaion of the Rama VI bridge, which was in danger of collapse		(9) Cost estimation					
		(10) Preparation of specifications					
		* cost 1) above is for bridge piers and cost 2) for shoe resetting					
		** Implementation periods below are 1) for 10 months and 2) for 3 months.					
8.DATE OF S/W		Imp. Period:					
Mar.1981		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)	
9.CONSULTANT(S)		Conditions and Development Impacts:					
Japan Railway Technical Service		In the short term, the current restrictions on large rolling stock and train speed are to be continued.					
		In the long term, such measures as the repairing of bridge piers and shoe resetting are to be implemented.					
10.STUDY TEAM							
No.of Members    18							
Period    Jan.1982-Dec.1982 (11 months)							
		Total M/M	Japan	Field			
		46.54	35.50	11.04			
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER					
-Survey by divers -Vibration survey -Excavation survey on bridge piers		1) OJT and JICA training program for counterparts 2) Employment of local consultants					
12.EXPENDITURE						2.MAJOR REASONS FOR PRESENT STATUS	
Total		87,560 (¥'000)					
Contracted		81,093					
						3.PRINCIPAL SOURCE OF INFORMATION	
						①②	

和名 ラマ 6 世橋梁修復計画

(F/S,D/D)



# PROJECT SUMMARY (D/D)

Compiled Mar.1990  
Revised Mar.1992

ASE THA/S 404/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Thailand	1.SITE OR AREA		Eastern Coastal Zone of Thailand between Dok Krai and Mab Ta Pud		1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY		2.PROJECT COST					
Dok Krai - Mad Ta Pud Water Pipe Line Project in the East Coast Area				Total Cost	Local Cost	Foreign Cost	(Description) Date of completion of detail design : Sep.1982 Date of conclusion of L/A of the requested loan granted by the Japanese Government (320 million yen): Jul. 1982 Date of completion : Jun. 1984 Date of commencement of service : Sep. 1983  (FY 1991 Overseas Survey) No additional information.
3.SECTOR				1) 39,214	13,026	26,188	
Social Infrastructures/Water Resource Development				2)			
4.REFERENCE NO.				3)			
5.TYPE OF STUDY		D/D		3.CONTENTS OF MAJOR PROJECT(S)			
6.COUNTERPART AGENCY		Royal Irrigation Department (RID)		Nong Pla Lai Dam: 200MCM Pipeline: 27.6 km Irrigation Water Drainage system: 3,650 ha			
7.OBJECTIVES OF STUDY		Executive design for construction of pipeline between Dok Krai reservoir and Mab Ta Pud					
8.DATE OF S/W		Oct.1980		Imp. Period: Mar.1983-Aug.1984			
9.CONSULTANT(S)		CTI Engineering Co., Ltd. Sanyu Consultants Inc. Nihon Suido Consultants Co., Ltd.		4.FEASIBILITY AND ITS ASSUMPTIONS			
10.STUDY TEAM		No.of Members 22 Period Nov.1981-Aug.1982 (10 months)		Feasibility: Yes		EIRR1) 11.20 FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)	
		Total M/M      Japan      Field 87.00      39.00      48.00		Conditions and Development Impacts: After deducting tax, insurance subsidy and indemnity from the construction cost reckoned on the preliminary design as the basis.  Regional development of the eastern coastal zone is anticipated by the supply of municipal, industrial and irrigation water.		2.MAJOR REASONS FOR PRESENT STATUS	
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		Survey Geological Survey		5.technical transfer		(1) High degree of priority: The industrialization of the east coast region was the No.1 priority project of the Government of Thailand (2) RID was directly commissioned by the Prime Minister to pushing forward of the project.	
12.EXPENDITURE		Total 223,594 (¥000) Contracted 206,221		OJT and JICA training program for counterparts		3.PRINCIPAL SOURCE OF INFORMATION	
						①②③	

和名 東部海岸パイプライン建設実施設計

(F/S,D/D)

## PROJECT SUMMARY (Basic Study)

Compiled Mar.1990  
Revised Mar.1992

ASE THA/S 501/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS								
1.COUNTRY	Thailand	1.SITE OR AREA	Two camps for Laotian refugees in the northeastern part of Thailand		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued							
2.NAME OF STUDY	Water Supply Project to Laotian Displaced Persons:Nakhon Phanom Camp and Pak Chom Camp	2.PROJECT COST			Total Cost    Local Cost    Foreign Cost		(Description) After the completion of the study, the proposed tube wells were constructed by the Japanese grant aid.						
3.SECTOR	Social Infrastructures/Water Resource Development	(US\$1,000)	1) 2)										
4.REFERENCE NO.		3.CONTENTES OF MAJOR PROJECT(S)											
5.TYPE OF STUDY	Basic Study	1st phase study: Underground water survey at Nakhon Phanom Camp (test boring at 4 sites and identification of 2 sites for tube wells)  2nd phase study: Underground water survey at Pak Chom Camp (test boring at 4 sites and identification of 2 sites for tube wells)											
6.COUNTERPART AGENCY	Ministry of Interior												
7.OBJECTIVES OF STUDY	Survey of underground water resources	4.CONDITIONS AND DEVELOPMENT IMPACTS											
8.DATE OF S/W	.0	The project will supply potable water for Laotian refugees (20,000 persons at Nakhon Phanom and 50,000 persons at Pak Chom).			2.MAJOR REASONS FOR PRESENT STATUS								
9.CONSULTANT(S)	Japan Engineering Consultants Co., Ltd.												
10.STUDY TEAM	No.of Members    8 Period Feb.1982-Nov.1982 (10 months)	5.TECHNICAL TRANSFER			3.PRINCIPAL SOURCE OF INFORMATION								
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Total M/M</td> <td style="width: 15%;">Japan</td> <td style="width: 15%;">Field</td> </tr> <tr> <td style="text-align: center;">36.66</td> <td style="text-align: center;">2.96</td> <td style="text-align: center;">33.70</td> </tr> </table>		Total M/M	Japan	Field	36.66	2.96		33.70				①	
Total M/M	Japan	Field											
36.66	2.96	33.70											
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY													
12.EXPENDITURE													
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Total</td> <td style="width: 15%;">100,465 (¥'000)</td> </tr> <tr> <td>Contracted</td> <td style="text-align: center;">98,916</td> </tr> </table>		Total	100,465 (¥'000)	Contracted	98,916								
Total	100,465 (¥'000)												
Contracted	98,916												

和名 ラオス難民生活用水供給計画

(M/P,Basic Study,Other)

# PROJECT SUMMARY (M/P)

ASE THA/S 102/83

Compiled Mar.1990  
Revised Mar.1994

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS						
1.COUNTRY	Thailand	1.SITE OR AREA	16 changwats of the Northeastern Region (169,000 sq.km)		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued					
2.NAME OF STUDY	Road Development in the Northeastern Region	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) Based on the recommendations of the study, a feasibility study was subsequently undertaken on 15 routes for new construction and improvement (502.1km) and 8 routes for rehabilitation (90km).  (FY1993 Overseas Survey) See the page on its feasibility study.					
3.SECTOR	Transportation/Fish Processing	(US\$1,000)	1) 55,200								
4.REFERENCE NO.		(US\$1=23B)	2)								
5.TYPE OF STUDY	M/P	3.CONTENTS OF MAJOR PROJECT(S)									
6.COUNTERPART AGENCY	Dept. of Highways, Ministry of Communications	The study proposed the following priority projects. - New construction and improvement 18 routes (666.9km) - Rehabilitation 25 routes (468.0km)									
7.OBJECTIVES OF STUDY	Formulation of a master plan for road development in the Northeastern Region	4.CONDITIONS AND DEVELOPMENT IMPACTS									
8.DATE OF S/W	Nov.1981	Development impacts: 1) Narrowing of regional disparities 2) Stimulation of agricultural production 3) Development in poorer areas  Social impacts: 1) Alleviation of social and political isolation 2) Improvement of health services 3) Improvement of education 4) Reduction of income disparities									
9.CONSULTANT(S)	Nippon Koei Co., Ltd. Katahira & Engineers International	10.STUDY TEAM			2.MAJOR REASONS FOR PRESENT STATUS						
		No.of Members 11 Period Mar.1982-Mar.1983(12 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;">79.20</td> <td style="text-align: center;">14.60</td> <td style="text-align: center;">64.60</td> </tr> </table>			Total M/M		Japan	Field	79.20	14.60	64.60
Total M/M	Japan	Field									
79.20	14.60	64.60									
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.technical transfer			3.PRINCIPAL SOURCE OF INFORMATION						
		1) OJT of the methods for selecting priority roads and for measuring social impacts 2) Participation of 2 counterparts in the JICA training program			①②						
12.EXPENDITURE											
		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: center;">224,974 (¥000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">216,437</td> </tr> </table>			Total	224,974 (¥000)	Contracted	216,437			
Total	224,974 (¥000)										
Contracted	216,437										

和名 東北部道路網整備建設計画

(M/P, Basic Study, Other)

