

PROJECT SUMMARY (F/S)

Compiled Mar.1990
Revised Mar.1994

ASE THA/A 311/85

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Thailand	1.SITE OR AREA		Sakae Krang River Basin(6,300 sq.km)		1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY	Sakae Krang River Basin Irrigation Project	2.PROJECT COST		Total Cost	Local Cost		
		(US\$1,000)	1)	107,226	35,144	72,092	
		US\$1=27B	2)				
			3)				
3.SECTOR	Agriculture/General	3.CONTENTES OF MAJOR PROJECT(S)				(Description) An environmental impact assessment study was undertaken by RID for earlier implementation of the project. (FY 1991 Overseas Survey) No additional information. (FY 1993 Overseas Survey) Upper Mewong dam, 230MCM capacity, proposed by JICA study is classified as large scale according to RID's regulation and Environmental Impact Assessment study is requested to be conducted before the project is implemented. EIA study was completed by Chonma University in Dec. 1993. Rid is now preparing request for 20th OECF loan.	
4.REFERENCE NO.		Mae Wong irrigation scheme was selected as a result of M/P and Pre-F/S.					
5.TYPE OF STUDY	F/S	1.Irrigation area : 46,700ha					
6.COUNTERPART AGENCY	RID (Royal Irrigation Department), Ministry of Agriculture and Cooperatives	2.Water source : Mae Wong river					
7.OBJECTIVES OF STUDY	Irrigation of Sakae Krang River Basin Pre-F/S and M/P	3.Upper Mae Wong dam : Rock-fill type Height 57m, Crest Length 794m					
8.DATE OF S/W	Jul.1984	4.Irrigation Facilities: Intake weir 2 sites Main canal 76.7 km Secondary canal 285.2 km Drainage canal 204.2 km					
9.CONSULTANT(S)	Nippon Koei Co., Ltd. Kyowa Engineering Consultants Co., Ltd. Nippon Giken Inc.	* Implementation period below is 7 years.					
10.STUDY TEAM	No.of Members 16 Period Sep.1984-Mar.1986(19 months)	4.FEASIBILITY AND ITS ASSUMPTIONS					
	Total M/M Japan Field 90.27 35.22 55.05	Feasibility: Yes	EIRR1) 13.00 FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)				
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		Conditions and Development Impacts: 1.Increase of crop production 2.Improvement of living standard and welfare 3.Improvement of cropping productivity in the dry season					
12.EXPENDITURE	Total 257,848 (¥'000) Contracted 246,885	5.TECHNICAL TRANSFER					
		Technology transfer to counterpart in the course of the study.				2.MAJOR REASONS FOR PRESENT STATUS	
						3.PRINCIPAL SOURCE OF INFORMATION	
						①②③	

和名 サカエクラシ川流域灌漑計画

(F/S,D/D)

PROJECT SUMMARY (F/S)

Compiled Mar.1990
Revised Mar.1994

ASE THA/S 318/86

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1.COUNTRY	Thailand	1.SITE OR AREA		Coastal routes of Thailand , 43 routes		1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled	
2.NAME OF STUDY		2.PROJECT COST		Total Cost	Local Cost			Foreign Cost
Dredging Plant Development Project		(US\$1,000)	1)	9,666	2,730			
		(US\$1= 27 Bahts)	2)					
			3)					
3.SECTOR		3.CONTENT(S) OF MAJOR PROJECT(S)				(Description) Suspended after the completion of F/S due to the lack of fund. F/S must be reviewed, because the exchange rate has largely changed since the last F/S. (FY 1993 Domestic Survey) As of Dec.1993: In FY 1993, Yen Loan was requested from the Government of Thailand, and presently, the matter is under neqociation between OECF and GOT. Horbour Department requested financial assistance for donors including OECF. However, no assistance is available.		
Transportation/Port		43 channels were studied and quantity of necessary maintenance dredging was estimated and was compared with the capacity of present dredging plant. Dredging plant development project such as construction of 2 training hopper dredging, preparation of mechanical center was proposed.						
4.REFERENCE NO.								
5.TYPE OF STUDY		F/S						
6.COUNTERPART AGENCY		Harbour Department, Ministry of Transport and Communication						
7.OBJECTIVES OF STUDY		Frame of long-range dredging plan target in 2000 and development plan including improvement and maintenance of facilities.						
8.DATE OF S/W		Feb.1985						
9.CONSULTANT(S)		Overseas Coastal Area Development Institute of Ja						
		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 12.20 EIRR2) EIRR3)			FIRR1) FIRR2) FIRR3)
10.STUDY TEAM		Conditions and Development Impacts: Comparison of the proposed project under two conditions: with case and without case. Cost and benefit is shown with cost of 1985 (1 baht = 9.01 yen) As the effect of development, improvement of the dredging capability, possibility of the effective maintenance and repair of the dredging boat, and possibility of the development for the community are given.						
No.of Members 8								
Period May.1985-Jun.1986(14 months)								
Total M/M		Japan	Field					
49.47		18.17	31.30					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		(FY 1993 Domestic Survey)						
12.EXPENDITURE		5.TECHNICAL TRANSFER				2.MAJOR REASONS FOR PRESENT STATUS		
Total		The business training was carried out at some Japanese important port, Port and Harbour Research Institute, and some shipyard,etc.						
Contracted						Delay due to the ceiling on the government budget		
						3.PRINCIPAL SOURCE OF INFORMATION		
						①②		

和名 港湾浚渫船隊整備計画

(F/S,D/D)

PROJECT SUMMARY (F/S)

ASE THA/A 312/86

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		Bang Nara River Basin of Nava Tik Province in Southern Thailand					
Bang Nara Irrigation and Drainage Project		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost	
		(US\$1,000)	1)	25,240,000	10,320,000	14,920,000	
		(US\$1=20Bahts in 1985)	2)				
			3)				
3.SECTOR		3.CONTENTS OF MAJOR PROJECT(S)				(Description) The proposed project was implemented by Japanese grant aid. Feb. 1988 E/N sited for D/D (94 million yen) Feb. - Jun. 1988 Detailed design undertaken Oct. 1988 Construction started Sep. 1988 E/N sited (888 million yen) Jul. 1989 E/N sited (2,604 million yen) Jun. 1990 E/N sited (375 million yen) Nov. 1990 Construction completed (FY 1991 Overseas Survey) The total Japanese grant aid amounted to 3,867 million yen. There were minor changes in the location of fixed pumping stations owing to the land acquisition problems.	
Agriculture/General		- To construct tidal gates both in Nava Tik side and Taqbai side of Bang Nara River					
4.REFERENCE NO.		- Pumping irrigation by utilizing planned reservoir with 9 pumping stations					
5.TYPE OF STUDY		- Rehabilitation of drainage rivers flowing into Bang Nara River					
F/S		- To install 6 check gates to control acid water					
6.COUNTERPART AGENCY		Outline of the Project					
RID (Royal Irrigation Department)		Tidal Gate: Upper Gate Width 120m, Feeder Canal 750m, closure dam 220m Down stream Gate Width 24m, Feeder Canal 450m, closure dam 75m					
7.OBJECTIVES OF STUDY		Facility to control Acid Water : 6 check gates					
Establishment of Agricultural Development Plan for the Area of 9,100 ha in the Bang Nava river Basin.		Irrigation : 9,100ha Drainage improvement 11,490ha Project cost:					
			F/C	L/C	Total		
		Tidal Gate	278	118	396		
		Acid Improvement Facilities	32	26	58		
		Irr. and Drainage Facilities	146	125	271		
		Consulting Service Fee	56	84	140		
		Physical Contingency	56	52	108		
		Price Escalation	179	111	290		
		Total	746	516	1,262		
8.DATE OF S/W		Imp. Period:					
Jul.1984		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 10.20	FIRR1)	
9.CONSULTANT(S)				EIRR2)	FIRR2)		
Sanyu Consultants Inc.				EIRR3)	FIRR3)		
Japan Engineering Consultants Co., Ltd.		Conditions and Development Impacts:					
		The beneficial area:					
		- by pumping irrigation for existing paddy fields, 9,100 ha					
		- by rehabilitation of river, 5,280 ha for paddy fields and 6,210ha for rubber fields					
		The main purpose of the project is to utilize Bang Nara water resources for irrigation and to control the flood in rainy season.					
		And by using the proposed impounding water, the 9,100ha of paddy field will be irrigated by nine pumping stations. By the improvement of drainage canal/rivers the 5,280ha of paddy field and 6,210ha of rubber plantation will be benefitted as drainage improvement. The irrigation development consists of 4,870ha of paddy fields located along the proposed reservoir by portable pumps, and the remaining area to be irrigated by nine (9) RID pumping station. The irrigation aims to plant wet season paddy during wet season and to plant upland crops in the area of 20% of the paddy field during the dry season.					
		From economic point of view, the development plan of swamp, forest and mild loan is included in this plan. EIRR is 10.2%					
10.STUDY TEAM		5. TECHNICAL TRANSFER					
No.of Members 12							
Period May.1985-Jan.1987 (21 months)							
Total M/M		Japan		Field			
106.23		42.55		63.68			
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY							
12.EXPENDITURE							
Total		293,737 (¥'000)					
Contracted		271,828					
						2.MAJOR REASONS FOR PRESENT STATUS	
						3.PRINCIPAL SOURCE OF INFORMATION	
						①②	

和名 バンナラ川かんがい排水計画

(F/S,D/D)

PROJECT SUMMARY (F/S)

Compiled Mar.1990
Revised Mar.1994

ASE THA/S 320/87

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		Bangkok, Mae Noni, Bang Sue, and Hat Yai Stations					
Railway Yards Improvement		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost	
		(US\$1,000)	1)	13,357	7,557	5,800	
		(US\$1=26.455B)	2) 3)				
3.SECTOR		3.CONTENTS OF MAJOR PROJECT(S)				(Description) Detailed design completed in December 1987. Part of the high-priority work for Bangkok and Bang Sue stations was implemented. At present, the project is progressing in two categories. (1) 1st category -- Work to improve the operational efficiency of main yards and to meet future traffic increase. * Bangkok yard -- Construction of a new departure track and 2 arrival tracks, conversion of 2 arrival tracks to arrival/departure tracks, and extension of the effective length (37 million baht, to be completed at the end of 1990). * Ban Phachi yard -- 25 million baht, to be completed in the middle of 1990. * Other improvements -- To start as scheduled. (2) 2nd category -- Smaller-scale work such as platform improvement. * 5 to 10 yards to be improved every year. (FY 1991 Overseas Survey) The project is integrated in the SRT Investment Program and the construction will be completed in 1993. (FY1993 Overseas Survey) SRT improved above yards during the period of the Sixth National Development Plan, 1987-91. Total investment cost is 120 million baht.	
Transportation/Railway		Improvement of yard facilities (passenger facilities, freight facilities, track facilities, electric facilities, signalling and telecommunications facilities): Bangkok: 1. Additional construction of two arrival tracks for strengthening capacity of arrival tracks; 2. Modification of two departure tracks into arrival/ departure tracks for strengthening capacity of arrival/ departure tracks; 3. Additional construction of one arrival track for strengthening capacity of departure tracks. 4. Extension of effective length of the passenger car yard for strengthening capacity for passenger car; 5. Extension of effective length of tracks for DR (diesel railcar) storage; 6. Modification of locations of signal erection and improvement of interlocking devices for ensuring train safety. Mae Nam: 1. New construction of two sorting tracks for freight cars in a place about 4 km away from the origin of the Bangkok Port Line; 2. New construction of a shortcut line between Mae Nam Station and the Bangkok Port Line; 3. Additional construction of one sorting track and extension of effective length of tracks for strengthening capacity for empty car storage. Bang Sue: 1. New construction of two arrival/departure tracks in the freight station for dealing with direct transport between freight stations; 2. Improvement of signalling facilities entailed by track improvement (erection of signals, etc.) Hat Yai: 1. Modification of track layout for eliminating the concurrence of freight car shunting and handling of incoming and outgoing freight trains; 2. Additional construction of three sorting tracks for strengthening capacity for freight car sorting; 3. Additional construction of two storage tracks for passenger cars for					
4.REFERENCE NO.		4.FEASIBILITY AND ITS ASSUMPTIONS					
5.TYPE OF STUDY		Feasibility: EIRR1) 18.29 FIRR1) 19.72 Yes EIRR2) FIRR2) EIRR3) FIRR3)					
6.COUNTERPART AGENCY		Conditions and Development Impacts: (1) Preconditions for IRR calculation 1. Traffic volume is forecasted for the years 1991, 1996, and 2006. 2. Of the yards taken up in the study, four high-priority yards are to be improved by 1991. (2) Development impacts 1. Improvement of yards with bottlenecks will increase passenger traffic. 2. Improvement of yard functions will lead to efficient transport and a reduction in transport cost.					
State Railway of Thailand		Imp. Period: Jan.1987-Dec.1991					
7.OBJECTIVES OF STUDY		5.TECHNICAL TRANSFER					
Preparation of a basic improvement plan for 10 years with a target year of 2006 F/S for several high-priority yards with a target year of 1996		1)OJT: A seminar was held on measures for yard planning. 2)Counterparts participated in JICA training program. 3)Instruction, as well as the preparation of a guidebook, on measures for yard work improvement.					
8.DATE OF S/W		8. EXPENDITURE					
Aug.1985		Total 266,088 (¥'000)					
9.CONULTANT(S)		Contracted 258,834					
Japan Railway Technical Service Pacific Consultants International The Japan Electrical Consulting Co., Ltd.		11.ASSOCIATED AND/OR SUBCONTRACTED STUDY					
10.STUDY TEAM		12.PRINCIPAL SOURCE OF INFORMATION					
No. of Members 13		①②					
Period Dec.1985-Jun.1987 (19 months)		2.MAJOR REASONS FOR PRESENT STATUS					
Total M/M Japan Field		3.PRINCIPAL SOURCE OF INFORMATION					
98.86 61.11 37.75		①②					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		3.PRINCIPAL SOURCE OF INFORMATION					
12.EXPENDITURE		①②					
Total 266,088 (¥'000)		①②					
Contracted 258,834		①②					