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

Compiled Mar.1986  
Revised Mar.1992

ASE THA/S 204B/83

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Thailand	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		Coastal Area, Layon Province					
Development Project of the Industrial Port on the Eastern Seaboard		2.PROJECT COST (US\$1,000)		M/P 1) 888,220	Local Cost 570,800	Foreign Cost 56,560	(Description) The project is under implementation with the OECF financing.  Sep.1983 OECF E/S loan (1,720 million yen) Sep.1984 OECF loan on Map Ta Phut Industrial Port (5,610 million yen) Oct.1985 OECF loan on Map Ta Phut Industrial Port (16,050 million yen) and Industrial Estate (3,207 million yen) Oct.1985 D/D on Map Ta Phut Port completed Jan.1986 D/D on Industrial Estate completed Dec.1987 Construction of the Industrial Estate commenced Nov.1988 OECF loan on Satahip-Map Ta Phut Railway (3,002 million yen)  (FY1991 Overseas Survey) 1989 Construction of the Port commenced (-1992) 1990 Construction of the Industrial Estate First Stage completed 1991 Construction of the Industrial Estate Second Stage commenced Scheduled to be completed in 1992
		(US\$1=239.2Yen)		F/S 1) 1,808,940	2) 668,491	3) 1,140,449	
		3.SECTOR		3.CONTENTS OF MAJOR PROJECT(S)			
Transportation/Port		<M/P>Development of Layon Province, Composed of Industrial Base, Port, Residential Area. The target year of the M/P is 2000. 1)Industrial Development: Gas separation plant, Soda ash plant, Petro chemical complex, Fertilizer complex, Iron & steel complex, Supporting industries, Down stream industries, Other industries. 2)Port development: Amount of cargo handled 23 million tons annually, 45 berths, total length 5,750m. 3)Urban Plan: New town 575ha, Population 71,500 Number of household 17,340 4)Infrastructure: Road, Water supply, Sewerage, Waste treatment, Railway(branch of the Chachoengsao - Sattasip line, length 25km, annual traffic volume transported 3.7 million tons) Electricity(total demand 1,354MW) Telephone(number of lines 10,000) Telex/Telegram, terminals and other services 44 <F/S>1)Industrial Development: petorochemical, fertilizer, soda ash, various supporting industries, industrial estate Area 410ha, Quay wall 820m 2)Port Development: Quay-wall 850m, wharf 280m, breakwater 3,000m total length of berths 1,750m amount of cargo handled 4 million tons annually 3)Urban Development: Area 131ha, population 18,300 Number of Household 4,360 4)Infrastructure: Road, Water Supply, Sewerage, Waste treatment, Railway(Extension 24km, annual traffic volume transported 2 million tons), Electricity(total demand 133.5MW), Telephone(number of lines 3,000) Telex/Telegram terminals and other services(23)					
4.REFERENCE NO.		Imp. Period: Jan.1984-Dec.1987				2.MAJOR REASONS FOR PRESENT STATUS (1) To formulate the core of development (2) High priority in Thailand National Plan	
5.TYPE OF STUDY		4.FEASIBILITY AND ITS ASSUMPTIONS					
M/P+F/S		Feasibility: Yes EIRR1) 15.70   FIRR1) 19.80 EIRR2)                      FIRR2) EIRR3)                      FIRR3)				3.PRINCIPAL SOURCE OF INFORMATION ①②④	
6.COUNTERPART AGENCY		10.STUDY TEAM					
Industrial Estate Authority of Thailand, Port Authority of Thailand		No.of Members 9 Period Jul.1982-Nov.1983(17 months)					
7.OBJECTIVES OF STUDY		Total M/M                      Japan                      Field 65.31                              36.60                      28.71					
Establishing the Master Plan for Maptaput Port as an Industrial Port and feasibility study of the priority projects.		<M/P><Impacts>1) Promotion of the Heavy industry at Eastern Seaboard Development. 2) Establishment of industries utilizing natural gas resources. 3) Acceleration of the region's urban - industrial development. 4) Increase in the economic growth of the nation and employment. <F/S><Conditions>for Cargo Forecast:1986 GDP=4,350 A Bahts 2000 GDP=11,200 A Bahts <Conditions of Industrial Development> GNP Growth (1981 - 1986) 6.6%(per annum) Manufacturing sector growth 7.6%      Export oriented Industry 15.0% <Conditions> The value added which will be generated by the productive activity of the planned factories will be counted as the total benefit of this project. The benefits are calculated as the difference between the With-project and the Without-project conditions. <Impact> 1)Acceleration of regional development.(esp. Map Ta Phut area) 2)Development of coastal shipping and port-related industries.					
8.DATE OF S/W		5. TECHNICAL TRANSFER					
May.1982		Giving lecture on methods for Planning Ports and Industrial Estates					
9.CONSULTANT(S)		12.EXPENDITURE					
Overseas Coastal Area Development Institute of Japan, Kokusai Kougyo Co., Ltd.		Total 412,019 (¥'000) Contracted 411,680					

和名 東部工業港開発計画

(M/P+F/S)

# PROJECT SUMMARY (F/S)

Compiled Mar.1986  
Revised Mar.1992

ASE THA/S 311/83

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																																																																						
1.COUNTRY	Thailand	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	Nong Kho - Leam Chabang Water Pipeline Project	Chonburi																																																																										
3.SECTOR	Public Utilities/Timber Processing	2.PROJECT COST		Total Cost	Local Cost	Foreign Cost																																																																						
4.REFERENCE NO.		(US\$1,000)	1)	16,300	7,100	9,200																																																																						
5.TYPE OF STUDY	F/S	(US\$1=230Yen=23B)	2)	13,100	5,300	7,800																																																																						
6.COUNTERPART AGENCY	Public Works Dept., Ministry of Interior	3.CONTENTS OF MAJOR PROJECT(S)		3)																																																																								
7.OBJECTIVES OF STUDY	To formulate a plan for the pipeline system from the Nong Kho dam to the Laem Chabang and to verify the feasibility of the project.			<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th colspan="2" style="text-align: center;">First Stage</th> <th colspan="2" style="text-align: center;">Second Stage</th> </tr> <tr> <th></th> <th style="text-align: center;">Nong Kho-Turnout</th> <th style="text-align: center;">Turnout-Receiving Well</th> <th style="text-align: center;">Nong Kho-Turnout</th> <th style="text-align: center;">Turnout-Receiving Well</th> </tr> </thead> <tbody> <tr> <td>1.Raw Water Pipeline</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>  Diameter of pipe</td> <td style="text-align: center;">1,000mm</td> <td style="text-align: center;">900mm</td> <td style="text-align: center;">1,000mm</td> <td style="text-align: center;">900mm</td> </tr> <tr> <td>  Length of pipe</td> <td style="text-align: center;">10.95km</td> <td style="text-align: center;">3.49km</td> <td style="text-align: center;">10.95km</td> <td style="text-align: center;">3.49km</td> </tr> <tr> <td>  Expected completion year</td> <td style="text-align: center;">1988</td> <td style="text-align: center;">1988</td> <td style="text-align: center;">1994</td> <td style="text-align: center;">1994</td> </tr> <tr> <td>2.Turnout</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>  Delivery pipe</td> <td style="text-align: center;">250mm</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td>  Slice pipe</td> <td style="text-align: center;">2 units</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td>3.Aqueduct (pipe-beam)</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>  Net span</td> <td style="text-align: center;">-</td> <td style="text-align: center;">27.5m</td> <td style="text-align: center;">-</td> <td style="text-align: center;">27.5</td> </tr> <tr> <td>  Diameter of pipe</td> <td style="text-align: center;">-</td> <td style="text-align: center;">900</td> <td style="text-align: center;">-</td> <td style="text-align: center;">900</td> </tr> <tr> <td>4.Receiving Well</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>  Dimension (WxHxD) (m)</td> <td style="text-align: center;">-</td> <td style="text-align: center;">6.3x4.4x16.4</td> <td style="text-align: center;">-</td> <td style="text-align: center;">6.3x4.4x16.4</td> </tr> </tbody> </table>				First Stage		Second Stage			Nong Kho-Turnout	Turnout-Receiving Well	Nong Kho-Turnout	Turnout-Receiving Well	1.Raw Water Pipeline					Diameter of pipe	1,000mm	900mm	1,000mm	900mm	Length of pipe	10.95km	3.49km	10.95km	3.49km	Expected completion year	1988	1988	1994	1994	2.Turnout					Delivery pipe	250mm	-	-	-	Slice pipe	2 units	-	-	-	3.Aqueduct (pipe-beam)					Net span	-	27.5m	-	27.5	Diameter of pipe	-	900	-	900	4.Receiving Well					Dimension (WxHxD) (m)	-	6.3x4.4x16.4	-	6.3x4.4x16.4
	First Stage		Second Stage																																																																									
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8.DATE OF S/W	Jul.1983	Imp. Period: 1987-1988				(Description) 1984 Sep. OECF E/S loan agreement (144 million yen) 1985-1986 Detail design 1985 Oct. OECF loan agreement (1,363 million yen) 1987 May Construction commenced 1988 Dec. Construction completed  (FY 1991 Overseas Survey) No additional information.																																																																						
9.CONSULTANT(S)	Nippon Keiei Co., Ltd. Nikken Consultants., Inc.	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 11.60 EIRR2) EIRR3)			FIRR1) 9.60 FIRR2) FIRR3)																																																																				
10.STUDY TEAM	No.of Members 7 Period Aug.1983-Mar.1984 (7 months)	Conditions and Development Impacts: (Conditions) The demand for water was projected for 1995 and 2001. The existing reservoir will not be able to satisfy the projected demand, and water must be conveyed by the pipeline from outside the area. The project life is set at 40 years.  Development Impacts: The industrial and urban development in the area, increase of job opportunities, upgrading of living standard, improvement of trade balance, mitigation of congestion in Bangkok.				2.MAJOR REASONS FOR PRESENT STATUS 1) Large impact: the industrial development at the Laem Chabang area is dependent on this project. 2) Close linkage with other projects: development in Laem Chabang and the source of water 3) High priority 4) Strength of the executing agency: strong support by NESDB																																																																						
	Total M/M	Japan	Field																																																																									
	31.00	13.33	17.67																																																																									
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER				3.PRINCIPAL SOURCE OF INFORMATION ①②③																																																																						
12.EXPENDITURE		1) On-the-job training during the study 2) Acceptance of counterparts for the training in Japan																																																																										
	Total	75,218 (¥'000)																																																																										
	Contracted	78,467																																																																										

和名 ノンコー・ラムチャバン送水パイプライン建設計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

Compiled Mar.1986  
Revised Mar.1994

ASE THA/S 312/83

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																
1.COUNTRY	Thailand	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		Greater Bangkok		2.PROJECT COST																		
Second Stage Expressway System in the Greater Bangkok		(US\$1,000)		<table style="width: 100%; border: none;"> <tr> <td style="border: none;"></td> <td style="border: none; text-align: center;">1)</td> <td style="border: none; text-align: center;">Total Cost</td> <td style="border: none; text-align: center;">Local Cost</td> <td style="border: none; text-align: center;">Foreign Cost</td> </tr> <tr> <td style="border: none;"></td> <td style="border: none; text-align: center;">2)</td> <td style="border: none;"></td> <td style="border: none;"></td> <td style="border: none;"></td> </tr> <tr> <td style="border: none;"></td> <td style="border: none; text-align: center;">3)</td> <td style="border: none;"></td> <td style="border: none;"></td> <td style="border: none;"></td> </tr> </table>					1)	Total Cost	Local Cost	Foreign Cost		2)					3)			
	1)	Total Cost	Local Cost	Foreign Cost																		
	2)																					
	3)																					
3.SECTOR		3.CONTENTS OF MAJOR PROJECT(S)				<b>(Description)</b> D/D of the Second Expressway was undertaken by a consortium of 5 consulting firms.  In September 1988, ETA decided to implement the project with the private sector investment and the contract was granted to the Bangkok Expressway Consortium in December of the same year. ETA allowed one year for the acquisition of right of way.  (FY 1991 Overseas Survey) Construction will be completed in 1995. There was route adjustment for more suitable traffic catchment making the total length of the expressway 39 km.  Comparison between the development study plan and the ongoing project: <table style="width: 100%; border: none;"> <tr> <td style="border: none;"></td> <td style="border: none; text-align: center;">Study plan</td> <td style="border: none; text-align: center;">Ongoing project</td> </tr> <tr> <td style="border: none;">Length:</td> <td style="border: none; text-align: center;">27.9 km</td> <td style="border: none; text-align: center;">39.05 km</td> </tr> <tr> <td style="border: none;">Cost</td> <td style="border: none; text-align: center;">26,200 million bahts</td> <td style="border: none; text-align: center;">29,500 million bahts</td> </tr> <tr> <td style="border: none;">Construction period:</td> <td style="border: none; text-align: center;">1986-1995</td> <td style="border: none; text-align: center;">1989-1995</td> </tr> <tr> <td style="border: none;">Finance:</td> <td style="border: none; text-align: center;">government budget and domestic and foreign loan</td> <td style="border: none; text-align: center;">private sector investment (transfer to the ETA)</td> </tr> </table> (FY1993 Overseas Survey) ETA will acquire project site by 1996. Land acquisition cost will be 26,800 million baht.			Study plan	Ongoing project	Length:	27.9 km	39.05 km	Cost	26,200 million bahts	29,500 million bahts	Construction period:	1986-1995	1989-1995	Finance:	government budget and domestic and foreign loan	private sector investment (transfer to the ETA)
	Study plan	Ongoing project																				
Length:	27.9 km	39.05 km																				
Cost	26,200 million bahts	29,500 million bahts																				
Construction period:	1986-1995	1989-1995																				
Finance:	government budget and domestic and foreign loan	private sector investment (transfer to the ETA)																				
4.REFERENCE NO.		-Toll highway: 27.9 km -North-South Route running from Chaeng Wattana to an interchange at Bang Khlo: 19.2 km -West-East Route running from an interchange at Phaya Thai to Sri Nakaim Road: 8.7 km -Toll elevated expressway (Total length: 31.8km) The project cost is 26,200 million bahts.																				
5.TYPE OF STUDY		F/S																				
6.COUNTERPART AGENCY		Expressway and Rapid Transit Authority(ETA)																				
7.OBJECTIVES OF STUDY		Road planning																				
8.DATE OF S/W		Mar.1982																				
9.CONULTANT(S)		Imp. Period: 1987-.1995																				
Pacific Consultants International		4.FEASIBILITY AND ITS ASSUMPTIONS		<table style="width: 100%; border: none;"> <tr> <td style="border: none; text-align: center;">Feasibility:</td> <td style="border: none; text-align: center;">EIRR1)</td> <td style="border: none; text-align: center;">17.00</td> <td style="border: none; text-align: center;">FIRR1)</td> <td style="border: none; text-align: center;">12.00</td> </tr> <tr> <td style="border: none; text-align: center;">Yes</td> <td style="border: none; text-align: center;">EIRR2)</td> <td style="border: none;"></td> <td style="border: none; text-align: center;">FIRR2)</td> <td style="border: none;"></td> </tr> <tr> <td style="border: none;"></td> <td style="border: none; text-align: center;">EIRR3)</td> <td style="border: none;"></td> <td style="border: none; text-align: center;">FIRR3)</td> <td style="border: none;"></td> </tr> </table>		Feasibility:	EIRR1)	17.00	FIRR1)	12.00	Yes	EIRR2)		FIRR2)			EIRR3)		FIRR3)			
Feasibility:	EIRR1)	17.00	FIRR1)	12.00																		
Yes	EIRR2)		FIRR2)																			
	EIRR3)		FIRR3)																			
10.STUDY TEAM		<b>Conditions and Development Impacts:</b> Condition: Future traffic volume was forecasted for the targetted year 1990,2000,2010 on the basis of O-D survey made by home interviews.  Development Impact: Traffic congestion in the city is expected to be alleviated.																				
No.of Members 16 Period May.1982-Nov.1983(18 months)																						
<table style="width: 100%; border: none;"> <tr> <td style="border: none; text-align: center;">Total M/M</td> <td style="border: none; text-align: center;">Japan</td> <td style="border: none; text-align: center;">Field</td> </tr> <tr> <td style="border: none; text-align: center;">60.17</td> <td style="border: none; text-align: center;">8.66</td> <td style="border: none; text-align: center;">51.51</td> </tr> </table>		Total M/M	Japan	Field	60.17	8.66	51.51															
Total M/M	Japan	Field																				
60.17	8.66	51.51																				
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER																				
Topographic survey Geological survey Traffic survey		(1) Overseas training for 2 counterpart staff (2) Employment of local consultants for topographic and geological survey																				
12.EXPENDITURE																						
Total 260,230 (¥000)																						
Contracted 250,242																						
2.MAJOR REASONS FOR PRESENT STATUS																						
(1) Effectiveness: Speeding up of vehicles (2) Priority: Traffic volume of the First Stage exceeded the anticipated figure; therefore, toll revenue will increase and priority of Second Stage is high. (3) Strong support to promote this project																						
3.PRINCIPAL SOURCE OF INFORMATION																						
①②③																						

和名 バンコック 高速道路建設計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

Compiled Mar.1990  
Revised Mar.1994

ASE THA/S 310/83

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																					
1. COUNTRY	Thailand	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		Eastern seaboard (Rayong and Chonburi changwats)																									
East Coast Water Resources Development (Phase II)		2. PROJECT COST		Total Cost	Local Cost	Foreign Cost																					
		(US\$1,000)	1)	198,260		82,608																					
		(US\$1=23Bahts)	2)	329,565		134,782																					
			3)	69,130		17,391																					
3. SECTOR		3. CONTENTS OF MAJOR PROJECT(S)				(Description) 1) Canal between Nong Pla Lai Reservoir and Nong Kho Reservoir Feb.1990    CECF L/A (E/S) 204 million yen Major Component: Engineering Service Jan.1993    CECF L/A 6,362 million yen Major Component: Canal construction  2) Khong Luang and Khlong Thap Ma: Suspended after the completion of the F/S.  (FY 1991 Overseas Survey) Project scale was reduced.																					
Social Infrastructures/Water Resource Development		1) Khlong Luang: (a) Multi-purpose dam (h.42.5m); (b) canal connecting the dam and Chonburi; (c) irrigation and drainage (6,600ha)																									
4. REFERENCE NO.		2) Khlong Yai: (a) Multi-purpose dam (h.50.8m); (b) canal connecting Nong Pla Lai Dam and Nong Kho Dam; (c) irrigation and drainage (7,700ha)																									
5. TYPE OF STUDY		3) Khlong Thap Ma: (a) Multi-purpose dam (h. 28.9m); (b) irrigation and drainage																									
6. COUNTERPART AGENCY																											
Royal Irrigation and Drainage Dept.																											
7. OBJECTIVES OF STUDY																											
Feasibility analysis of three dams																											
8. DATE OF S/W		Imp. Period: .1984-.1996																									
Feb.1982																											
9. CONSULTANT(S)		4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility:	EIRR1)	16.10	FIRR1)																				
Nippon Koel Co., Ltd. Nikken Consultants., Inc.				Yes	EIRR2)	15.00	FIRR2)																				
					EIRR3)	12.10	FIRR3)																				
10. STUDY TEAM		Conditions and Development Impacts: Benefits of the projects are estimated as follows. <div style="text-align: right; margin-right: 20px;">(Unit: million Bahts)</div> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">Water Demand</th> <th style="text-align: center;">Agri. Dev.</th> <th style="text-align: center;">Flood Control</th> <th style="text-align: center;">Total</th> </tr> </thead> <tbody> <tr> <td>1)</td> <td style="text-align: center;">423.3</td> <td style="text-align: center;">180.7</td> <td style="text-align: center;">49.8</td> <td style="text-align: center;">653.8</td> </tr> <tr> <td>2)</td> <td style="text-align: center;">793.6</td> <td style="text-align: center;">198.2</td> <td style="text-align: center;">57.2</td> <td style="text-align: center;">1,049.0</td> </tr> <tr> <td>3)</td> <td style="text-align: center;">-</td> <td style="text-align: center;">81.7</td> <td style="text-align: center;">19.5</td> <td style="text-align: center;">101.0</td> </tr> </tbody> </table>							Water Demand	Agri. Dev.	Flood Control	Total	1)	423.3	180.7	49.8	653.8	2)	793.6	198.2	57.2	1,049.0	3)	-	81.7	19.5	101.0
	Water Demand	Agri. Dev.	Flood Control	Total																							
1)	423.3	180.7	49.8	653.8																							
2)	793.6	198.2	57.2	1,049.0																							
3)	-	81.7	19.5	101.0																							
No. of Members    12																											
Period    Jul.1982-Mar.1983 (9 months)																											
Total M/M		Japan		Field																							
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY																											
		5. TECHNICAL TRANSFER																									
12. EXPENDITURE		2. MAJOR REASONS FOR PRESENT STATUS																									
Total                    184,263 (¥000)		(FY 1991 Overseas Survey) Khlong Yai is planned to follow Nong Pla Lai Dam, whereas Khlong Luang and Khlong Thap Ma have resettlement problems.																									
Contracted            173,923		3. PRINCIPAL SOURCE OF INFORMATION																									
		①②④																									