和名 鉄道ヤード改良計画

(F/S,D/D)

PROJECT SUMMARY (Other)

ASE THA/S 603/87

Compiled Mar.1990
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS											
1.COUNTRY	Thailand	1.SITE OR AREA	Port of Bangkok, Port of Laem Chabang, Port of Map Ta Phut, Port of Sattahip, Port of Phuket, Port of Song Khla			1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued									
2.NAME OF STUDY	Effective Port Management and Operation System	2.PROJECT COST				(US\$1,000)	Total Cost	Local Cost	Foreign Cost	(Description) The National Port Administration Commission was established in the Ministry of Transport and Communication by accepting recommendations of the study and came into operation since December 1988. - Port of Laem Chang The administrative body has been established in the PAT.The Container Terminal and the agricultural/Bulk Berth are leased to the private companies and operated by them. -Port of Map Ta Phut Started operation in 1992. IEAT became an administrative body, and each berth is leased to the private company. -Port of Song Khla and Port of Phket The private sector is in charge of port management and its operation.						
3.SECTOR	Transportation/Port	3.CONTENTES OF MAJOR PROJECT(S)	Recommendation of port management - Determination of fundamental concept for the port planning and development policy. - Making of the port management policy. - Preparation for the operation and management as an international port. - Reviewing the legal system concerning port development, management and operation. - Recommendation of improvement of the cargo handling.													
4.REFERENCE NO.		4.CONDITIONS AND DEVELOPMENT IMPACTS						[Development Impacts] 1) Effective port service is indispensable for Thai economic activity, and at the same time port development is emphasized its importance as main infrastructure for promotion of industrial location and as a core of regional economical development. 2) Reduction of transportation cost through the effective port operation 3) Mitigation of the congestion at Bangkok port as well as promotion of the development of the Eastern Seaboard region are brought about through the enhancement of the effectiveness of containe cargo handling and inland transportation at Port of Laem Chabang.								
5.TYPE OF STUDY	Other	9.CONCONSULTANT(S)	Overseas Coastal Area Development Institute of Ja								2.MAJOR REASONS FOR PRESENT STATUS					
6.COUNTERPART AGENCY	Ministry of Transport and Communication	10.STUDY TEAM						No.of Members 12 Period Aug.1986-Mar.1988(8 months)								
7.OBJECTIVES OF STUDY	-Formulation of a framework for port operation	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Total M/M</th> <th style="text-align: left;">Japan</th> <th style="text-align: left;">Field</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">99.90</td> <td style="text-align: center;">48.44</td> <td style="text-align: center;">51.36</td> </tr> </tbody> </table>		Total M/M	Japan								Field	99.90	48.44	51.36
Total M/M	Japan	Field														
99.90	48.44	51.36														
8.DATE OF S/W	Feb.1986	Leagal System		①②												
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY								5. TECHNICAL TRANSFER The study of port management was carried out for the counterpart.								
12.EXPENDITURE		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Total</td> <td style="width: 15%;">265,006 (¥'000)</td> </tr> <tr> <td>Contracted</td> <td>265,693</td> </tr> </table>								Total			265,006 (¥'000)	Contracted	265,693	
Total	265,006 (¥'000)															
Contracted	265,693															

和名 効果的港湾システム調査

(M/P,Basic Study,Other)

PROJECT SUMMARY (M/P)

Compiled Mar.1986
Revised Mar.1994

ASE THA/S 104/88

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS																					
1.COUNTRY	Thailand	1.SITE OR AREA	Chao Phraya River Basin(162,000 sq.km)		1.PRESENT STATUS	<input type="checkbox"/> In Progress or In Use <input checked="" type="checkbox"/> Delayed <input type="checkbox"/> Discontinued																				
2.NAME OF STUDY	Flood Forecasting System in the Chao Phraya River Basin	2.PROJECT COST	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">Total Cost</td> <td style="width: 15%; text-align: center;">Local Cost</td> <td style="width: 15%; text-align: center;">Foreign Cost</td> </tr> <tr> <td style="text-align: center;">(US\$1,000)</td> <td style="text-align: center;">1)</td> <td style="text-align: center;">55,948</td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">2)</td> <td></td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">(US\$1=130Yen)</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>				Total Cost	Local Cost	Foreign Cost	(US\$1,000)	1)	55,948				2)				(US\$1=130Yen)					(Description) Royal Irrigation Department highly appreciated the study and prepared to pledge for the grant aid for the urgent projects among the proposed plans, but has not requested to the Government of Japan. The RID has an intention of requesting similar projects of irrigation water management system. (FY 1991 Overseas Survey) No policy has come out regarding this project. (FY1993 Overseas Survey) Because the JICA study didn't provide. A specific flood forecasting method, RID is using existing method to provide accurate result.	
		Total Cost	Local Cost	Foreign Cost																						
(US\$1,000)	1)	55,948																								
	2)																									
(US\$1=130Yen)																										
3.SECTOR	Social Infrastructures/River & Erosion Control	3.CONTENTS OF MAJOR PROJECT(S)	Step 1: Flood forecasting system started with the existing facilities as the bases and by adding auxiliary equipment as required. This system is composed of (1) 34 of rainfall gauging stations, (2) 31 of water level gauging stations, (3) 54 of HF radio stations, (4) 7 of VHF radio stations, and (5) one set of data management system. Step 2: Flood forecasting system with latest equipment and facilities operated under full flood forecasting organizations. This system is composed of (1) 65 of rainfall gauging stations, (2) 19 of water level gauging stations, (3) 19 of rainfall/water level gauging stations, (4) 2 of radar rainfall gauging stations, (5) 110 of VHF radio stations, (6) 15 of VHF repeater stations, (7) 2 of VHF radio stations, (8) 5 of sub-stations, (9) 6 of terminal stations of TOT, (10) one of flood forecasting center, and (11) one set of data management system.																							
4.REFERENCE NO.		4.CONDITIONS AND DEVELOPMENT IMPACTS	The flood forecasting system opens up to the possibilities of highly reliable flood forecasting services through collection of flood information from extensive areas of the Chao Phraya River basin. The communication networks of the flood forecasting systems render great services in communication other than flood forecasting. It is expected to mitigate the flood damage at the main urban areas along the river course such as Nakon Sawan, Chai-Nat, Ayutaya, Bangkok, etc. through the efficient flood fighting works and evacuation of the inhabitants. Besides, the hydrological data collected and managed by this system can be used as the basic data to formulate the comprehensive flood control plan in the Chao-Phraya River Basin.		2.MAJOR REASONS FOR PRESENT STATUS Grant and projects by the Government of Japan has been narrowed down according to the increase of GNP of Thailand.																					
5.TYPE OF STUDY	M/P	10.STUDY TEAM	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">No.of Members</td> <td style="width: 15%;">11</td> <td style="width: 15%;">Period</td> <td colspan="2" style="width: 55%;">Feb.1987-Jun.1988(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="2"></td> </tr> <tr> <td style="text-align: center;">73.32</td> <td style="text-align: center;">38.47</td> <td style="text-align: center;">34.85</td> <td colspan="2"></td> </tr> </table>				No.of Members	11	Period	Feb.1987-Jun.1988(16 months)		Total M/M	Japan	Field			73.32	38.47	34.85							
No.of Members	11	Period	Feb.1987-Jun.1988(16 months)																							
Total M/M	Japan	Field																								
73.32	38.47	34.85																								
6.COUNTERPART AGENCY	Royal Irrigation Department, Ministry of Agriculture and Cooperatives	11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Survey		3.PRINCIPAL SOURCE OF INFORMATION ①②																					
7.OBJECTIVES OF STUDY	Formulation of a flood forecasting system over Chao Phraya river basin	12.EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">Total</td> <td colspan="2" style="width: 55%; text-align: center;">209,304 (¥'000)</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">Contracted</td> <td colspan="2" style="text-align: center;">183,794</td> </tr> </table>						Total	209,304 (¥'000)				Contracted	183,794											
		Total	209,304 (¥'000)																							
		Contracted	183,794																							
8.DATE OF S/W	Jul.1986	5.TECHNICAL TRANSFER	Execution of an intensive lecture course to counterparts on hydrologic computation procedures.																							
9.CONULTANT(S)	CTI Engineering Co., Ltd. Nippon Koei Co., Ltd.																									

和名 チャオピア川洪水予報システム計画

{M/P, Basic Study, Other}

PROJECT SUMMARY (M/P+F/S)

Compiled Mar.1990
Revised Mar.1994

ASE THA/S 207B/88

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT																														
1.COUNTRY	Thailand	1.SITE OR AREA	Central Region (26 changwats, including Bangkok: 104,000 sq.km. pop. 17 million)																															
2.NAME OF STUDY	Road Development in the Central Region	2.PROJECT COST (US\$1,000)																																
3.SECTOR	Transportation/Fish Processing	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%;">M/P 1)</td> <td style="width: 15%;">79,202</td> <td style="width: 15%;">Local</td> <td style="width: 15%;">Foreign</td> <td style="width: 15%;"></td> </tr> <tr> <td></td> <td>2)</td> <td>49,151</td> <td>Cost</td> <td>Cost</td> <td></td> </tr> <tr> <td></td> <td>F/S 1)</td> <td>398,960</td> <td></td> <td>202,640</td> <td>196,320</td> </tr> <tr> <td></td> <td>2)</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>3)</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>		M/P 1)	79,202	Local	Foreign			2)	49,151	Cost	Cost			F/S 1)	398,960		202,640	196,320		2)						3)					1.PRESENT STATUS <input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled	
	M/P 1)	79,202	Local	Foreign																														
	2)	49,151	Cost	Cost																														
	F/S 1)	398,960		202,640	196,320																													
	2)																																	
	3)																																	
4.REFERENCE NO.		3.CONTENTES OF MAJOR PROJECT(S)	(Description) 15 routes out of 21 are under construction by OECF finance (L/A 1988 Nov. 4,117 million yen). ML-5 (Chonburi - Pataya) has been under construction since Aug. 1990. Another OECF L/A (5,670 million yen) was signed in Sep. 1991. Dec.1990 OECF loan agreement on Phase I (15,497 million yen) Construction scheduled to commence in FY1992. Sep.1993 OECF loan agreement on Phase II (13,631 million yen) Of the remaining routes, D/D for ML-9 (Bangkok-Chonburi new highway) is under way with the World Bank finance. (FY 1991 Overseas Survey) The construction will be completed in 1995. (FY 1992 Overseas Survey) The construction of ML-9 was commenced in 1992 and is now under way. (FY 1993 Overseas Survey) No additional information																															
5.TYPE OF STUDY	M/P+F/S																																	
6.COUNTERPART AGENCY	Dept. of Highways																																	
7.OBJECTIVES OF STUDY	Road development																																	
8.DATE OF S/W	Feb.1987																																	
9.CONSULTANT(S)	Katahira & Engineers International Nippon Koei Co., Ltd.																																	
10.STUDY TEAM	No.of Members 10 Period Aug.1987-Mar.1989(20 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;">85.70</td> <td style="text-align: center;">15.70</td> <td style="text-align: center;">70.10</td> </tr> </table>	Total M/M			Japan	Field	85.70	15.70	70.10	1)Trunk highway network (ML projects), 8 Links, total length:288.8km. Project No.ML-1 ~ ML-8 - The increase of lanes and new highway construction are necessary in many places. - It will be necessary in the future to develop a road network with inter-city expressways. 2)Supplemental road network (IM projects), 23 Links, total length:718.2km. Project No.IM-1 ~ IM-23 - It will be necessary in the future to improve 85 routes (2,017km) 3)Rehabilitation (RH projects), 8 Links, total length:206.8km. Project No.RH-1 ~ RH-8 4)Improvement of intersections 48 places The project cost 1)is the ML project and. 2)is the IM project. <F/S>1)Trunk highway network (ML projects) 7 projects, total length 320.3km ML-1:13.6km, ML-2:23.7km, ML-3:44.6km, ML-4:61.9km, ML-5:50.3km ML-7:40.9km, ML-9:81.7km 2)Supplemental road network (IM projects) 11 projects, total length 297.2km IM-1:18.7km, IM-2:35.9km, IM-11:40.7km, IM-12:51km, IM-13:17.8km IM-14:25.6km, IM-15:24.7km, IM-16:20.8km, IM-17:19.2km, IM-22:15.9km IM-23:26.9km 3)Rehabilitation (RH projects) 3projects, total length 96.7km RH-2:39.7km, RH-3:17.9km, RH-5:39.3km 4)Improvement of intersections Imp. Period: .1991-.1993																								
Total M/M	Japan	Field																																
85.70	15.70	70.10																																
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Traffic survey by vehicle type, O/D survey, road inventory survey, boring and road surface survey	4.FEASIBILITY AND ITS ASSUMPTIONS			Feasibility: Yes EIRR1) FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)	2.MAJOR REASONS FOR PRESENT STATUS Selected routes were consistent with the policy of the Thai Government.																												
12.EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">Total</td> <td style="width: 20%;">338,279 (¥'000)</td> </tr> <tr> <td>Contracted</td> <td>328,737</td> </tr> </table>	Total	338,279 (¥'000)	Contracted	328,737			5. TECHNICAL TRANSFER	3.PRINCIPAL SOURCE OF INFORMATION ①②③④																									
Total	338,279 (¥'000)																																	
Contracted	328,737																																	
		Technique of data collection, analysis and methodology approaches.<M/P> Instruction on how to formulate the M/P, F/S, and survey.<F/S>																																

和名 中央部道路網整備計画

(M/P+F/S)

PROJECT SUMMARY (M/P+F/S)

Compiled Mar.1990
Revised Mar.1994

ASE THA/S 208B/88

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		Phuket, Phangnga, and Krabi (Greater Phuket)					
Potential Tourism Development for the Southern Region		2.PROJECT COST (US\$1,000)		M/P 1) 1,753,000 2)	Local Cost 526,000	Foreign Cost 1,227,000	
3.SECTOR		3.CONTENTS OF MAJOR PROJECT(S)				(Description) (1) TAT has been making preparations to obtain the Cabinet endorsement on the proposed projects. (2) TAT has been coordinating with Royal Forest Dept. and Fine Arts Dept. on the implementation of the projects below proposed for public sector investment. - Andaman Historical and Cultural Research Center (Krabi) - Tourism Manpower Training School (Phuket) - National Park Training Center (Phuket). (3) With regard to the improvement of other tourism facilities and the development of new resort complexes, TAT will prepare programs after the endorsement by the Cabinet. (FY1993 Overseas Survey) After submission of the M/P, TAT held a seminar among related agencies. A committee to consider potential projects is elected. It consists of related Provincial Authority, TAT, and FAD. May 1993 OECF L/A 4,268 million yen (Regional Development Project) The loan aims infrastructure development for tourism promotion in four regional core cities in the northern, southern and northeastern region. It also includes the D/D and construction of Andaman Historical and Cultural Research Center. The center is to be completed in Sep.1996.	
Tourism/(Tourism in)General		<M/P> - Development of tourism resources Conservation of historical sites in Phuket: village tourism; Andaman Historical and Cultural Research Center; National park development; training center - Improvement of tourism infrastructure: Airport; water supply; roads; cruising route improvement urban development; tourism manpower training school - New resort complex: Thai Muang, Khok Kloi beach resort, Phuket Marine center <F/S> 1) New resort complex: - Thai Muang international beach resort base (5,000 hotel rooms) - Khok Kloi public beach development (1,000 hotel rooms) 2) Phuket marine center (100ha) - Yacht harbor (200 berths for yachts and a basin for boats) - Marine hotel (200 rooms) - Marine center (restaurants, supermarkets)					
4.REFERENCE NO.							
5.TYPE OF STUDY							
M/P+F/S							
6.COUNTERPART AGENCY							
Tourism Authority of Thailand							
7.OBJECTIVES OF STUDY							
Formulation of a master plan through 2001 and feasibility analysis of priority projects							
8.DATE OF S/W							
Jul.1987							
9.CONSULTANT(S)		Imp. Period: .1989-.2001				2.MAJOR REASONS FOR PRESENT STATUS TAT obtained an OECF loan to implement 72 tourism-related projects by the end year (1991) of the 6th national development plan (L/A in Jan. 1988, 6,252 million yen). However, the implementation of these projects have been considerably behind the schedule. Pending the completion of these projects, TAT plans to apply for another OECF loan on tourism-related projects, including those proposed by this study.	
JCP Co., Ltd. Pacific Consultants International		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 12.90 EIRR2) 13.40 EIRR3)		
10.STUDY TEAM		Conditions and Development Impacts:				3.PRINCIPAL SOURCE OF INFORMATION ①②④	
No.of Members 16		<M/P,F/S> EIRR of the entire package was estimated to be 34.6%. Development impacts: 1) With 1987 as base year, per capita GNP will increase 26.8% by 1991, 55.4% by 1996 and 86.6% by 2001. 2) Employment will increase 2 times by 1991, 2.7 by 1996 and 3.7 by 2001. 3) Net foreign exchange earnings will increase 2.7 times by 1991, 3.7 times by 1996 and 5.5 times by 2001. In addition to the investments mentioned above, it is necessary to strengthen administrative organizations, such as clear demarcation of responsibility between the central and regional governments (especially on environmental administration, and infrastructural development), good coordination between local administrative bodies, expansion of the functions of TAT (planning, coordination and project implementation capability in addition to tourism promotion) and formation of a wider area coordinating committee of Phuket, Phangnga and Krabi Provinces.					
Period Nov.1987-Mar.1989(12 months)							
Total M/M Japan Field							
58.79 21.04 37.75							
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER					
Market survey LANDSAT survey		OJT on the selection of sites for international tourism development, analysis of tourism development potentials, market development and promotion campaigns and programming through intergration with other organizations					
12.EXPENDITURE							
Total		211,779 (¥'000)					
Contracted		198,915					

和名 南部地域開発計画

(M/P+F/S)

PROJECT SUMMARY (M/P+F/S)

ASE THA/A 202B/88

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																															
2.NAME OF STUDY	Agricultural Land and Conservation for Integrated Rural Development in the East	Four provinces in the eastern Thailand facing or close to the sea (Chachoengsao, Chonburi, Rayon, and Chanthaburi)																																			
3.SECTOR	Agriculture/General	2.PROJECT COST (US\$1,000)		M/P 1) 2,776,293 Local Cost		<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																															
4.REFERENCE NO.		by 1988 price		F/S 1) 6,649 2) 4,063 3) 2,587																																	
5.TYPE OF STUDY	M/P+F/S	3.CONTENTS OF MAJOR PROJECT(S)				(Description) <M/P> The following plans have been made to strengthen the capabilities of DLD in implementing the project. (1) To establish a "Technology Introducing Center" at the DLD main office. (2) To set up a "Soil and Water Conservation Center" at every regional office of DLD. <F/S> The Thai Government intends to implement the 16 pilot projects for agricultural land conservation, which were worked out through F/S, according to the priority orders given to each project. The Thai Government requested the grant aid of the Japanese Government for procuring the machineries for civil engineering and construction as well as those for farming operation which are required to implement the projects. The Japanese Government, in response to the request, has done B/D surveys. The equipments arrived in March 1992. (FY1991 Overseas Survey) Detail design will be conducted from 1992 to 1994, construction from 1992 to 1995 and approximately 136.1 million bahts will be financed by the RTG budget. (FY1993 Overseas Survey) June 1993 - June 1998 The Land and Water Conservation Center Project in the East of Thailand (Project type technical cooperation) Besides the project above DLD uses the M/P to formulate "Land and Water Conservation Center Project." DDS estimates total investment cost of 16 Pilot Areas for 99 million baht.																															
6.COUNTERPART AGENCY	Ministry of Agriculture and Cooperatives Department of Land Development (DLD)	<M/P><F/S> All over Thailand, soil erosion problems caused by random development is serious. 34% of national land is eroded. 47% (716,000ha) of the areas in 4 provinces of the East of Thailand are eroded. The project for "Agricultural Land and Conservation for Integrated Rural Development" has been formulated. In 16 pilot areas selected from 4 provinces of the East of Thailand, "The Feasibility Study for Agricultural Land and Conservation for Integrated Rural Development" was carried out. <table border="1" style="width: 100%; border-collapse: collapse; font-size: small;"> <thead> <tr> <th>Province</th> <th>Study Area (sq.km)</th> <th>Project Area (sq.km)</th> <th>Planning Area (sq.km)</th> <th>Pilot Area (sites)</th> </tr> </thead> <tbody> <tr> <td>Chachoengsao</td> <td>5,351</td> <td>5,351</td> <td>2,200</td> <td>4</td> </tr> <tr> <td>Chonburi</td> <td>4,363</td> <td>4,363</td> <td>3,041</td> <td>5</td> </tr> <tr> <td>Rayong</td> <td>3,552</td> <td>3,552</td> <td>2,634</td> <td>5</td> </tr> <tr> <td>Chanthaburi</td> <td>6,338</td> <td>1,981</td> <td>965</td> <td>2</td> </tr> <tr> <td>Total</td> <td>19,604</td> <td>15,247</td> <td>8,840</td> <td>16</td> </tr> </tbody> </table> Contents of Projects Soil conservation measures 1. Agricultural measures: cropping methods, cultivation methods 2. Mechanical measures: terracing systems, terrace channels 3. Irrigation facility: farm ponds and reservoirs 4. Supporting measures: infrastructures, agro-industry, farmers' education, institutional cooperation						Province	Study Area (sq.km)	Project Area (sq.km)	Planning Area (sq.km)	Pilot Area (sites)	Chachoengsao	5,351	5,351	2,200	4	Chonburi	4,363	4,363	3,041	5	Rayong	3,552	3,552	2,634	5	Chanthaburi	6,338	1,981	965	2	Total	19,604	15,247	8,840	16
Province	Study Area (sq.km)	Project Area (sq.km)	Planning Area (sq.km)	Pilot Area (sites)																																	
Chachoengsao	5,351	5,351	2,200	4																																	
Chonburi	4,363	4,363	3,041	5																																	
Rayong	3,552	3,552	2,634	5																																	
Chanthaburi	6,338	1,981	965	2																																	
Total	19,604	15,247	8,840	16																																	
7.OBJECTIVES OF STUDY	Building up the ability of project execution	Imp. Period: 1991-1995																																			
8.DATE OF S/W	Feb.1987	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes				EIRR1) 10.40 FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)																													
9.CONSULTANT(S)	Taiyo Consultants Co., Ltd. Sanyu Consultants Inc.	10.STUDY TEAM																																			
10.STUDY TEAM	No.of Members 12 Period Sep.1987-Sep.1988(13 months)																																				
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Topographic survey Analysis of soil samples	Conditions and Development Impacts: [Conditions] 1)The project will be carried out as national project. 2)Classification of eroded areas Classification Soil loss(ton/ha/year) 1.Top-urgent (more than 50) 2.Urgent (50-30) 3.Necessary (30-20) 4.Normal (20-5) 5.Not Necessary (under than 5) 3)Pilot areas are chosen from the "Urgent" category [Development Impacts] 1)creation of employment opportunities, 2)improvement of socio-economic and rural living conditions of farmers, 3)military protection, 4)save and earn foreign currency, 5)improvement of farmers' cooperation, 6)ecological conservation, 7)prevent a change of micrometeorology, 8)water resource conservation and disaster prevention. In case of 4 model areas EIRR is 8.5- 11.6%. If no procurement of construction machines, EIRR is 13.1%.				2.MAJOR REASONS FOR PRESENT STATUS																															
12.EXPENDITURE	Total 213,841 (¥'000) Contracted 202,533	5.TECHNICAL TRANSFER				3.PRINCIPAL SOURCE OF INFORMATION																															
		- Acceptance of three trainees for in-service training in Japan - OJT - Organizing seminars at the DLD main office				②																															

和名 東部タイ農地保全総合開発計画

(M/P+F/S)

PROJECT SUMMARY (F/S)