和名 東部水資源開発計画 (フェーズII)

(F/S,D/D)

# PROJECT SUMMARY (F/S)

ASE THA/A 308/83

Compiled Mar.1990  
Revised Mar.1994

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT			
1.COUNTRY	Thailand	1.SITE OR AREA				1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input checked="" type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled		
2.NAME OF STUDY		Northern part of Thailand, Mae Chang River Basin							
Mae Chang Irrigation Project		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost			
		(US\$1,000)		44,000	22,000	22,000			
				1)					
3.SECTOR		3.CONTENTES OF MAJOR PROJECT(S)				(Description) The project has been suspended because of the change in agricultural policy of the Thai Government.  (FY 1991 Overseas Survey) No additional information.  (FY 1993 Overseas Survey) Due to the changes in development policy of the government of Thailand, the priority of the project is ranked low and there is no possibility of the project to be implemented. Previously, Land consolidation was one of the most important target in the development policy of agriculture sector, however high priority has been given to small irrigation development since 5th 5 year National development Plan.			
Agriculture/General		Beneficial Area : 8,095ha (Right bank area, 6,006ha, Left bank area 2,089ha)							
4.REFERENCE NO.		Major Facilities:							
5.TYPE OF STUDY		Storage dam 1 site (total storage capacity 40MCM, Enbankment volume 680,000m <sup>3</sup> , Zone type earthfill)							
6.COUNTERPART AGENCY		Diversion dam 1 site (total storage capacity 7 MCM, Dam volume 72,000m <sup>3</sup> Combination type)							
RID (Royal Irrigation Department), Ministry of Agriculture and Cooperatives		Main canal 51.3 km (concrete lined canal)							
7.OBJECTIVES OF STUDY		Tribetary canal 93.3 km (partly, no-lining canal)							
Feasibility study of the irrigation plan in Mae Chang area through the construction of a water storage dam		Others : Drainage canal 7.0 km, Onfarm facilities Small-scale hydro-power generation(164kw)							
8.DATE OF S/W		Imp. Period: Apr.1984-Apr.1992							
9.CONSULTANT(S)		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: 13.60	EIRR1) FIRR1)				
Sanyu Consultants Inc. Taiyo Consultants Co., Ltd.		Yes/No		EIRR2)	FIRR2)				
				EIRR3)	FIRR3)				
10.STUDY TEAM		Conditions and Development Impacts:				2.MAJOR REASONS FOR PRESENT STATUS			
No.of Members 13 Period Jan.1983-Jan.1984 (13 months)		[Conditions] - Total project cost : 44.25 million \$ (as of 1983) - Reservoir are : 1,300ha - Resettlement : Household 125, Farmland 224ha - Annual cropping rate : 130%							
Total M/M          Japan          Field		[Development Impacts] - Increasing the agricultural productivity and the surplus incomes (2,784 B/Y --> 7,501 B/Y) - Increasing the employment opportunities - Improving the life conditions and living standard				Problem of relocating 25 families in the area which will be submerged in water in the River Basin.			
69.11          34.81          34.30									
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER				3.PRINCIPAL SOURCE OF INFORMATION			
		To Thai counterparts assigned through the survey							
12.EXPENDITURE						①②③			
Total          186,107 (¥'000)									
Contracted          141,808									

和名メチャンかんがい農業開発計画

(F/S,D/D)



# PROJECT SUMMARY (M/P)

Compiled Mar.1990  
Revised Mar.1994

ASE THA/S 103/84

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS					
1.COUNTRY	Thailand	1.SITE OR AREA	Upper part of the Southern Region (pop.1.1 million)		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued				
2.NAME OF STUDY	Sub-Regional Development of the Upper Southern Part	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) 1) After the completion of the study, ADB reviewed 10 high priority projects and endorsed their validity. 2) The Southern Seaboard Development Committee (chaired by the Prime Minister) was established in 1989. Under the purview of this Committee, a study on the development of Southern Thailand is being implemented, including the East-West Link, the Krabi Oil Refinery and Pipeline, and the Khanom Deep-sea Port, with World Bank finance. 3) With JICA technical assistance, the Tourism Authority of Thailand implemented a master plan study on tourism in Southern Thailand (1988). 4) With JICA technical assistance, the Dept. of Highways of the Ministry of Communications is implementing a master plan study on the road network (the East-West Link) in Southern Thailand. 5) The Electricity Generating Authority of Thailand is making preparations for a study on the Kaen Krung Dam proposed as part of the Tapi-Phum Duang River Management, but the problem of relocation is yet unsolved. 6) Unilever and other private enterprises have been active in the Central Lowland Development. (FY 1993 Domestic Survey) 1) The idea of East-west Link is accommodated into the present Land Bridge Program. 2) Krabi-Khanom Road is under D/D.				
3.SECTOR	Development Plan/Sericulture	(US\$1,000)	1)							
4.REFERENCE NO.		(US\$1=23Bahts)	2)							
5.TYPE OF STUDY	M/P	3.CONTENTS OF MAJOR PROJECT(S)								
6.COUNTERPART AGENCY	National Economic and Social Development Board (NESDB)	The study proposed 10 high priority projects at the total cost of 24,272 million baht. 1) Surat Thani Industrial Estate 2) Phuket Airport Industrial Estate and Export Processing Zone 3) East-West Link 4) Surat Thani International Port (Khanom Deep-sea Port) 5) Krabi Oil Refinery and Pipeline 6) Phuket Urban Development 7) Surat Thani Urban Development 8) Central Lowland Development 9) Tapi-Phum Duang River Management 10) Phuket Water Supply								
7.OBJECTIVES OF STUDY	Formulation of a regional development plan through 2000	Note: The cost shown above pertains to the ten high priority projects.								
8.DATE OF S/W	Nov.1982	4.CONDITIONS AND DEVELOPMENT IMPACTS								
9.CONSULTANT(S)	International Development Center of Japan Pacific Consultants International	Development impacts: 1) Lessening of the concentration of economic activities in Greater Bangkok and more decentralized economic growth 2) Agricultural development (agricultural land development of unutilized or underutilized land and an increase of agricultural exports) 3) Industrial development (Sophistication of processing industries) 4) Tourism development (beach resorts, etc.) 5) Energy development (hydro-power, thermal power (coal), refining of Middle East petroleum) 6) Development of two urban cores (Surat Thani and Phuket)								
10.STUDY TEAM	No.of Members 26 Period Mar.1983-Mar.1985 (24 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;">157.10</td> <td style="text-align: center;">20.70</td> <td style="text-align: center;">136.40</td> </tr> </table>	Total M/M	Japan	Field	157.10		20.70	136.40		
Total M/M	Japan	Field								
157.10	20.70	136.40								
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY										
12.EXPENDITURE		5.TECHNICAL TRANSFER			2.MAJOR REASONS FOR PRESENT STATUS					
Total	431,827 (¥000)	1) Participation of counterparts in the JICA training program (2 Staff) 2) OJT for the counterparts through joint work			(FY 1991 Overseas Survey) The project was integrated in the Sixth National Plan (Chapter 5: "Preparation for Development of Other New Economic Areas").					
Contracted	416,274									
					3.PRINCIPAL SOURCE OF INFORMATION					
					①②③					

和名 南タイ北部地域総合開発計画

(M/P, Basic Study, Other)

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

Compiled Mar.1988  
Revised Mar.1994

ASE THA/S 205B/84

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT					
1.COUNTRY	Thailand	1.SITE OR AREA				1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" 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		Laem Chabang (120km southeast of Bangkok)									
Development Project of Laem Chabang Coastal Area		2.PROJECT COST		Local Cost	Foreign Cost	(Description) The project is under implementation with the OECF loans.					
		(US\$1,000)	M/P 1) 1,051,000 2) 397,000	214,000	183,000						
3.SECTOR		3.CONTENTES OF MAJOR PROJECT(S)				Oct.1985 OECF loan agreement on the industrial estate I (2,922 million yen) Sep.1987 OECF loan agreement on the industrial estate II (3,003 million yen) Sep.1984 OECF loan agreement on the commercial port I (4,172 million yen) Nov.1986 OECF loan agreement on the commercial port II (12,283 million yen) Feb.1990 OECF loan agreement on the commercial port III (6,436 million yen) Sep.1988 OECF loan agreement on the railway (1,013 million yen)  (FY 1991 Overseas Survey) Construction Period: From year 1988 to year 1991  (FY 1993 Overseas Survey) - First Stage of New Town (16ha residential tone, 2284 units) has been completed. Present population is 11,420. Second stage (8ha) is under preparation. - Public Utilities to accommodate new housing development have been completed.					
Development Plan/Sericulture		<M/P> 1) Industrial Development 2) Port Development: 16 berths, domestic wharf 1,100m, wharf area 258ha length of breakwater 3,070m 3) Urban Development: New town population 120,000, Area 930ha 4) Transportation Planning 5) Utility Development Water supply, sewerage system, drainage system, solid waste disposal, power supply system(2 substations) telecommunication system (number of telephones 13,764, number of telex terminals 64) land preparation plan (land fill 3 million cu.m) * The project cost 1) above is for a short-term plan and 2) is for a long-term plan. <F/S>Major components of the short-term development plan: 1) Industrial Development: Industrial estate 219ha 2) Port Development: 6 berths, domestic wharf 280m, land area 116ha length of breakwater 2,400m 3) Urban Development: New town population 24,000, area 130ha 4) Transportation Development 5) Utility Development: Water supply, sewerage system, drainage system solid waste disposal, power generation(88.5MW) telephone lines(3,000), telex terminal(32) land preparation plan(land fill 2.6 million cu.m)									
4.REFERENCE NO.		Note: EIRR and FIRR1) below are for the industrial estate, and 2) FIRR for the housing estate.									
5.TYPE OF STUDY		Imp. Period: .1985-.1989									
6.COUNTERPART AGENCY		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 19.20 EIRR2) 8.40 EIRR3) 4.80						
Industrial Estate Authority of Thailand		Conditions and Development Impacts: <M/P><Impacts>1) Creation of employment opportunities 2) Increase in foreign exchange earnings 3) Control of excessive growth in the Bangkok Metropolitan Area and Development of the regional economy <F/S><Conditions> EIRR: adjusted the price with the Standard Conversion Factor of 0.92; Benefits consist of value added in the industrial estate FIRR: Calculated for the investments and for entities in charge of development (FIRR for the developing entity is calculated to be 8.0% for the industrial estate and 11% for the housing estate) <Impacts>1) Creation of employment 2) Increased foreign exchange earnings 3) Regional economic growth 4) Improvement of transportation system 5) Development of coastal shipping and port related industry. 6) Utilization of local resources; 7) Accumulation of production technologies, managerial technology and know-how.									
7.OBJECTIVES OF STUDY											
Formulation of a master plan (target year 2000) for the development of Laem Chabang Area and feasibility analysis of the short-term plan (target year 1987)		8.DATE OF S/W		Sep.1983				2.MAJOR REASONS FOR PRESENT STATUS			
8.DATE OF S/W		9.CONULTANT(S)		Nippon Koel Co., Ltd.							
9.CONULTANT(S)		10.STUDY TEAM		No.of Members				1) Large impact: employment creation, increased foreign exchange, transfer of technology 2) High priority: one of the major projects to be implemented during the 5th development plan 3) close linkage with other projects 4) Strength of the executing Agency			
10.STUDY TEAM		Period Jan.1984-Mar.1985(15 months)		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">Total M/M</td> <td style="width: 33%;">Japan</td> <td style="width: 33%;">Field</td> </tr> <tr> <td style="text-align: center;">65.31</td> <td style="text-align: center;">36.60</td> <td style="text-align: center;">28.71</td> </tr> </table>		Total M/M	Japan			Field	65.31
Total M/M	Japan	Field									
65.31	36.60	28.71									
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER				3.PRINCIPAL SOURCE OF INFORMATION					
12.EXPENDITURE		Total		255,314 (¥'000)							
		Contracted		181,733		①②③④					

和名 ラムチャバン臨海部開発計画

(M/P+F/S)

# PROJECT SUMMARY (F/S)

ASE THA/S 314/84

Compiled Mar.1988  
Revised Mar.1994

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Thailand	1.SITE OR AREA		Entire Bangkok 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		2.PROJECT COST					
Track Elevation Project of Existing Railway Lines in the Bangkok Metropolitan Area				Total Cost	Local Cost	Foreign Cost	(Description) The State Railway of Thailand and the Ministry of Communications decided to implement the track elevation by the BOT system. SRT invited the private sector application in December 1988, but received no response. By offering better access to the SRT-owned land, the invitation was announced again in October 1989. In November 1990, SRT signed the contract of 80 billion bahts (about 400 billion yen) with HOPEWELL of Hong Kong. In December 1991, the HOPEWELL Company decides to carry on this project, therefore, it can be expected that the construction of track elevation together with community train and freeway for the first phase along the Yommaraj-Donmaung section for a distance of 18.8km shall be finished in year 1995.  (FY 1991 Overseas Survey) The project scale was enlarged to 60.1 km consisting of north-south and east-west lines with a budget of 60 billion bahts. The construction will be from 1993 to 1996.  (FY1993 Overseas Survey) The construction by HOPEWELL is from 1991 to 1999. It will totally cost 80 billion baht.
3.SECTOR				1) 158,000	100,000	48,000	
Transportation/Railway				2)			
4.REFERENCE NO.				3)			
5.TYPE OF STUDY				3.CONTENTES OF MAJOR PROJECT(S)			
E/S				Civil work    US\$ 125 million			
6.COUNTERPART AGENCY				Land procurement    US\$ 2000 million			
State Railway of Thailand				Electric facilities    US\$ 30.9 million			
7.OBJECTIVES OF STUDY				Rolling stock    US\$ 68.6 million			
Increasing the efficiency and ensuring the safety of train operation and elimination of traffic congestion at level crossings				Track elevation will be mainly carried out in the following sections. -Bangkok Station - Bang Sue Station } -Yoma Pot, Chit-La-Da Junction - Makkasan Station } 13 km -Makkasan Station - Mae Nam Station }			
8.DATE OF S/W		Jun.1983		Imp. Period: 1984-.1997			
9.CONULTANT(S)		Japan Railway Technical Service		4.FEASIBILITY AND ITS ASSUMPTIONS			
				Feasibility: Yes/No		EIRR1) FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)	
10.STUDY TEAM				Conditions and Development Impacts:		2.MAJOR REASONS FOR PRESENT STATUS	
No.of Members 13				(1) Preconditions		(FY 1991 Overseas Survey) Due to the HOPEWELL proposal.	
Period Aug.1983-Jul.1984(11 months)				1) With/without analysis conducted			
Total M/M    Japan    Field				2) Project life estimated to be 30 years			
53.27    36.19    17.08				3) 1 baht = 10 yen			
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY				4) As for the transfer of traffic, only that from buses was considered.			
Geological and traffic volume surveys were entrusted to a local consultant				(2) Development impacts			
12.EXPENDITURE				1) Alleviation of traffic congestion at level crossings owing to track elevation.			
Total 144,855 (¥'000)				2) Alleviation of road traffic congestion owing to passengers transferring from buses to the railway due to the latter's punctuality and faster speeds			
Contracted 136,251				3) Elimination of geographical separation and promotion of urban facilities development owing to track elevation.			
				* Above EIRR is 16 - 20%.			
				5.technical transfer		3.PRINCIPAL SOURCE OF INFORMATION	
				(1) OJT: Technical guidance was provided to counterparts on such matters as the preparation of O-D tables.		①②	
				(2) Personnel training: 4 counterparts received training from JICA.			
				(3) Joint preparation of a report: a part of the Progress Report.			

# PROJECT SUMMARY (F/S)

ASE THA/S 313/84

Compiled Mar.1988  
Revised Mar.1994

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																															
1.COUNTRY	Thailand	1.SITE OR AREA		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></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> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td>(US\$1,000)</td> <td style="text-align: center;">528</td> <td style="text-align: center;">516</td> <td></td> <td></td> <td></td> </tr> <tr> <td>(US\$1=251.1yen)</td> <td style="text-align: center;">1)</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">2)</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">3)</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>			Total Cost	Local Cost	Foreign Cost			(US\$1,000)	528	516				(US\$1=251.1yen)	1)						2)						3)					<b>1.PRESENT STATUS</b>  <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	(Description) Suspended after the completion of the study. A short-term expert (2 months) was sent in 1985 and 1986 to give advice on the legislation on domestic shipping and its promotion. The project requires the government finance, and the implementation was suspended because some legislative improvement is necessary for reviewing the operation of domestic shipping companies.  (FY 1991 Overseas Survey) Office of the Mercantile Marine Promotion Commission (OMPC) has requested the Industrial Finance Corporation (IFCT) of Thailand to negotiate with the OECF. The Ministry of Transport and Communications has requested for the JICA project review.  (FY1993 Overseas Survey) Following factors caused the project to discontinue. - Economic recession (1985-88) - IFCT's attitude to the project - Comparative advantage of road-transport.
	Total Cost	Local Cost	Foreign Cost																																		
(US\$1,000)	528	516																																			
(US\$1=251.1yen)	1)																																				
	2)																																				
	3)																																				
2.NAME OF STUDY Comprehensive Development of Coastal Shipping		the entire coastal areas																																			
3.SECTOR Transportation/Marine Transportation & Ships		3.CONTENTES OF MAJOR PROJECT(S)																																			
4.REFERENCE NO.		1) Present status of physical distribution and selection of major commodities for domestic shipping 2) Present status of the domestic shipping industry 3) Cargo throughputs and present facilities of regional ports 4) Present freight movements by transportation mode and the possibility of transfer from other modes to domestic shipping 5) Formulation of a development plan for the domestic shipping industry and regional ports 6) Economic and financial analysis of the operations of domestic shipping and regional ports																																			
5.TYPE OF STUDY F/S		4.FEASIBILITY AND ITS ASSUMPTIONS																																			
6.COUNTERPART AGENCY Office of the Mercantile Marine Promotion Commission, Ministry of Communications		Feasibility:	No	EIRR1) 19.70	FIRR1)																																
7.OBJECTIVES OF STUDY Formulation of a comprehensive development plan for the coastal shipping and regional ports		5.TECHNICAL TRANSFER				<b>2.MAJOR REASONS FOR PRESENT STATUS</b>  1) Change of priority 2) Problem of demand: difficulty of providing transportation service with profit.  (FY 1991 Overseas Survey) There is no law which empowers the Government to guarantee private loan. The IFCT has the view that the project is not viable.																															
8.DATE OF S/W Feb.1983		Imp. Period: Jul.1983-Oct.1984																																			
9.CONSULTANT(S) The Maritime International Cooperatin Center of J Overseas Coastal Area Development Institute of Ja		Conditions and Development Impacts: 1) For the shuttle service between Bangkok and Songkhla, a fleet of 7 general cargo boats (700 tons) will be suitable. 2) Institutional measures for domestic shipping: Legislation of the domestic shipping act; clear separation between international and domestic shipping; establishment of the ship registry; introduction of the permit system on ship construction; submission of the operation reports 3) Measures for promoting domestic shipping: Preferential treatment by the Investment Promotion Act; Fiscal incentives; simplification of freight documents and improvement of customs procedures; establishment of the institutional finance to give soft long-term loans  * Above EIRR is 19.7 - 20.6%				<b>3.PRINCIPAL SOURCE OF INFORMATION</b>  ①②																															
10.STUDY TEAM		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">No.of Members</td> <td style="width: 10%; text-align: center;">11</td> <td colspan="2"></td> <td colspan="2"></td> </tr> <tr> <td>Period</td> <td colspan="5">Jul.1983-Oct.1984 (16 months)</td> </tr> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> <td colspan="3"></td> </tr> <tr> <td style="text-align: center;">39.50</td> <td style="text-align: center;">37.50</td> <td style="text-align: center;">2.00</td> <td colspan="3"></td> </tr> </table>						No.of Members	11					Period	Jul.1983-Oct.1984 (16 months)					Total M/M	Japan	Field				39.50	37.50	2.00									
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39.50	37.50	2.00																																			
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY																																					
12.EXPENDITURE																																					
Total		219,015 (¥'000)																																			
Contracted		88,824																																			