Compiled Mar. 1990
Revised Mar. 1993

ASE THA/S 321/88

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT						
1. COUNTRY	Thailand	1. SITE OR AREA	Bangkok, Chiang Mai, Khon Kaen, Nakhon Sawan, Nakhon Ratchasima, Hat Yai/Songkhla			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	Project of the Regional Truck Terminals	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost							
3. SECTOR	Transportation/Land Transportation		(US\$1,000)	1) 8,780	2) 4,704	3) 4,076						
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)	Construction of three truck terminals: Stage1(1991-1992) Stage2(1991-1992) area 1. Chaing Mai 27berth 18berth 24,555sq.m 2. Khon kaen 30 20 27,246sq.m 3. Hat Yai/Songkhla 50 45 49,104sq.m Freight Volume Handled 1996 2006 (unit:1000ton/year) 1. Chaing Mai 436 667 2. Khon Kaen 661 1,107 3. Hat Yai/Songkhla 840 1,598 Newly established joint venture company(limited com.) composed of the Government and private company operates terminal. One company is assigned each terminal.									
5. TYPE OF STUDY	F/S	6. COUNTERPART AGENCY					Dept. of Land Transport (DLT), Ministry of Communications					
7. OBJECTIVES OF STUDY	Projection of cargo and determination of the scale of regional terminals	8. DATE OF S/W	Oct. 1986									
9. CONSULTANT(S)	Pacific Consultants International	9. FEASIBILITY AND ITS ASSUMPTIONS	Imp. Period: .1991-.2000	Feasibility: Yes/No	EIRR1) 40.36 FIRR1)	EIRR2) 16.89 FIRR2)	(Description) Regional truck terminal needs a Bangkok truck terminal as a pre-requisite condition. And the Thai government has just commenced the formal preparation of 10 years-suspended Bangkok truck terminal project in October 1992 when new Bangkok truck terminal project completed. The Thai government also intends to apply various implementation methods adopted in this project for the regional truck terminal project. Thus the Thai government has suspended the regional truck terminal until Bangkok truck terminal project can be succeeded. Establishment of Bangkok truck terminal project is sure to be implemented. For the government of Thailand gives the highest priority to this traffic congestion relieving project, and thus has established a Truck Terminal Construction Committee (secretary: DLT). All of which can contribute to solve the causes the project had deadlocked. The government also made public that it is ready to provide the government's land, and to finance the capital of operation company. A JICA Export has been attached to DLT since Nov. 1988, and now successor is making efforts to implement both Bangkok and regional terminal projects.					
10. STUDY TEAM	No. of Members 10 Period Jan. 1987-Jul. 1988 (19 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;">48.30</td> <td style="text-align: center;">17.50</td> <td style="text-align: center;">30.80</td> </tr> </table>	Total M/M	Japan	Field	48.30	17.50		30.80	11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Conditions and Development Impacts: Physical distribution was projected for 1987, 1996, and 2006. Cargo traffic projections were based on the O/D survey and interviews of enterprises, and economic growth projections by NESDB. Composition of cargo was determined according to the regular O/D survey conducted by DLT. EIRR was calculated on the assumption that the terminal in Bangkok be constructed and in operation. Regional truck terminals will contribute to (1) efficient land use in regional cities, (2) smoother road traffic in and around regional cities, (3) efficiency improvement of transport, (4) economy of scale by joint use of facilities and equipment, (5) stimulation of regional economies, and (6) environmental conservation. * the EIRRS are based on the assumption of Bangkok Terminal construction.		
Total M/M	Japan	Field										
48.30	17.50	30.80										
12. EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: right;">159,475 (¥'000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: right;">141,404</td> </tr> </table>	Total	159,475 (¥'000)	Contracted	141,404	5. TECHNICAL TRANSFER	OJT on the traffic survey and the interview survey Participation of 2 counterparts in the JICA training program					
Total	159,475 (¥'000)											
Contracted	141,404											
		2. MAJOR REASONS FOR PRESENT STATUS				3. PRINCIPAL SOURCE OF INFORMATION						
						①②						

和名 地方トラックターミナル整備計画

(F/S,D/D)

PROJECT SUMMARY (Other)

Compiled Mar.1990
Revised Mar.1994

ASE THA/S 604/88

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	City Planning Manual	Major cities			(Description) - The planning techniques included in the manual has been utilized by various divisions of the DTCP. - Preparations are under way to establish the proposed center. - The Government of Thailand requested JICA for a study on land consolidation and zoning. (FY1993 Overseas Survey) Training Center, a15-storey building, is under construction by RTG budget. It costed 80 million baht. Besides the Center above, following two projects are formulated. - Land Re-adjustment Project - Land and Building Use Control Additionally, JICA dispatched an expert to DTCP for the project relating to the M/P.						
		2.PROJECT COST	Total Cost	Local Cost		Foreign Cost					
		(US\$1,000)	1) 8,550			8,550					
			2)								
3.SECTOR	Social Infrastructures/Urban Planning & Land Development	3.CONTENTS OF MAJOR PROJECT(S)									
4.REFERENCE NO.		The study suggested measures to strengthen the organization of the DTCP (structural reform, technical training, data management system, etc.) and measures to improve the capability of the DTCP in planning, implementing and research, and proposed the establishment of a center for promoting urban planning and improvement.									
5.TYPE OF STUDY	Other	The proposed center will be attached to the DTCP and work with the NESDB, the Regional Administration Dept. of the Ministry of Interior, Chulalongkorn Univ., Asian Institute of Technology and others. Major activities of the center are (1) technical training and (2) database management and R&D. Major facilities are seminar houses and dormitories.									
6.COUNTERPART AGENCY	Dept. of Town and Country Planning (DTCP), Ministry of Interior										
7.OBJECTIVES OF STUDY	Technical transfer on urban planning										
8.DATE OF S/W	Aug.1987	4.CONDITIONS AND DEVELOPMENT IMPACTS									
9.CONSULTANT(S)	Yachiyo Engineering Co., Ltd.	- The project will strengthen the functions of the DTCP. - Improvement of urban planning techniques will contribute to the national socio-economic development. DTCP shall improve their technical training system, data control system and technical development system by utilizing the manual which was produced by JICA study team for upgrading of their city planning and contributing on national socio-economic development.									
10.STUDY TEAM	No.of Members 11 Period Nov.1987-Feb.1989 (13 months)				2.MAJOR REASONS FOR PRESENT STATUS						
	<table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">Total M/M</td> <td style="width: 33%;">Japan</td> <td style="width: 33%;">Field</td> </tr> <tr> <td style="text-align: center;">63.37</td> <td style="text-align: center;">4.33</td> <td style="text-align: center;">59.04</td> </tr> </table>	Total M/M	Japan	Field	63.37	4.33	59.04				
Total M/M	Japan	Field									
63.37	4.33	59.04									
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY											
12.EXPENDITURE	Total 229,891 (¥'000) Contracted 210,450	5. TECHNICAL TRANSFER			3.PRINCIPAL SOURCE OF INFORMATION						
		OJT and a seminar			①②						

和名 都市計画策定指針作成

(M/P, Basic Study, Other)

PROJECT SUMMARY (M/P)

Compiled Mar.1991
Revised Mar.1992

ASE THA/S 105/89

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS							
1.COUNTRY	Thailand	1.SITE OR AREA	Whole area of the Kingdom 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	Telecommunications Development	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) 1. Further Study (Bangkok Telecommunications Development Study) A further study titled "A Study on Regional Development Plan for Telecommunications Network in the Bangkok Metropolitan Area in the Kingdom of Thailand" was requested by the Government of Thailand in April 1990 on the recommendation of this study report. The study was conducted from July 1991 to October 1992. The study area is the Bangkok Metropolitan area and its surroundings. The study proposed a 15-year(1993 to 2007) long-term development plan. The study conducted a feasibility study on the top telecommunications service quality from the viewpoints of call completion ratio and fault ratio. 2. BOT Project for the 7th 5-year Development Plan(1992-96) JICA Master Plan study recommended the improvement of TOT management including privatization for the future massive telephone network expansion and its smooth operation. Thai Government decided to introduce BOT method (Build, Operation, and Transfer) to implement TOT's 7th 5-year development plan. Two private companies: Telecom Asia Co. and Thai Telephone and Telecommunications Co., were awarded concession by TOT to construct and maintain 2 million local telephone lines network in the BMA and 1 million in the provincial areas respectively. The two companies are now under the construction stage. It is said that Thai Government applied BOT method for the step toward future privatization of TOT. The study report was used as a database and some outputs were utilized in TOR for BOT project. (FY 1991 Overseas Survey) No additional information.						
3.SECTOR	Communications & Broadcasting/Telecommunication	(US\$1,000)	1) 6,406,759	3,525,379	2,881,379							
4.REFERENCE NO.		US\$1=145Yen	2)									
5.TYPE OF STUDY	M/P	3.CONTENTES OF MAJOR PROJECT(S)										
6.COUNTERPART AGENCY	Telephone Organization of Thailand (Corporate Planning Office)	1. To install 4,345 thousand new main telephone lines within 15 years from FY 1993. and have total 6,168 thousand lines at the end of FY 2007. To improve telephone density from 3.2 at the end of FY 1992 to 10.7. To meet the telephone demand at the end of 1997. 2. To make existing network fully digitized to provide enhanced telecommunications services such as ISDN all over the country at the end of FY 2007. 3. The outline of the 15-year telecommunications network expansion plan is as follows: 1) switching systems: 4,491 thousand switching line capacity. 2) transmission systems: 205 systems are to be installed for the long-distance; 189 fiber optical systems(FOTS) for Bangkok Metropolitan area and 511 FOTS and radio transmission systems for the Provincial area as for the spur route transmission system. 3) outside plant(OSP): local cables of 8,088 thousand pairs are to be expanded and 4.1 billion Baht is required as for the rehabilitation of OSP.										
7.OBJECTIVES OF STUDY	To formulate a long term development plan for the period from FY 1993 to FY 2007 in Thailand	4.CONDITIONS AND DEVELOPMENT IMPACTS										
8.DATE OF S/W	Jun.1988	Conditions: 1.Fund raising of required investment costs. 2.Improvement of management of TOT such as construction, operation and maintenance, procurement, marketing and customer relations, human resources, organization, budgeting and finance, tariff design, and management information. Development Impacts: 1.Fulfillment of national telephone demand and provision of versatile services. 2.Realization of an informationized society and more dynamic and innovative business operation.										
9.CONSULTANT(S)	NTT International Corporation	5. TECHNICAL TRANSFER										
10.STUDY TEAM	No.of Members 11 Period Sep.1988-Dec.1989(15 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;">75.61</td> <td style="text-align: center;">34.72</td> <td style="text-align: center;">40.89</td> </tr> </table>	Total M/M	Japan	Field	75.61		34.72	40.89	Technical Transfer in Japan was conducted to TOT counterparts, 2 members JICA sponsored and 4 TOT sponsored, while Study period of Work in Japan-2(July and August of 1989) on 41 days about the process of formulating the long term development plan.			
Total M/M	Japan	Field										
75.61	34.72	40.89										
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		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: right;">220,718 (¥'000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: right;">212,870</td> </tr> </table>	Total	220,718 (¥'000)	Contracted	212,870	2.MAJOR REASONS FOR PRESENT STATUS Recent rapid economic growth has accelerated shortage problem for the infrastructures. Especially in the telecom sector, there exists waiting applicants for telephone as five times more than the number of annual new installed lines. Thai Government has set the policy guideline in the 5th and 6th Development Plan (ESDP) for improving efficiency in the operations of state enterprises. As for the domestic telephone service, which is now provided dominantly by TOT, the Government has decided that the participation of the private sector was necessary to eliminate the massive shortages for			①②			
Total	220,718 (¥'000)											
Contracted	212,870											

和名 国内電話網拡充長期計画

(M/P, Basic Study, Other)

PROJECT SUMMARY (M/P)