和名 沿岸海運整備振興計画

(F/S,D/D)

## PROJECT SUMMARY (F/S)

Compiled Mar. 1990  
Revised Mar. 1994

ASE THA/A 309/84

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT																											
1. COUNTRY	Thailand	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		NakhonRatchasima and BuriRam Provinces, northeastern part of Thailand																														
Lower Northeast Medium Scale Irrigation Package Project		2. PROJECT COST			(Description) The mid-size dam in Lam Plai Mat was constructed by the Thai Government fund during 1987 - 1991. Small-scale dams in adjustment areas and surrounding dams have been under construction since 1990, with Thai Government funds.  (FY 1991 Overseas Survey) No additional information.  (FY 1993 Overseas Survey) After D/D was conducted by in 1985, Dam construction in Ram Prai Mat project site has been completed by government budget in 1991. Total project cost was 325 million Bahts. Irrigation canal construction was solited into 2 phases. As a 1st stage of 20,000 rai of irrigation area, 14km of irrigation canal out of 62km was completed in 1993. As a 2nd stage of 40,000 rai irrigation area, construction of 150km of irrigation canal is to be initiated in 1994 and to be completed within 6 years.																											
3. SECTOR		3. CONTENTS OF MAJOR PROJECT(S)																														
Agriculture/General		<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">Lam Plai Mat</th> <th style="text-align: center;">Nong Lam Puk</th> <th style="text-align: center;">Huai Phlu</th> </tr> </thead> <tbody> <tr> <td>Irrigation area</td> <td style="text-align: center;">9,100</td> <td style="text-align: center;">300</td> <td style="text-align: center;">700</td> </tr> <tr> <td>Dam height</td> <td style="text-align: center;">44.6m</td> <td style="text-align: center;">12.0m</td> <td style="text-align: center;">20m</td> </tr> <tr> <td>pondage</td> <td style="text-align: center;">90 MCM</td> <td style="text-align: center;">4 MCM</td> <td style="text-align: center;">6 MCM</td> </tr> <tr> <td>Diversion weir</td> <td style="text-align: center;">1 site</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td>Canal irrigation</td> <td style="text-align: center;">215km</td> <td style="text-align: center;">13km</td> <td style="text-align: center;">29km</td> </tr> <tr> <td>drainage</td> <td style="text-align: center;">45km</td> <td style="text-align: center;">-</td> <td style="text-align: center;">1km</td> </tr> </tbody> </table>				Lam Plai Mat	Nong Lam Puk	Huai Phlu	Irrigation area	9,100	300	700	Dam height	44.6m	12.0m	20m	pondage	90 MCM	4 MCM	6 MCM	Diversion weir	1 site	-	-	Canal irrigation	215km	13km	29km	drainage	45km	-	1km
	Lam Plai Mat	Nong Lam Puk	Huai Phlu																													
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4. REFERENCE NO.		<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">Total Cost</th> <th style="text-align: center;">Local Cost</th> <th style="text-align: center;">Foreign Cost</th> </tr> </thead> <tbody> <tr> <td>(US\$1,000)</td> <td style="text-align: center;">1) 58,874</td> <td style="text-align: center;">28,131</td> <td style="text-align: center;">30,743</td> </tr> <tr> <td>Price in 1983</td> <td style="text-align: center;">2)</td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">3)</td> <td></td> <td></td> </tr> </tbody> </table>				Total Cost	Local Cost	Foreign Cost	(US\$1,000)	1) 58,874	28,131	30,743	Price in 1983	2)				3)														
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Price in 1983	2)																															
	3)																															
5. TYPE OF STUDY		4. FEASIBILITY AND ITS ASSUMPTIONS			Feasibility: Yes EIRR1) 8.70   FIRR1) EIRR2) 11.20   FIRR2) EIRR3)   FIRR3)																											
F/S		Conditions and Development Impacts: Irrigation agriculture development plan: The proposed cropping pattern is 100% of wet season paddy and 10% of dry season upland crop. The terminal irrigation facilities are planned at each 20-30 ha of irrigable area.  Water use development plan in a village: Field crop adjustment facilities for night will be established to breed fish as well as to secure farmers' potable water and for other use through surrounding shallow well.																														
6. COUNTERPART AGENCY		5. TECHNICAL TRANSFER			2. MAJOR REASONS FOR PRESENT STATUS  Recently external finance is mainly used for the implementation of big projects, and the Thai Government itself finances small and medium size projects.																											
RID (Royal Irrigation Department), Ministry of Agriculture and Cooperatives																																
7. OBJECTIVES OF STUDY					3. PRINCIPAL SOURCE OF INFORMATION  ①②③																											
Integrated agricultural development through the construction of a medium-size dam for irrigation and drinking water																																
8. DATE OF S/W		Imp. Period:			10. STUDY TEAM  No. of Members   14 Period Feb. 1983-Jul. 1984 (25 months)  <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Total M/M</th> <th style="text-align: center;">Japan</th> <th style="text-align: center;">Field</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">82.10</td> <td style="text-align: center;">38.31</td> <td style="text-align: center;">43.79</td> </tr> </tbody> </table>		Total M/M	Japan	Field	82.10	38.31	43.79																				
Total M/M	Japan	Field																														
82.10	38.31	43.79																														
Dec. 1982		Feasibility: Yes EIRR1) 8.70   FIRR1) EIRR2) 11.20   FIRR2) EIRR3)   FIRR3)																														
9. CONSULTANT(S)					11. ASSOCIATED AND/OR SUBCONTRACTED STUDY																											
Sanyu Consultants Inc. Naigai Engineering Co., Ltd. Kokusai Kougyo Co., Ltd.																																
10. STUDY TEAM					12. EXPENDITURE  <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td style="text-align: left;">Total</td> <td style="text-align: right;">240,296 (¥'000)</td> </tr> <tr> <td style="text-align: left;">Contracted</td> <td style="text-align: right;">223,112</td> </tr> </tbody> </table>		Total	240,296 (¥'000)	Contracted	223,112																						
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11. ASSOCIATED AND/OR SUBCONTRACTED STUDY																																
12. EXPENDITURE																																
Total																																
Contracted																																

和名 東北タイ南部中規模かんがいパッケージプロジェクト

(F/S,D/D)

# PROJECT SUMMARY (Other)

Compiled Mar.1988  
Revised Mar.1994

ASE THA/S 601/84

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS					
1.COUNTRY	Thailand	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	Traffic Safety Plan for Roads	Entire country			(Description) Utilizing the guidelines and other suggestions of the study, the Dept. of Highways have been installing necessary traffic-safety facilities.  (FY 1991 Overseas Survey) The results of study have been utilized for a loan proposal to the World Bank for the Sixth National Economic and Social Development Plan and it was approved.  (FY1993 Overseas Survey) DOH has used the recommendations to implemented Traffic Safety Master Plan since 1987. DOH has used the guidelines of counter measures on traffic safety programme, too.					
3.SECTOR	Transportation/Fisheries	2.PROJECT COST	(US\$1,000)	Total Cost    Local Cost    Foreign Cost						
4.REFERENCE NO.		3.CONTENTS OF MAJOR PROJECT(S)								
5.TYPE OF STUDY	Other	In order to promote traffic safety in road transport, the study conducted the following tasks. (1) Collection and analysis of road traffic data (2) Identification of high-risk areas (3) Guidelines of physical facilities (4) Planning of physical facilities (5) Medium- and long-term plan for installing physical facilities								
6.COUNTERPART AGENCY	Dept. of Highways, Ministry of Communications	4.CONDITIONS AND DEVELOPMENT IMPACTS								
7.OBJECTIVES OF STUDY		The effect of technical transfer is much larger than the direct effect of the project.								
8.DATE OF S/W	Feb.1983	5. TECHNICAL TRANSFER								
9.CONSULTANT(S)	International Engineering Consultants Association Central Consultant, Inc. Chodai Co., Ltd. Pacific Consultants International	1) Participation of the counterparts in the JICA training program 2) Gift of equipment (2 micro-computers)								
10.STUDY TEAM	No.of Members    11 Period    May.1983-Dec.1984 (19 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>54.50</td> <td>10.50</td> <td>44.00</td> </tr> </table>	Total M/M	Japan	Field		54.50	10.50	44.00	3.PRINCIPAL SOURCE OF INFORMATION	
Total M/M	Japan	Field								
54.50	10.50	44.00								
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		①②								
12.EXPENDITURE										
	<table style="margin-left: auto; margin-right: auto;"> <tr> <td>Total</td> <td>332,824 (¥'000)</td> </tr> <tr> <td>Contracted</td> <td>142,810</td> </tr> </table>	Total	332,824 (¥'000)	Contracted	142,810					
Total	332,824 (¥'000)									
Contracted	142,810									

和名 道路交通安全計画

(M/P, Basic Study, Other)