Compiled Mar.1991
Revised Mar.1994

ASE THA/A 103/89

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS									
1.COUNTRY	Thailand	1.SITE OR AREA	Whole Chao Phraya Basin		1.PRESENT STATUS	<input type="checkbox"/> In Progress or In Use <input checked="" type="checkbox"/> Delayed <input type="checkbox"/> Discontinued								
2.NAME OF STUDY	Water Management System and Monitoring Program in Chao Phraya River Basin	2.PROJECT COST					<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">(US\$1,000)</td> <td style="text-align: center;">1)</td> <td style="text-align: center;">Total Cost</td> <td style="text-align: center;">Local Cost</td> <td style="text-align: center;">Foreign Cost</td> </tr> <tr> <td></td> <td style="text-align: center;">2)</td> <td style="text-align: center;">26,554</td> <td></td> <td style="text-align: center;">26,554</td> </tr> </table>		(US\$1,000)	1)	Total Cost	Local Cost	Foreign Cost	
(US\$1,000)	1)	Total Cost	Local Cost	Foreign Cost										
	2)	26,554		26,554										
3.SECTOR	Agriculture/General	3.CONTENTES OF MAJOR PROJECT(S)	US\$1=148Yen 1) 26,554 2) 26,554		(Description) Irrigation Engineering Center (IEC) of a project-type technical cooperation project has plan to examine the water management system, and some of telemetering system was introduced at the site proposed in the water management model project. (FY1993 Overseas Survey) Due to a huge budget, the project has not been implemented. RID has been implementing water management system and monitoring program in Chao Phraya Basin by RID own plan.									
4.REFERENCE NO.		1. Water Management Model Project (6 sites, 786 million bahts for 5 years) 2. Communication System Improvement (radio equipment, 485 mil.bahts for 3 years) 3. Monitoring System Improvement (hydrology equip. & facil. 1,182 mil.bahts for 3 years) 4. Data Control System Improvement (199 mil.bahts for 3 years) 5. Irrigation and Drainage System Improvement (18 billion bahts for 20 years) 6. Study on Comprehensive River Basin Development (not costed) Reviews of existing plans and reformulation of water resource development plans: (1) Bang Pakong River Basin Plan, (2) Upper Pasak River Basin Plan, (3) Groundwater Development Plan (Phichit and Sukhothai), (4) Kwai Noi River Basin Plan, (5) Yom River Basin Plan, (6) Kok-in-Yom-Nan Diversion Plan, (7) Salween River Basin Plan, (8) Sakaekrang River Basin Plan, (9) Wang Thong River Basin Plan, (10) Maeklong-Chao Phraya Diversion Plan, (11) Lower Ping River Basin Plan (Tak-Kamphaeng Phet Area Development), and (12) other related development plans 7. Study on a Crop Diversification Promotion Center (not costed) Crop-water relations and marketing & price information												
5.TYPE OF STUDY	M/P	4.CONDITIONS AND DEVELOPMENT IMPACTS	Conditions: The proposed projects from (1) to (5) above are each subdivided into four levels, and it is easy to re-calculate the cost relative to a given target selected. The implementation of the Water Management Model Project will help build up experiences and expertise, with which to proceed from one level to next. The project implementation is adjustable relative to budget limitations and capabilities of available instructors.		2.MAJOR REASONS FOR PRESENT STATUS The water management Model Project will be conducted on technical cooperation scheme. The guideline for the rest of the project will be decided after the result of Model Project.									
6.COUNTERPART AGENCY	Royal Irrigation Department	10.STUDY TEAM												
7.OBJECTIVES OF STUDY	To formulate a master plan for efficient and proper management of water resources through evaluation of potential water resources and water availability for agricultural development	11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	5.TECHNICAL TRANSFER Examination of technical criteria and staff training		3.PRINCIPAL SOURCE OF INFORMATION ①②									
8.DATE OF S/W	May.1986	12.EXPENDITURE												
9.CONULTANT(S)	Sanyu Consultants Inc. Taiyo Consultants Co., Ltd.		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: center;">570,471 (¥000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">474,636</td> </tr> </table>		Total	570,471 (¥000)	Contracted	474,636						
Total	570,471 (¥000)													
Contracted	474,636													

和名 チャオピャ川流域水管理システムおよび監視計画

(M/P, Basic Study, Other)

PROJECT SUMMARY (M/P+F/S)

Compiled Mar.1991
Revised Mar.1994

ASE THA/S 210B/89

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 Provincial Water Supply Projects		Patum Thani & Prachatipat, Phuket, Su Ngai Golok																								
3.SECTOR Public Utilities/Timber Processing		2.PROJECT COST (US\$1,000)		M/P 1) 2) 3) F/S 1) 2) 3)	Local Cost	Foreign Cost	(Description) Patum Thani & Prachatipat, Phuket PWA intends to propose these package projects to Japanese government for OECF yen credit. Su Ngai Golok This project will be carried out by PWA's own equity. (FY 1991 Overseas Survey) Promoting by a private company in the form of privatization. Detail Design: From year 1992 to year 1993 Constructin : From year 1994 to year 1995 (FY1993 Overseas Survey) Using ADB grant, PWA revised F/S of Pathum Thani, Prachatipat and Phuket from Dec. 1993 to May 1994. This F/S focused on privatization of the Project. PWA will conduct the D/D and the construction of Pathum & Prachatipat by its own budget. PWA completed the D/D of Su Ngai Golok & Thung Soung and will implement if in FY 1995.																			
4.REFERENCE NO.																										
5.TYPE OF STUDY		M/P+F/S																								
6.COUNTERPART AGENCY		Provincial Waterworks Authority																								
7.OBJECTIVES OF STUDY		-Preparation of development plans for 7 Provincial Cities Water Supply Projects in Thailand -To conduct F/S in Phuket, Prachatipat, Patum Thani and Su Ngai Golok		3.CONTENTS OF MAJOR PROJECT(S)																						
8.DATE OF S/W		Mar.1988		<M/P> (1) Patum Thani & Prachatipat: Raw Water Intake, Water Treatment Plant, Distribution Reservoirs, Distribution and Transmission Pipeline (283,000 m3/day) (2) Phuket: New Water Treatment Plant, Dam, Distribution Reservoirs, Transmission Pipeline (3) Su Ngai Golok: Raw Water Intake, Water Treatment Plant, (9,400m3/day) Transmission Pipeline (13,000m) (4) Phang Nga: Raw Water Intake, Transmission Pipeline (21,300m) (5) Takua Pa: Raw Water Intake, Water Treatment Plant (4,300m3/day), Transmission Pipeline (6) Thung Soung: Water Treatment Plant, Raw Water Intake, Transmission Pipeline <F/S>(1)Patum water & Prachatipat: Phase I: Raw water intake, water treatment plant(141,500cu.m/day), 8 distribution reservoirs(47,250cu.m), distribution and transmission pipelines Phase II: Raw water intake, water treatment plant, distribution reservoir and pipeline (2)Phuket: Phase I: Khlong Bang Yai area, coastal resort area Phase II: 3 other systems (3)Su Ngai Golok: Raw water intake ,treatment plant(9,400 cu.m/day), ditribution reservoirs and transmission pipeline																						
9.CONSULTANT(S)		Nippon Jogesuido Sekkei Co., Ltd.		Imp. Period: .1990-.1996																						
10.STUDY TEAM		No.of Members 9 Period Jul.1988-Mar.1990 (21 months)		4.FEASIBILITY AND ITS ASSUMPTIONS		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;">Feasibility:</td> <td style="width: 10%;">EIRR1)</td> <td style="width: 10%;">9.50</td> <td style="width: 10%;">FIRR1)</td> <td style="width: 10%;">17.00</td> </tr> <tr> <td></td> <td>Yes</td> <td>EIRR2)</td> <td>7.44</td> <td>FIRR2)</td> <td>12.67</td> </tr> <tr> <td></td> <td></td> <td>EIRR3)</td> <td>11.63</td> <td>FIRR3)</td> <td>0.31</td> </tr> </table>			Feasibility:	EIRR1)	9.50	FIRR1)	17.00		Yes	EIRR2)	7.44	FIRR2)	12.67			EIRR3)	11.63	FIRR3)	0.31	
	Feasibility:	EIRR1)	9.50	FIRR1)	17.00																					
	Yes	EIRR2)	7.44	FIRR2)	12.67																					
		EIRR3)	11.63	FIRR3)	0.31																					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		Topographic Survey Soil Investigation		Conditions and Development Impacts: Major urbanization is observed in Patum Thani & Prachatipat, and Phuket island is the most famous resort in Thailand. Su Ngai Golok is a trading area along boundary. So, investment of this project brings many social and economic benefits, such as, increase in served population, land value increase, health benefit and tourism income increase.		2.MAJOR REASONS FOR PRESENT STATUS																				
12.EXPENDITURE		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">Total</td> <td style="width: 10%;">355,723 (¥'000)</td> </tr> <tr> <td>Contracted</td> <td>164,359</td> </tr> </table>		Total	355,723 (¥'000)	Contracted	164,359	5.TECHNICAL TRANSFER		3.PRINCIPAL SOURCE OF INFORMATION																
Total	355,723 (¥'000)																									
Contracted	164,359																									
		Through the study, planning, demand forecasting, design of each facilities and O & M management method has been transferred to counterpart.				①②																				

和名 地方都市水道整備計画

(M/P+F/S)

PROJECT SUMMARY (M/P+F/S)

Compiled Mar.1991
Revised Mar.1994

ASE THA/S 209B/89

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		Medium and long - term road plan Area within the, Outer Ring Road<M/P> ATC Project: Area within the Middle Ring Road and adjacent areas(235 intersections) CUD Project: Area within the Middle Ring Road.<F/S>																																						
Medium to Long Term Improvement / Management Plan of Road and Road Transport in Bangkok		2.PROJECT COST (US\$1,000) <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 5%;"></td> <td style="width: 5%;">M/P 1)</td> <td style="width: 15%;">5,007,320</td> <td style="width: 10%;">Local Cost</td> <td style="width: 10%;">2,164,880</td> <td style="width: 10%;">Foreign Cost</td> <td style="width: 10%;">2,842,440</td> </tr> <tr> <td></td> <td>2)</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>F/S 1)</td> <td>43,840</td> <td></td> <td>15,767</td> <td></td> <td>28,073</td> </tr> <tr> <td></td> <td>2)</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>3)</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>					M/P 1)	5,007,320	Local Cost	2,164,880	Foreign Cost	2,842,440		2)							F/S 1)	43,840		15,767		28,073		2)							3)					
	M/P 1)	5,007,320	Local Cost	2,164,880	Foreign Cost	2,842,440																																		
	2)																																							
	F/S 1)	43,840		15,767		28,073																																		
	2)																																							
	3)																																							
3.SECTOR		3.CONTENTS OF MAJOR PROJECT(S)				(Description) <M/P> Concerning the expressway, arterial roads and bus way projects proposal in the M/P and in accordance with the request of BMA issued in May 1990, IECA dispatched a preliminary study team to undertake the necessary studies in order to formulate the bus way project. Based on the report of the IECA Study BMA intends to prepare an official request to have this project implemented under JICA aid. <F/S> 1) Based on the ATC F/S study, the detailed design and tender documents were prepared from March to November of 1990 for the project under the JICA study titled "The Detailed Design Study on Area Traffic Control Project in Bangkok". 2) The Government of Thailand has decided to construct the exclusive road for automobiles utilizing San Saep Canal by BOT, and is now negotiating with interested private investors. 3) The Government is requesting a JICA feasibility study on the exclusive bus road proposed by the study. (FY1993 Overseas Survey) June 1991-March 1994 Dispatch of JICA Expert to BMA BMA used the M/P to formulate the BMA 4th Development Plan, Many projects in the M/P are being implemented.																																		
Transportation/Urban Transportaion		<M/P> 1) Main Roads (1) Expressways (12 projects including following 3 projects) Expressway linking Thonburi-Bang Su-Ramkhamheng Expressway linking Phet Kasem and SSE Expressway linking Nonchaburi and Bang Kapi (2) At-grade Main Roads (44 projects) 2) Bus-ways (13 projects)																																						
4.REFERENCE NO.		<F/S> (ATC)..... Improvement and expansion of the area traffic control system. 1. Stage I 143 intersections 2. State II 92 intersections (CUD).....Case Study 1. Trunk line CUD.....1,200m 2. Supply line CUD.....700m																																						
5.TYPE OF STUDY								M/P+F/S																																
6.COUNTERPART AGENCY		Bangkok Metropolitan Administration (BMA) Medium and long - term road plan Area within the, Outer Ring Road																																						
7.OBJECTIVES OF STUDY		Medium an Long-term road plan. (M/P) Area traffic control (ATC) system (F/S) Common utility duct (CUD) system																																						
8.DATE OF S/W		Apr.1988																																						
9.CONSULTANT(S)		Yachiyo Engineering Co., Ltd. AIMEC Corporation International Engineering Consultants Association																																						
10.STUDY TEAM		Imp. Period: .1990-.1993 4.FEASIBILITY AND ITS ASSUMPTIONS <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%;">Feasibility:</td> <td style="width: 15%;">EIRR1)</td> <td style="width: 15%;">FIRR1)</td> </tr> <tr> <td></td> <td>Yes/No</td> <td>EIRR2)</td> <td>FIRR2)</td> </tr> <tr> <td></td> <td></td> <td>EIRR3)</td> <td>FIRR3)</td> </tr> </table>							Feasibility:	EIRR1)	FIRR1)		Yes/No	EIRR2)	FIRR2)			EIRR3)	FIRR3)																					
	Feasibility:	EIRR1)	FIRR1)																																					
	Yes/No	EIRR2)	FIRR2)																																					
		EIRR3)	FIRR3)																																					
No.of Members 18 Period Nov.1988-Mar.1990 (17 months)		Conditions and Development Impacts: <M/P> In order to meet the future transportation demand of both private and public modes at certain service levels, the study revealed that a package of road projects, comprising expressways (a total of 184km), segregated bus-ways (121km), at-grade main roads (599km) and distributors (56km specifically identified only in and around the city centre) has to be implemented by year 2006, in addition to the development of the extended LRT system (91km) and elevated Northern Line of SRT (45km). All these projects are economically viable. <F/S>(ATC) Making observations on current conditions and analyzing traffic survey results, the problems related to the ATC system in particular were evaluated and organized in a relevant manner. In order to evaluate the effectiveness of the ATC system in controlling traffic the total vehicle operating cost (VOC) and travel time cost (TTC) were estimated. In addition, an implementation program for the recommended plan was evaluated on the basis of the economic analysis. (Note) B/C Ratio 1.16																																						
Total M/M Japan Field 127.24 55.37 71.87		2.MAJOR REASONS FOR PRESENT STATUS																																						
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		Common utility duct data collection survey Traffic survey																																						
12.EXPENDITURE		5.TECHNICAL TRANSFER																																						
Total 448,795 (¥'000) Contracted 424,258		Accepted of trainees: 3 persons Seminar was held in Bangkok with the attendance of about 300 people.																																						
		3.PRINCIPAL SOURCE OF INFORMATION ①②																																						

和名 バンコク首都圏中・長期道路交通計画

{M/P+F/S}

PROJECT SUMMARY (M/P+F/S)

ASE THA/A 203B/89

Compiled Mar.1991
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		Sebai-Sebok-Tang Lung Rivers' Basins in Ubon Ratchathani and Yasothan of Northeastern Thailand<M/P> Priority areas in the basins of Sebai, Sebok and Tang Lung Rivers<F/S>		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																																																																											
Sebai-Sebok Basin Development Project		M/P 1) 157,154 Local Cost 2) Foreign Cost (US\$1,000) US\$1=130 yen F/S 1) 65,308 34,231 31,077 2) 3)		(Description) In case of implementation, either provision of ven-credit for the entire program or application for grant aid for individual project can be considered. However as of now, no particular intention was shown by RID. (FY 1991 Overseas Survey) No additional information. (FY 1993 Overseas Survey) The project was planned to be implemented during 7th 5 years National Development Plan (1991 - 1996), however implementation is now suspended. Since there are many pending requests in RID and the project proposed by JICA study is considered as relatively new project so that the project is planned to be implemented after 1997.																																																																									
3.SECTOR		3.CONTENTES OF MAJOR PROJECT(S)																																																																											
Agriculture/General		<M/P>Major agricultural infrastructural development Projects: 1. Short-term Plan (1990 - 1996) <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <thead> <tr> <th></th> <th>No. of projects</th> <th>Irrig. Area (ha)</th> <th>Cost (million yen)</th> </tr> </thead> <tbody> <tr> <td>Medium-size water storage</td> <td>14</td> <td>18,750</td> <td>8,350</td> </tr> <tr> <td>Pumping stations (Pak Munq)</td> <td>7</td> <td>5,450</td> <td>1,880</td> </tr> <tr> <td>Medium-size rehabilitation</td> <td>5</td> <td>5,090</td> <td>390</td> </tr> <tr> <td>Total</td> <td>26</td> <td>29,240</td> <td>10,630</td> </tr> </tbody> </table> 2. Medium-term Plan (1996 - 2000) <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <thead> <tr> <th></th> <th>No. of projects</th> <th>Irrig. Area (ha)</th> <th>Cost (million yen)</th> </tr> </thead> <tbody> <tr> <td>Medium-size water storage</td> <td>12</td> <td>7,260</td> <td>5,640</td> </tr> <tr> <td>Small-size water storage</td> <td>37</td> <td>4,350</td> <td>1,560</td> </tr> <tr> <td>Small river diversion</td> <td>40</td> <td>2,600</td> <td>1,040</td> </tr> <tr> <td>Pump stations</td> <td>41</td> <td>4,030</td> <td>1,560</td> </tr> <tr> <td>Total</td> <td>180</td> <td>18,240</td> <td>9,800</td> </tr> </tbody> </table> <F/S>The Study examined the feasibility of five priority projects selected from 14 medium-size water storage projects proposed in the Short-term Development Plan. <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <thead> <tr> <th>Project</th> <th>River Basin</th> <th>Irrig. Area (ha)</th> <th>Cost (million yen)</th> </tr> </thead> <tbody> <tr> <td>Laem S---</td> <td>Sebai</td> <td>1,100</td> <td>1,130</td> </tr> <tr> <td>H---K---K--</td> <td>Sebok</td> <td>2,600</td> <td>2,410</td> </tr> <tr> <td>H---K---Pak Munq</td> <td>Sebok</td> <td>960</td> <td>1,220</td> </tr> <tr> <td>H---N---K-----</td> <td>Sebok</td> <td>2,100</td> <td>2,120</td> </tr> <tr> <td>H---S---</td> <td>Tang Lung</td> <td>920</td> <td>1,610</td> </tr> <tr> <td>Total</td> <td></td> <td>7,670</td> <td>8,490</td> </tr> </tbody> </table>					No. of projects	Irrig. Area (ha)	Cost (million yen)	Medium-size water storage	14	18,750	8,350	Pumping stations (Pak Munq)	7	5,450	1,880	Medium-size rehabilitation	5	5,090	390	Total	26	29,240	10,630		No. of projects	Irrig. Area (ha)	Cost (million yen)	Medium-size water storage	12	7,260	5,640	Small-size water storage	37	4,350	1,560	Small river diversion	40	2,600	1,040	Pump stations	41	4,030	1,560	Total	180	18,240	9,800	Project	River Basin	Irrig. Area (ha)	Cost (million yen)	Laem S---	Sebai	1,100	1,130	H---K---K--	Sebok	2,600	2,410	H---K---Pak Munq	Sebok	960	1,220	H---N---K-----	Sebok	2,100	2,120	H---S---	Tang Lung	920	1,610	Total		7,670	8,490
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5.TYPE OF STUDY		4.FEASIBILITY AND ITS ASSUMPTIONS																																																																											
M/P+F/S		Feasibility: EIRR1) 8.60 FIRR1) Yes/No EIRR2) FIRR2) EIRR3) FIRR3)																																																																											
6.COUNTERPART AGENCY		Conditions and Development Impacts: <M/P>Conditions: (1) It is necessary to secure support services such as extension services on improved farming methods, supply of agricultural inputs and appropriate water management. (2) On-farm land development, construction of main canals. (3) 20% of the irrigable area will be planted with upland crops during the dry season. Development impacts: 1) The irrigated area will be increased to 42,390ha, current 6% to 18%. 2) The average yield of wetland paddy will increase from the present 1.7-1.9 tons per hectare to 3.1-4.0 tons per hectare. <F/S>Impacts: 1) Increase of production: wetland paddy 18,942(t), upland crops 7,361(t), inland water fisheries 585(t). 2) Increase of the typical farmer's income (3.2 ha) Non-agri. income (Before) 8,871 bahts (after) 8,871 bahts Farmer's income 19,942 57,956 3. The Project supplies water not only for irrigation but for village households and village reservoirs, and the improves the living environment.																																																																											
RID (Royal Irrigation Dept.), Ministry of Agriculture and Cooperatives																																																																													
7.OBJECTIVES OF STUDY		5. TECHNICAL TRANSFER																																																																											
Preparation of a basin-wise agricultural development plan and feasibility study of the priority projects		Technical transfer has been done properly through the process of various studies and surveys, the course of plan formulation and discussion and preparation and submission of the report.																																																																											
8.DATE OF S/W		2.MAJOR REASONS FOR PRESENT STATUS																																																																											
Apr.1988																																																																													
9.CONSULTANT(S)		3.PRINCIPAL SOURCE OF INFORMATION																																																																											
Sanyu Consultants Inc. Naigal Engineering Co., Ltd.																																																																													
10.STUDY TEAM		①②③																																																																											
No. of Members 9 Period Sep.1988-Nov.1989 (14 months) <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <thead> <tr> <th>Total M/M</th> <th>Japan</th> <th>Field</th> </tr> </thead> <tbody> <tr> <td>62.63</td> <td>25.63</td> <td>37.00</td> </tr> </tbody> </table>				Total M/M	Japan	Field	62.63	25.63	37.00																																																																				
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11.ASSOCIATED AND/OR SUBCONTRACTED STUDY																																																																													
12.EXPENDITURE																																																																													
Total 202,871 (¥'000) Contracted 196,966																																																																													

和名 セバイ・セボック流域開発計画

(M/P+F/S)

PROJECT SUMMARY (F/S)

Compiled Mar.1991
Revised Mar.1994

ASE THA/S 322/89

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 City Study Area 380 sq.km Population 3.7 million						
Purification of Klong Water in Bangkok		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost		
		(US\$1,000)	1)	8,920	6,120	2,800		
		US\$1=145Yen		2)				
				3)				
3.SECTOR		3.CONTENTS OF MAJOR PROJECT(S)				(Description) Two JICA experts are dispatched to the Department of Drainage and Sewerage of Bangkok Metropolitan Administration, the executive agency of the Project. And the experts are also engaged in promoting the implementation of the project. (FY1991 Overseas Survey) Detail design Period : 1991 - present (including the simulation study of water quality) Consultant's country: Thailand Source of finance : Thai Government Construction Period : 1993- Country of main contractors: Thailand (FY1993 Overseas Survey) Coming schedule is as follows: 1993-94 D/D by BMA's budget 1994-97 Construction Work Total cost will be 318 million baht.		
Public Utilities/Sewerage		An urgent water quality improvement for the Klong with the introduction of dilution water from the Chao Phraya River by remodeling the existing gates and pumps that are utilized for drainage only at present. Aerated lagoon treatment of Klong water in two ponds to realize a net pollution load reduction and to abate water quality deterioration of the Chao Phraya River by the dilution water introduction.						
4.REFERENCE NO.								
5.TYPE OF STUDY		F/S						
6.COUNTERPART AGENCY		Department Drainage and Sewerage, Bangkok Metropolitan Administration						
7.OBJECTIVES OF STUDY		Urgent Klong Water Purification in Bangkok						
8.DATE OF S/W		Sep.1987						
9.CONULTANT(S)		Imp. Period: .1990-.2000						
Pacific Consultants International Tokyo Engineering Consultants Co., Ltd.		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) EIRR2) EIRR3)			FIRR1) FIRR2) FIRR3)
10.STUDY TEAM		Conditions and Development Impacts: The project component of dilution water introduction and aerated lagoon treatment are only urgent water pollution control measures. As such, large scale structural measures are not proposed. The dilution water introduction will improve the Klong water quality resulting in a very significant improvement of color and order. The aerated lagoons will contribute to a net pollution load reduction which will more than offset the anticipated increase in pollution load discharge to the Chao Phraya River due to the introduction of dilution water to the Klongs.						
No.of Members 10 Period Dec.1987-Feb.1990 (27 months)								
Total M/M		Japan	Field					
56.47		20.01	36.46					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER				2.MAJOR REASONS FOR PRESENT STATUS		
Topographic Survey Construction of Aerated Lagoon Treatment System		Consecutive observation of Klong water quality and water flow. Simulation analysis of Klong water quality by computer.						
12.EXPENDITURE		3.PRINCIPAL SOURCE OF INFORMATION				①②		
Total 236,286 (¥000)								
Contracted 206,294								

和名 バンコク市クローン水質改善計画

[F/S,D/D]

PROJECT SUMMARY (F/S)