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

ASE THA/S 206B/85

Compiled Mar.1988  
Revised Mar.1994

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT		
1. COUNTRY	Thailand	1. SITE OR AREA	Eastern Suburban Bangkok (study area of 260 sq.km)<M/P> East suburban area of Bangkok (Study area of 100 sq.km)<F/S>		<b>1. PRESENT STATUS</b> <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	Master Plan on Flood Protection/Drainage Project in Eastern Suburban-Bangkok	2. PROJECT COST	M/P 1) 233,333 Local Cost    140,740 Foreign Cost 2) _____ F/S 1) 98,333    51,630 2) _____ 3) _____	46,703		
3. SECTOR	Social Infrastructures/River & Erosion Control	3. CONTENTS OF MAJOR PROJECT(S)	<M/P> The project aims to protect the area of 260 sq.km from floods coming from outer areas by construction of polder dykes and drain internal storm water by providing adequate drainage facilities. The proposed measures are as follows. (Structural measures) - Polder dyke (62km), gate (55 places), pump station (10 places), channel improvement (133km), drain pipe (110km) (Non-structural measures) - Land use regulation, provision of storm retarding basin, establishment of flood forecasting and warning system  <F/S> Facilities    Scale Dyke(Barrier)    5.1 km Sluice gate    4 places Pumping Station     5 stations(36 cu.m/s) Kloug improvement     93 km Main drain improvement                                        4.3 km Flood control operation center                                1 set			
4. REFERENCE NO.		4. FEASIBILITY AND ITS ASSUMPTIONS				Imp. Period:    Apr.1987-Mar.1992 Feasibility:    Yes                                  EIRR1)    20.20    FIRR1) EIRR2)     FIRR2) EIRR3)     FIRR3)
5. TYPE OF STUDY	M/P+F/S	10. STUDY TEAM			<b>Conditions and Development Impacts:</b> <M/P> Flood damage mitigation. The area of 260 sq.km will be completely protected from outer floods and inner storm rainfall will be fully controlled for 5-year probability rainfall. As a result, flood damage reduction on the buildings, properties, traffic, electricity and telecommunication, and land use enhancement are much expected.  <F/S> Drainage facilities are to be improved based on the result of floods which occurred in 1983. It used to take 2 or 3 months to recover. But now it takes only 3 days to 1 week. The development impact is great.	
6. COUNTERPART AGENCY	Dept. of Drainage and Sewerage, Bangkok Metropolitan Administration	8. DATE OF S/W	Nov.1982			
7. OBJECTIVES OF STUDY	To evaluate the feasibility of building the drainage facilities	9. CONSULTANT(S)	Pacific Consultants International Tokyo Engineering Consultants Co., Ltd.			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Geological survey	2. MAJOR REASONS FOR PRESENT STATUS				
12. EXPENDITURE		3. PRINCIPAL SOURCE OF INFORMATION	①②			
Total	487,871 (¥'000)	5. TECHNICAL TRANSFER	Technical advice on flood control operation, drainage facilities management/ operation. Overseas training for counterpart staff.			
Contracted	331,729					

和名 バンkok 市都市排水対策計画

(M/P+F/S)

# PROJECT SUMMARY (F/S)

Compiled Mar.1986  
Revised Mar.1994

ASE THA/S 316/85

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT																																											
1.COUNTRY	Thailand	1.SITE OR AREA			1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input checked="" type="checkbox"/> Discontinued or Cancelled																																										
2.NAME OF STUDY		10 towns and villages in the North-Eastern region of Thailand																																														
Sanitary District Water Works Project in the North - Eastern Region		2.PROJECT COST			(Description) The project implementation for respective sanitary district may be commenced with their own budget sources. (FY1993 Overseas Survey) The water works in each town were put in the ordinary budget of the provincial water supply development division. The projects proposed in the study are in lower priority of each town.																																											
		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td></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 style="text-align: center;">(US\$1,000)</td> <td style="text-align: center;">1) 6,463</td> <td style="text-align: center;">3,080</td> <td style="text-align: center;">3,383</td> </tr> <tr> <td style="text-align: center;">(US\$1=27.0B)</td> <td style="text-align: center;">2)</td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">3)</td> <td></td> <td></td> </tr> </table>						Total Cost	Local Cost	Foreign Cost	(US\$1,000)	1) 6,463	3,080	3,383	(US\$1=27.0B)	2)				3)																												
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3.CONTENTES OF MAJOR PROJECT(S)																																																
3.SECTOR		The main purpose of the project is to provide an improved living standard for the local people through a stabilized water supply in the Sanitary District areas. With the development of the project, it is expected that the urban activity in the areas, which would have the characteristics in-between of "Urban" and "Rural", will be encouraged to grow vigorously in future. Summary of the proposed project is tabulated as follows. <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Sub-project Name</th> <th>Served Population</th> <th>Max.Capacity (cu.m/day)</th> <th>Major Facility</th> </tr> </thead> <tbody> <tr><td>Kham Sake Sang</td><td style="text-align: center;">6,000</td><td style="text-align: center;">900</td><td>RSFP 1.0 unit, D.pipe 10.5km</td></tr> <tr><td>Nong Bua Lai</td><td style="text-align: center;">4,500</td><td style="text-align: center;">675</td><td>RSFP 1.0 unit, D.pipe 6.91km</td></tr> <tr><td>Huai Thalaeng</td><td style="text-align: center;">13,300</td><td style="text-align: center;">1,995</td><td>RSFP 1.0 unit, D.pipe 12.3km</td></tr> <tr><td>Nong Ki</td><td style="text-align: center;">16,900</td><td style="text-align: center;">2,535</td><td>RSFP 1.0 unit, D.pipe 25.6km</td></tr> <tr><td>Huai Rat</td><td style="text-align: center;">4,900</td><td style="text-align: center;">735</td><td>RSFP 1.0 unit, D.pipe 9.0km</td></tr> <tr><td>Khun Han</td><td style="text-align: center;">5,000</td><td style="text-align: center;">750</td><td>RSFP 1.0 unit, D.pipe 6.7km</td></tr> <tr><td>Kusuman</td><td style="text-align: center;">6,200</td><td style="text-align: center;">930</td><td>ASFP 1.0 unit, D.pipe 9.2km</td></tr> <tr><td>Phon Charoen</td><td style="text-align: center;">10,600</td><td style="text-align: center;">1,580</td><td>RSFP 1.0 unit, D.pipe 12.1km</td></tr> <tr><td>Nong Song Hong</td><td style="text-align: center;">8,600</td><td style="text-align: center;">1,290</td><td>RSFP 1.0 unit, D.pipe 13.2km</td></tr> <tr><td>Huai Kha Yung</td><td style="text-align: center;">4,900</td><td style="text-align: center;">735</td><td>RSFP 1.0 unit, D.pipe 13.5km</td></tr> </tbody> </table> Note: RSFP -Rapid Sand Filtration Plant, ASFT-Aeration Sand Filtration Plant			Sub-project Name	Served Population	Max.Capacity (cu.m/day)	Major Facility	Kham Sake Sang	6,000	900	RSFP 1.0 unit, D.pipe 10.5km	Nong Bua Lai	4,500	675	RSFP 1.0 unit, D.pipe 6.91km	Huai Thalaeng	13,300	1,995	RSFP 1.0 unit, D.pipe 12.3km	Nong Ki	16,900	2,535	RSFP 1.0 unit, D.pipe 25.6km	Huai Rat	4,900	735	RSFP 1.0 unit, D.pipe 9.0km	Khun Han	5,000	750	RSFP 1.0 unit, D.pipe 6.7km	Kusuman	6,200	930	ASFP 1.0 unit, D.pipe 9.2km	Phon Charoen	10,600	1,580	RSFP 1.0 unit, D.pipe 12.1km	Nong Song Hong	8,600	1,290	RSFP 1.0 unit, D.pipe 13.2km	Huai Kha Yung	4,900	735	RSFP 1.0 unit, D.pipe 13.5km
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8.DATE OF S/W		Imp. Period: Oct.1986-May.1989			2.MAJOR REASONS FOR PRESENT STATUS																																											
9.CONSULTANT(S)		4.FEASIBILITY AND ITS ASSUMPTIONS																																														
Sanyu Consultants Inc.		Feasibility: Yes EIRR1)                    FIRR1) EIRR2)                    FIRR2) EIRR3)                    FIRR3)			The project is executed by the respective sanitary district organization.																																											
		Conditions and Development Impacts:																																														
		As preconditions, samples of F/S were conducted in 10 districts. Development Impacts: Since the construction and development of the water works is to be conducted in the town where the provincial office is, the execution and benefit from this kind of project exerts much influence not only on the town but on surrounding districts. * Above FIRR is 6 - 8%.																																														
10.STUDY TEAM		5.TECHNICAL TRANSFER			3.PRINCIPAL SOURCE OF INFORMATION																																											
No.of Members    5 Period Oct.1984-Feb.1986(16.5 months)																																																
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11.ASSOCIATED AND/OR SUBCONTRACTED STUDY																																																
12.EXPENDITURE		Acceptance of 2 trainees from the local counterpart																																														
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和名 東北タイ地方水道施設緊急整備計画

(F/S,D/D)