Compiled Mar.1991
Revised Mar.1994

ASE THA/S 323/89

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	Measures to Promote the Container Handling System through Laem Chabang Port	Bangkok and Laem Chabang					
3.SECTOR	Transportation/Port	2.PROJECT COST		Total Cost	Local Cost	Foreign Cost	
4.REFERENCE NO.		(US\$1,000)	1)	47,461	21,420	11,020	
5.TYPE OF STUDY	F/S	US\$=Baht .25.6=133 yen		2)			
6.COUNTERPART AGENCY	OESB, NESDB, NOTC, PAT, SRT, BSAA			3)			
7.OBJECTIVES OF STUDY	To recommend the effective container handling system between Laem Chabang Port and Bangkok Port and the effective port management and operation system focusing on the development of IDC.	3.CONTENTES OF MAJOR PROJECT(S)				(Description) Oct. 1991: The 1st phase of construction work was completed. Two of container berths were lent to private sector, began to be operated. The management body of ICD was determined as SRT was permitted to construct ICD in Lard Krabang. The beginning of the work will delay due to the increase of land acquisition cost. (FY 1991 Overseas Survey) SRT will employ engineering consultant firms to review the number of ICDS. (FY1993 Overseas Survey) 1993-94 D/D by RTG budget Site area increased to 100 ha. Feb.94 - Apr.95 Construction Work (scheduled) Cost: Land Acquisition 939 (million baht) D/D 37 Construction 874 Operation Cost ... 7 Total 1,857	
8.DATE OF S/W	Dec.1987	Imp. Period: .1989-Aug.1991 .1994-.1996					
9.CONSULTANT(S)	Overseas Coastal Area Development Institute of Japan Pacific Consultants International	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 17.60 EIRR2) EIRR3)	FIRR1) 6.50 FIRR2) FIRR3)	
10.STUDY TEAM	No.of Members 12 Period Mar.1988-Jul.1989 (16 months)	Conditions and Development Impacts: Conditions: a) Economic Growth Rate: 6.5%(-1990), 5%(1991-) b) Container Cargo Volume in Thailand: 1996 15,560,000tons(1,487,000TEUS) / 2001 19,832,000tons(1,818,000TEUS) c) Laem Chabang Port Development: container cargo 1996: 6.8 million tons(638,000TEUS) 2001: 10.6 million tons(953,000TEUS) container berth 1996: 4, 2001:6 Development Impact: Reduction of freight cost by effectuating container transport system, promotion of economic growth, increase in employment opportunities, reduction of traffic congestion between the ICD and Laem Chabang Port, saving in customs clearance cost.				2.MAJOR REASONS FOR PRESENT STATUS This project is a main part of the Development Project of Laem Chabang Coastal Area which is planned as a national project. (FY 1991 Overseas Survey) There are several private companies operating ICDS on Bangna Trad Highway near Lard Krabang ICD.	
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER					
12.EXPENDITURE		1.Promotion of technical transfer by joint study 2.Promotion of technical transfer by employing a local consultant for O/D survey 3.Counterpart training					
		Total	190,597 (¥000)				
		Contracted	188,539				

和名 ラムチャバン港輸送施設計画

(F/S,D/D)

PROJECT SUMMARY (F/S)

Compiled Mar.1991
Revised Mar.1994

ASE THA/A 313/89

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		Chantaburi River Basin (East Coast)																				
Agricultural Water Development Project on Chantaburi River Basin		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost																
		(US\$1,000)	1)	122,000	42,000	80,000																
			2)																			
			3)																			
3.SECTOR		3.CONTENTES OF MAJOR PROJECT(S)				(Description) In 1989 RID requested to MOAC that ven loan should be applied for the implementation of this project, but the request for loan has not yet been made. A D/D study is under way with GOT finance. The project will be imolented with GOT finance. (as of March 1993) (FY1991 Overseas Survey) The project is tentatively incorporated in the Seventh National Plan (1992-1996). (FY1992 Overseas Survey) Waiting for the answer. (FY 1993 Domestic Survey) D/D of Khulong Sai Sai and Khulong Ta Uri has been initiated since 1992 and Environmental Impact Study is to be initiated in 1994. Preparatory work for dam construction in Khulong Sai Sai is now undertaken and the dam construction is to be initiated in 1994 by government budget of 172 million Bahts. (FY 1993 Overseas Survey) (FY 1993 Domestic Survey) D/D of Khulong Sai Sai and Khulong Ta Uri has been initiated since 1992 and Environmental Impact Study is to be initiated in 1994. Preparatory work for dam construction in Khulong Sai Sai is now undertaken and the dam construction is to be initiated in 1994 by government budget of 172 million Bahts.																
Agriculture/General		The Project aims to stabilize and expand the fruit production by controlling the unfavorable effects of occasional droughts and water shortages during the dry season.																				
4.REFERENCE NO.		1. Storage Dams:																				
5.TYPE OF STUDY		<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 30%;"></th> <th style="width: 10%;">Type</th> <th style="width: 15%;">Cap.(cu.m)</th> <th style="width: 10%;">Dam Height(m)</th> <th style="width: 35%;">Embankment(cu.m)</th> </tr> </thead> <tbody> <tr> <td>Khlong Ta Liu Dam:</td> <td>rock-fill</td> <td>35.85 million</td> <td>37.5</td> <td>4,700,000</td> </tr> <tr> <td>Khlong San Sai Dam:</td> <td>earth</td> <td>10.55</td> <td>16.2</td> <td>571,000</td> </tr> </tbody> </table>							Type	Cap.(cu.m)	Dam Height(m)	Embankment(cu.m)	Khlong Ta Liu Dam:	rock-fill	35.85 million	37.5	4,700,000	Khlong San Sai Dam:	earth	10.55	16.2	571,000
	Type	Cap.(cu.m)	Dam Height(m)	Embankment(cu.m)																		
Khlong Ta Liu Dam:	rock-fill	35.85 million	37.5	4,700,000																		
Khlong San Sai Dam:	earth	10.55	16.2	571,000																		
6.COUNTERPART AGENCY		2. Diversion Weir: water intake 3.5 cu.m/sec.																				
Royal Irrigation Department, Ministry of Agriculture and Cooperatives (MOAC)		3. Water Conveyance Pipeline: Length 111.6km. dia. 350mm - 1.600mm																				
7.OBJECTIVES OF STUDY		4. Main Pumping Stations: 3 places (dia.150mm, 250mm, and 250mm)																				
Feasibility study on water resources development plan within the subject river basin and irrigation plan for fruits plantation																						
8.DATE OF S/W		Imp. Period:																				
Mar.1987																						
9.CONSULTANT(S)		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	14.60	FIRR1) FIRR2) FIRR3)																
Sanyu Consultants Inc. Pacific Consultants International Integrated Technology Inc.																						
10.STUDY TEAM		Conditions and Development Impacts:																				
No.of Members 10		The Project Area has annual rainfalls of 2,500mm and is known for its tropical fruits. The marketing system is fairly developed, but because of the less than adequate state of agricultural infrastructure often causes water shortage during the dry season. The proposed project will solve this water stress, and increase the production and improve the quality of fruits for export.																				
Period Mar.1988-Jul.1989(16 months)		Condition: - Cost-sharing by the beneficiaries is 20% of the total project cost.																				
Total M/M		Development impacts: - Additional area of 3,500 ha planted to fruits, and an increase of production by 97,000 tons - 20% of the present rubber-planted area, and from 30% to 40% of the upland normally used for cassava growing will be converted to orchards. - An increase of the typical farmer's cash income will range from 47% to 110%.																				
Japan																						
Field																						
29.33																						
37.81																						
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER																				
		On the job training																				
12.EXPENDITURE		3.PRINCIPAL SOURCE OF INFORMATION																				
Total		①②③																				
203,038 (¥'000)																						
Contracted																						
193,112																						

和名 チャンタブリ川流域農業水利開発計画

(F/S,D/D)

PROJECT SUMMARY (M/P)

Compiled Mar.1992
Revised Mar.1994

ASE THA/S 107/90

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS					
1.COUNTRY	Thailand	1.SITE OR AREA	Ayutthaya, Saraburi, Lopburi, Angthong, Singburi, and Chainat Area=16450 s.km, Population = 3740000(1987)		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued				
2.NAME OF STUDY Upper Central Region Study		2.PROJECT COST			(Description) The Seventh National Economic and Social Development Plan for the 1992 to 1996 will incorporate the proposed development projects and programs. Preparation of the National Plan is now under progress. (FY 1991 Overseas Survey) Suphan Buri - Tha Rua - Saraburi Highway is under construction. The following F/S are planned: - Pasak Dam Development Project Period: From July 1992 to July 1993 Executing Agency: Royal Irrigation Department Source of Finance: Thai Government - Environmental Monitoring and Management Project Period: From Sept. 1992 to the end of 1992 Looking for foreign assistance - Great Saraburi Industrial Core Planning Study Seeking for foreign assistance. Wishes technical supports from the Government of Japan. (FY 1992 Overseas Survey) Waiting for the answer. (FY 1993 Overseas Survey) - Most of transport projects have been completed. - Pasak Dam Project is under preparation.					
3.SECTOR Development Plan/Sericulture		Total Cost Local Cost Foreign Cost (US\$1,000) 1) 2)								
4.REFERENCE NO.		3.CONTENTS OF MAJOR PROJECT(S)								
5.TYPE OF STUDY M/P		Integrated Pasak River Basin Development Package (6 projects) Greater Saraburi Industrial Core Development Package (15 projects) Agro-Industrial Linkage Development Package (6 projects) Human Resources Development Package (3 projects)								
6.COUNTERPART AGENCY National/Economic and Social Development Board (NESDB)		* Project costs above were not calculated.								
7.OBJECTIVES OF STUDY Preparation of regional development plan toward the year of 2010		4.CONDITIONS AND DEVELOPMENT IMPACTS								
8.DATE OF S/W Jul.1988		1. Regional macro-economic framework Population increase = 1%/year ; agricultural production : 3%/year; industrial production = 7%/year; service sector will grow according to agriculture and industrial sector. Regional production per capita will increase at 5%/year by 2010.								
9.CONSULTANT(S) International Development Center of Japan Pacific Consultants International		2. Impacts Gross regional production will become four times of 1987. Agriculture sector employment will shift to industry sector and it will reduce out-migration of regional population. Maintain the role of national food production center and the sound environment by the balanced development of agriculture and industry.								
10.STUDY TEAM		5.TECHNICAL TRANSFER								
No.of Members 19 Period Dec.1988-Jul.1990(19 months)		1. Saraburi Seminar was held with Interim Report presentation; Pattaya Seminar was held with Draft Final Report presentation 2. Study Tour in Japan for six NESDB counterpart officials.								
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%; text-align: center;">Total M/M</td> <td style="width: 15%; text-align: center;">Japan</td> <td style="width: 15%; text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">113.89</td> <td style="text-align: center;">4.07</td> <td style="text-align: center;">109.82</td> </tr> </table>		Total M/M	Japan	Field	113.89	4.07	109.82	2.MAJOR REASONS FOR PRESENT STATUS		
Total M/M	Japan	Field								
113.89	4.07	109.82								
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY Socio-economic study Distribution Study Landsat Image Analysis		1. Proposed measures of development management can be applied to national development strategies. 2. Proposed development projects in the study region are the part of national development programs.								
12.EXPENDITURE		3.PRINCIPAL SOURCE OF INFORMATION								
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%; text-align: center;">Total</td> <td style="width: 15%; text-align: center;">345,499 (¥000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">330,355</td> </tr> </table>		Total	345,499 (¥000)	Contracted	330,355	①②③				
Total	345,499 (¥000)									
Contracted	330,355									

和名 中央平原北部地域総合開発計画

{M/P,Basic Study,Other}

PROJECT SUMMARY (M/P)

Compiled Mar.1992
Revised Mar.1994

ASE THA/S 108/90

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS															
1.COUNTRY	Thailand	1.SITE OR AREA	Pattaya Municipality (53.4 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	Development of Pattaya Area	2.PROJECT COST	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%; text-align: center;">Total Cost</td> <td style="width: 10%; text-align: center;">Local Cost</td> <td style="width: 10%; text-align: center;">Foreign Cost</td> </tr> <tr> <td style="text-align: center;">(US\$1,000)</td> <td style="text-align: center;">1)</td> <td style="text-align: center;">140,520</td> <td style="text-align: center;">69,680</td> <td style="text-align: center;">71,840</td> </tr> <tr> <td></td> <td style="text-align: center;">2)</td> <td></td> <td></td> <td></td> </tr> </table>					Total Cost	Local Cost	Foreign Cost	(US\$1,000)	1)	140,520	69,680	71,840		2)			
		Total Cost	Local Cost	Foreign Cost																
(US\$1,000)	1)	140,520	69,680	71,840																
	2)																			
3.SECTOR	Development Plan/Sericulture	3.CONTENTS OF MAJOR PROJECT(S)																		
4.REFERENCE NO.		(1) South Pattaya land reclamation: Land reclamation plan of total area of 19ha. (2) Port facilities: Construction of berth for tourist boat, terminal buildings, berth for hydrofoil and boat yard. (3) Pattaya beach restoration: Beach expansion plan. (4) Ta-Van pier: Construction of pier in Ta-Van beach, Kolan island. (5) Sewerage project: Emergency improvement plan in Na Klua area and Jomtien area and expansion and improvement of existing facilities in Pattaya city area. (6) Rainwater drainage project: 4 plans for improvement or constructions projects. (7) Water supply project: 2 stages development plans based on the water demand. (8) Solid waste disposal project: Construction of final disposal field. (9) Road project: Expansion and improvement of Pattaya 3 roads.																		
5.TYPE OF STUDY	M/P																			
6.COUNTERPART AGENCY	Office of Eastern Seaboard																			
7.OBJECTIVES OF STUDY	Master plan preparation for urban and tourism development																			
8.DATE OF S/W	Dec.1988																			
9.CONULTANT(S)	Nippon Koei Co., Ltd. Yachiyo Engineering Co., Ltd.																			
10.STUDY TEAM	No.of Members 14 Period Mar.1989-Jul.1990(17 months)																			
							4.CONDITIONS AND DEVELOPMENT IMPACTS	1) Improvement of environmental conditions and addition of tourism facilities in South Pattaya 2) Improvement of Pattaya Beach 3) Improved access to Ko Lan 4) Improved water quality at sea and river 5) Reduction of flood damage 6) Stable water supply 7) Improved environmental condition around the existing waste disposal site and enhanced solid waste disposal capacity 8) Increased capacity of the roads to solve traffic congestion problem												
							2.MAJOR REASONS FOR PRESENT STATUS													
					3.PRINCIPAL SOURCE OF INFORMATION															
		5.TECHNICAL TRANSFER																		
		Carried out for counterparts from the office of Eastern Seaboard and Pattaya Municipality																		
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY				(FY 1991 Overseas Survey) The projects have been integrated into the Eastern Seaboard Development Program.																
Tourism Market Survey, etc. 2856000 yen																				
12.EXPENDITURE				①②③																
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%; text-align: center;">Total</td> <td style="width: 10%; text-align: center;">231,362 (¥000)</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">214,024</td> </tr> </table>						Total	231,362 (¥000)					Contracted	214,024							
		Total	231,362 (¥000)																	
		Contracted	214,024																	