# PROJECT SUMMARY (F/S)

Compiled Mar.1988  
Revised Mar.1994

ASE THA/S 317/85

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT				
<b>1.COUNTRY</b>	Thailand	<b>1.SITE OR AREA</b>	Northeastern Region			<b>1.PRESENT STATUS</b>			
<b>2.NAME OF STUDY</b>	Road Development in the North - Eastern Region (Phase 2)	<b>2.PROJECT COST</b>	Total Cost	Local Cost	Foreign Cost				
<b>3.SECTOR</b>	Transportation/Fish Processing		(US\$1,000)	1)	42,155	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled			
<b>4.REFERENCE NO.</b>			(US\$1=20B)	2)					
<b>5.TYPE OF STUDY</b>	F/S	<b>3.CONTENT(S) OF MAJOR PROJECT(S)</b>		3)					
<b>6.COUNTERPART AGENCY</b>	Dept. of Highways, Ministry of Communications	(1) New construction and improvement Total 502.1km: 1)A. Khong - J.R.2180 46.8km; 2)A. Chonnabot - B. Dong Han 24.0km; 3)A. Nam Phong - B. Nong Tum 28.0km; 4)B. Lao(J.R.210) - B. Tha Yom 40.7km; 5)B. Huai Koenq - A. Kumphawapi 14.2km; 6) A. Nong Han - A. Kumphawapi 34.3km; 7)A.Sawang Daen Din - A. Song Dao 19.1km; 8)A. Selaphum - B.Kham Phon Sung 46.3km; 9)B. Na Suang - B. Na. Yia 13.6km; 10)A. Maha Chana Chai - A. Kho Wang 24.5km; 11)B. Som Poi Noi - B. Muang Mak 28.4km; 12)A. Chom Phra - B. Nong Khawao 31.1km; 13)A. Parakhon Chai - A. Krasang 47.1km; 14)B. Nong Pha Ong - A. Nong Ki 52.6km; 15)A. Si Khui(J.R.2)- A. Chok Chai 51.4km. (2) Rehabilitation 8 routes (90km) 16)A.Sikhui - A.Dan Khun Thot 19km; 17)A.Prathai - A.Khok Chik 10km 18)A.Kalasin - B.Lum Chai 10km; 19)A.Pak Thong Chai - J.R.2 13km 20)B.Nam Kong - A.Si That 8km; 21)A.Chokchai - A.Khonburi 10km 22)B.Wat - A.Kong 10km; 23)Nakhon Ratchasima - A.Chokchai 10km  The total project cost is 1,839.22 million bahts.  * The project cost 1)above is the economic construction costs of Improvement and New Construction Routes.			<b>(Description)</b>				
<b>7.OBJECTIVES OF STUDY</b>	Feasibility analysis of new construction, improvement and rehabilitation of roads				<b>8.DATE OF S/W</b>	Mar.1984	<b>Imp. Period:</b>	Jan.1985-Dec.1987	Nov.1988 OECF loan agreement (4,085 million yen), of which 1,008 million was for the construction and improvement of 7 routes (235.1km) of the Northeastern Region. Apr.1990 Construction started  The rest of new construction and improvement and rehabilitation are to be financed by the World Bank and own fund (part of the work is already under way).  May 1993 OECF loan agreement (Highway Sector Project (2), 2,184 million yen) Major Component: 1 Provincial Road 2 Local Roads  (FY 1991 Overseas Survey) IBRD Loan: L/A in 1990. US\$100 million. Construction: 1988-1994  (FY 1992 Overseas Survey) For this project, OECF loan (472.51 million bahts), World Bank loan (406.48 million bahts) and DOH budget (425.04 million bahts) were appropriated.
<b>9.CONULTANT(S)</b>	Katahira & Engineers International Nippon Koei Co., Ltd.				<b>4.FEASIBILITY AND ITS ASSUMPTIONS</b>	Feasibility: Yes	EIRR1) EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)	
<b>10.STUDY TEAM</b>	No.of Members 12 Period Jun.1984-Jul.1985(11 months)	<b>Conditions and Development Impacts:</b>			<b>2.MAJOR REASONS FOR PRESENT STATUS</b>				
	Total M/M      Japan      Field 57.56              5.00          52.56	Direct effects: 1) Decrease of transportation costs to road users 2) Increase of value added of agricultural produce 3) Saving of road maintenance costs Social impacts: 1) Improved access to administrative services 2) Improvement of educational standards 3) Improvement of medical services 4) Narrowing of income disparities  * Five sections with higher EIRRs are 2)22.2%, 15)19.7%, 13)17.1%, 8)15.7%.							
<b>11.ASSOCIATED AND/OR SUBCONTRACTED STUDY</b>		<b>5.technical TRANSFER</b>	1) OJT; 2) Participation of the counterparts in the JICA training program; 3) Employment of local consultants; 4) Gift of equipment and technical guidance			<b>3.PRINCIPAL SOURCE OF INFORMATION</b> ①②③④			
<b>12.EXPENDITURE</b>	Total 194,238 (¥000) Contracted 183,479								

和名 東北部道路網整備計画 (フェイズII)

{F/S,D/D}

# PROJECT SUMMARY (F/S)

Compiled Mar.1988  
Revised Mar.1994

ASE THA/S 315/85

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Thailand	1.SITE OR AREA	Laem Chabang			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	Establishment of a Large Repair Shipyard	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost		
3.SECTOR	Transportation/Marine Transportation & Ships	(US\$1,000)	1) 40,000	15,000	25,000	(Description) Suspended after the completion of the study because of the low feasibility. The Government has been encouraging the private sector investment. JICA is conducting a M/P study on the shipbuilding industry, and reviewing the proposal of the study. Private shipping company and shipyard have jointly operated and going to invest shipyard facilities on the basis of leasing contract of site between Port Authority of Thailand and the company.  (FY1993 Overseas Survey) Prospective low return on investment caused the above company to discontinue the project. At present, big ships go to Singapore for repairment.	
4.REFERENCE NO.		(US\$1=169.40Yen)	2)				
5.TYPE OF STUDY	F/S		3)				
6.COUNTERPART AGENCY	Board of Investment	3.CONTENTS OF MAJOR PROJECT(S)					
7.OBJECTIVES OF STUDY	Feasibility analysis of a repair shipyard	- Dry dock 175m x 28m x d.11.1m - Area of 300m x 300m = 90,000 sq.m by reclaiming for ship repairing - Quay length = 150m  Any other facilities necessary for shiprepairing. Time schedule: start of preparation for construction, Jan. 1986 start of construction work,                    Sept. 1987 start of operation,                                Jan. 1990 completion of construction work,            March 1990					
8.DATE OF S/W	Oct.1982	Imp. Period: Jan.1986-Mar.1990					
9.CONSULTANT(S)	Overseas Ships Building Cooperation Center	4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 11.40 EIRR2) EIRR3)	FIRR1) 5.80 FIRR2) FIRR3)		
10.STUDY TEAM	No.of Members 9 Period Jul.1984-May.1985(11 months)	Conditions and Development Impacts: The growth rate of the cargo carried by the Thai shipping companies(which has a share of 10% of the total transportation volume) was estimated on the bases of growth of GDP and international trade. The scale of the shipyard was then determined by evaluating the types of ships used and the nature of repair work needed. Development effects will be substantial, because the existing capacity of the domestic repair yards is considerably short of the demand.  The major shipyards in Thailand are located along the Chaopraya River in Bangkok city surrounded by housing and it is impossible for them to expand their facilities to bigger sizes. At present their max. capacity to accommodate for repairing services is 5,000 tons. The max. capacity will become 20,000 tons if this shipyard is established.  (FY 1993 Domestic Survey)					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER					
12.EXPENDITURE		1) Participation of one counterpart in the JICA training program 2) Employment of local consultants					
	Total 146,390 (¥000)					2.MAJOR REASONS FOR PRESENT STATUS	
	Contracted 158,523					3.PRINCIPAL SOURCE OF INFORMATION	①②

和名 船舶修理ヤード建設計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

ASE THA/A 310/85

Compiled Mar.1990  
Revised Mar.1994

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Thailand	1.SITE OR AREA				1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input checked="" type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY	Comprehensive Storage Facilities Development Project (Phase II)	Whole country					
3.SECTOR	Agriculture/General	2.PROJECT COST		Total Cost	Local Cost		
4.REFERENCE NO.		(US\$1,000)	1)	42,129	21,167		
5.TYPE OF STUDY	F/S			2)	20,962		
6.COUNTERPART AGENCY	Public Warehouse Organization (PWO)			3)			
7.OBJECTIVES OF STUDY		3.CONTENTS OF MAJOR PROJECT(S)				(Description) In 1986, Thai government drastically revised the rice marketing policy and abolished the conventional government procurement at support prices. As a result, the operational scale of Public Warehouse Organization (PWO) was radically reduced. On the other hand, the government has been implementing the development of the port at Laem Chabang and planned to construct integrated facilities for collecting, processing and exporting agricultural products in the area behind the port. The government at one time considered the possibility of including the loading facilities for export rice in the area, but the idea did not materialize. The rice exports have long been made from the river ports in Bangkok city, and the construction of modern facilities are underway by private companies. The exports of Thai rice reached 5.7 million tons in 1989. Further rationalization of rice marketing and modernization of marketing facilities are strongly desired by both the government and private organization. (FY1993 Overseas Survey) The reason of discontinuation is because many government agencies joined rice export programme. It lowered PWO's rank as a rice exporter.	
8.DATE OF S/W	Dec.1983	1. Warehouse construction: State level - 10 sites Local level - 5 sites Seaport Warehouse - 1 site at Laem Chabang					
9.CONSULTANT(S)	Overseas Merchandise Inspection Co., Ltd. Sanyu Consultants Inc.	2. Improvement on processing and loading facilities for shipping exportable rice: River port - 2 sites (Nonthaburi, Rajburana) Deep sea port - 1 site (Laem Chabang)					
10.STUDY TEAM	No. of Members 11 Period Feb.1984-Jun.1985 (7 months)	3. Grain reprocessing facility: 6 sites 4. Storage technology improvement and training center construction: 1 site (Nonthaburi)					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		* Project costs above are in Dec.1984 prices.					
12.EXPENDITURE		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 12.00 EIRR2) 13.10 EIRR3)	2.MAJOR REASONS FOR PRESENT STATUS	
Total	122,940 (¥000)	Conditions and Development Impacts: Conditions: 1.Recruiting and training of personnel; 2.Proper management and control; 3.R&D by Cooperation with other organization. Development Impacts: 1.Expansion of public activities by PWO; 2.Support government rice price policies and materialize long-term stabilization of producers' paddy price and consumers' milled rice price; 3.Improvement and rationalization of rice marketing by expanding and improving facilities/warehouses at rice markets; 4.Continued Sales to existing markets and developing new markets by improving export rice quality and expanding shipping facilities and capacities for loading onto a large sized ocean-going vessels; 5.Reducing losses during storage; 6.Support the activities of public organizations such as agricultural cooperatives, BAAC, etc. by offering them the use of Warehouse; 7.Providing services for marketing other agricultural products by offering the use of seasonal empty space and the auxiliary facilities of the warehouse. * Above EIRRs are 1) for River port and 2) for Sea port.				The government policy is in principle to let the rice marketing in the hands of the private sector, including investments in the related facilities.	
Contracted	114,782	5. TECHNICAL TRANSFER					
						①②	

和名 穀物貯蔵施設整備拡充計画 (Phase II)

(F/S,D/D)