和名 パタヤ地区総合開発計画

(M/P, Basic Study, Other)

PROJECT SUMMARY (M/P)

Compiled Mar.1992
Revised Mar.1994

ASE THA/S 106/90

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS	
1.COUNTRY	Thailand	1.SITE OR AREA	All trunk roads managed by DOH		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 Operation Plan for Roads	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) Preparatory works for the projects are planned to be done in next fiscal year. (Oct.1990 - Sep.1991) Following this study, the aftercare study traffic operation plan for roads was executed, from March 1991 to November 1991, in order to formulate an effective road traffic operation. In the aftercare study, 24 intersections improvement, 6 road section improvement and traffic safety countermeasures for 29 road sections were recommended. (FY 1992 Overseas Survey) The 7th five year road improvement plan (Oct.1991-Sep.1996) was designed based on this study, and about 2,400 million bahts has been appropriated in the budget for traffic safety project. (FY1993 Overseas Survey) Whenever the budget is available, the plan is followed year by year. DOH established the Road Research and Development Center with few DOH staff.
3.SECTOR	Transportation/Fish Processing	(US\$1,000)	1) 8,000	8,000		
4.REFERENCE NO.			2)			
5.TYPE OF STUDY	M/P	3.CONTENTES OF MAJOR PROJECT(S)				
6.COUNTERPART AGENCY	Department of Highways Ministry of Transport and Communications	a) Introduction of Traffic Census System b) Introduction of Traffic Information System c) Introduction of Road Inventory System d) Technical Guideline and Engineering Specification of Traffic Safety and Traffic Control Devices e) Traffic Operation Plan				
7.OBJECTIVES OF STUDY	To establish effective traffic operation plan and to perform technology transfer	1) Improvement of Highway 5 points 2) Installation of Traffic Lights 110 points 3) Installation of Guard Fence 96 points 4) Construction of Bicycle Lanes 1 point 5) Construction of Overpasses 8 points 6) Pavement of Road Shoulders in the Urban Area 1 set The above project cost is 8,105.6 (local cost: 7,855.6 and foreign cost: 250.0) in million bahts.				
8.DATE OF S/W	Sep.1988	4.CONDITIONS AND DEVELOPMENT IMPACTS				
9.CONSULTANT(S)	Central Consultant, Inc. Oriental Consultants Co., Ltd.	Traffic Operation Plan [Conditions] 1) Planning Area : Traffic Problem Section on all DOH road 2) Plans : Counter Measures with not Proposed in Phase I Study - Motorcycle Lane 20 sec - Passing Lane 15 sec - Road Information System 12 sec - Grade Separation 17 sec 3) Project life : 20 years [Development Impacts] 1) Project Cost : 150 million Bahts 2) B/C : 1.43 (FY 1993 Domestic Survey)				
10.STUDY TEAM	No.of Members 8 Period Feb.1989-Jun.1990 (17 months)					
	Total M/M Japan Field 58.06 21.51 36.55					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	1. Traffic Survey 2. Topographic Survey				2.MAJOR REASONS FOR PRESENT STATUS	
12.EXPENDITURE	Total 199,824 (¥000) Contracted 176,982	5. TECHNICAL TRANSFER			3.PRINCIPAL SOURCE OF INFORMATION	
		Technical transfer has been performed on following items. - Basic conception and technical method for the introduction of each system - Technical guideline for improvement plan			①②③	

和名 道路交通運用計画

(M/P, Basic Study, Other)

PROJECT SUMMARY (M/P+F/S)

ASE THA/S 211B/90

Compiled Mar.1992
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 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	Sewerage and Drainage Improvement Project for Phuket Municipality	Phuket Municipality, Thailand							
3.SECTOR	Public Utilities/Sewerage	2.PROJECT COST (US\$1,000)				(Description) In the proposed projects, sewerage and flood control projects, PWD requested and prepared the application through the Thai Government to Japanese Government regarding sewerage project for Japanese Grant Aid project, but it was not approved. The Thai Government will implement the project with its own finance. (FY 1991 Overseas Survey) Detail Design: From 1992 to 1993 Construction : From 1994 to 1996 (FY1993 Overseas Survey) Oct.92 - Feb.93 Preparation of bidding document Oct.93 - Dec.93 Bidding evaluation Mar.94 - Oct.96 D/D and implementation are scheduled. PWA will implement the project by turn-key contract. PWA's budget will cover total cost, 390 million baht. PWA's budget constraints caused reduction of designed sewerage flow from the JICA study.			
4.REFERENCE NO.		M/P 1)	42,463	Local Cost	25,478			Foreign Cost	16,985
5.TYPE OF STUDY	M/P+F/S	2)							
6.COUNTERPART AGENCY	Public Works Department Ministry of Interior	F/S 1)	14,896		6,703				8,193
7.OBJECTIVES OF STUDY	Develop a comprehensive master plan for sewerage and flood control system for Phuket Municipality. Provided a feasibility study for proposed master plan of sewerage and flood control system	2)	7,799		3,777				4,022
8.DATE OF S/W	Feb.1989	3)							
9.CONSULTANT(S)	Nippon Jogesuido Sekkel Co., Ltd. Nippon Koel Co., Ltd.	3.CONTENTS OF MAJOR PROJECT(S)							
10.STUDY TEAM	No.of Members 11 Period Jul.1989-Aug.1990(14 months)	1)Sewerage: <M/P>1)Designed Population: 78200 (Year 2006) 2)Designed Sewage Flow: 34500 cub.m/D (Daily Average) 3)Treatment Method: Oxidation Ditch Method, Drying Bed 4)Outline of Facilities: Length of Sewer: 41.1km Pump Station : 10 Treatment Plant: 1 2)Flood Control (Urgent Plan): 1)East Flooding: Length - 4.3km, Width - 13km, Excavation - 1500 thousand cub.m 2)River Improvement in the Town: Excavation: 33800 cub.m/ 1.3 km Embankment: 74400 cub.m/1.7 km ; Revetment: 0.8 km Bridge Construction: 6 Others: Road-side U-shaped, Drain Improvement <F/S> 1)Sewerage: -Target Year : 2001 -Designed Population : 29600 -Designed Sewage Flow: 18300 cub.m/D (Daily Average) -Outline of Facilities: Length of Sewer: 14.3km Pumping Station: 4 Planned Treatment: 4 2)Flood Control: -East Flooding: Length - 3.4km, Width - 11m, Excavation - 442 thousand cub.m -River improvement in the Town: Excavation: 18400 cub.m Revetment : 10470 cub.m Bridge Reconstruction: 6 The implementation period for flood control component is four years. Imp. Period:							
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	-Topographical Survey ; -Geological Survey -Water Quality Analysis	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No				EIRR1) FIRR1) EIRR2) 12.50 FIRR2) EIRR3) FIRR3)	
12.EXPENDITURE	Total 180,370 (¥'000) Contracted 159,092	Conditions and Development Impacts: <M/P> At present, there is no public sewerage system in Phuket City. Human excreta are disposed through cesspools or septic tanks installed at almost all houses and buildings in the town area, with the effluent allowed to leach into the ground or discharge into the watercourse through street gutters or the nearest drain. The implementation of this project has following impacts and benefits in this study area. <F/S>1.Sewerage System: -Reducing the content of water pollution for rivers and canals. -Improvement sea water pollution, where is the important place for the resort areas. -Increase the health benefit for island habitants. 2.Flood Control System: -Reduce the flood damage -Improvement Economic Activity in Study Area -Increase the land value.						2.MAJOR REASONS FOR PRESENT STATUS	
		5. TECHNICAL TRANSFER				3.PRINCIPAL SOURCE OF INFORMATION			
		Conducted the training for three counterpart engineers in this project in Japan, and also held a seminar for the project planning and design in Bangkok, Thailand.				①②			

和名 プーケット市下水排水改善計画

[M/P+F/S]

PROJECT SUMMARY (M/P+F/S)

Compiled Mar.1992
Revised Mar.1994

ASE THA/S 212B/90

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 checked="" type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled																												
2.NAME OF STUDY	Bangkok Solid Waste Management (II)	Bangkok Metropolitan Administration Area																																	
3.SECTOR	Public Utilities/Urban Sanitation	2.PROJECT COST (US\$1,000)		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 5%;">M/P 1)</td> <td style="width: 15%;">54,700 Local</td> <td style="width: 15%;">43,300 Foreign</td> <td style="width: 15%;">11,400</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td>2)</td> <td>74,000 Cost</td> <td>40,200 Cost</td> <td>33,800</td> <td></td> <td></td> </tr> <tr> <td>F/S 1)</td> <td>18,000</td> <td>14,800</td> <td>3,200</td> <td></td> <td></td> </tr> <tr> <td>2)</td> <td>74,000</td> <td>40,200</td> <td>33,800</td> <td></td> <td></td> </tr> <tr> <td>3)</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>		M/P 1)	54,700 Local	43,300 Foreign	11,400			2)	74,000 Cost	40,200 Cost	33,800			F/S 1)	18,000	14,800	3,200			2)	74,000	40,200	33,800			3)					
M/P 1)	54,700 Local	43,300 Foreign	11,400																																
2)	74,000 Cost	40,200 Cost	33,800																																
F/S 1)	18,000	14,800	3,200																																
2)	74,000	40,200	33,800																																
3)																																			
4.REFERENCE NO.		3.CONTENTS OF MAJOR PROJECT(S)				(Description) The director general of the Department of Public Cleaning (DPC) submitted a letter to the Governor of the Bangkok Metropolitan Administration, in October 1990, requesting the construction of the sanitary landfill and the incineration plant. The request has been studied by the administrators of the BMA. As of October 1991, the situation is as follows: 1. Construction of Sanitary Landfill at Ram Intra The project is suspended due to increase in the land purchase cost. 2. Construction of an Incineration Plant Whether or not to implement the project depends on the availability of subsidies of the Thai Government. The Bangkok Metropolitan Administration (BMA) has requested the subsidy from the Thai Government. 3. Improvement of Waste Collection Systems: No information available. (FY 1991 Overseas Survey) 1. Sanitary Landfill It seems unlikely to acquire sufficient area of land inside the city. DPC/BMA is considering remote places for populated urban areas from the site. DPC/BMA got a conclusion that railway would be advantageous for long-distance haulage and has proposed JICA to conduct a study on "Solid Waste Railway Transfer Transport Project." 2. Budgeting was made in FY 1990 for Detail Design of the project. (FY 1992 Overseas Survey) Waiting for the answer. (FY1993 Overseas Survey) 1. Sanitary Landfill Land acquisition trouble in Ram Intra caused the project to discontinue. Then, BMA is preparing garbage transfer stations at Ram Intra, Nonkam and On-nui and sanitary landfills at Nokhon Pathom and Chachoengsao. 2. Incineration Plant In FY 1994, BMA budgeted Bht.32 million to restudy the plant. After the study, the plant will be constructed by turnkey contract.																													
5.TYPE OF STUDY	M/P+F/S	<M/P> 1.1 Construction of Sanitary Landfill at Ram Intra a)Place: A burrow pit at Ram Intra, b)Capacity: 1830000ton c)Area: 15 ha., d)Construction Cost: \$18 million 1.2 Construction of Sanitary Landfill in the East Part of Bangkok a)Place: East part of Bangkok (Not specified), b)Capacity: 3,650,000 ton c)Area: 123ha, d)Construction: \$36 million 2. Construction of an Incineration Plant a)Place: The existing On Nut dumping ground b)Capacity: 200t/d/unit * 3 units = 600t/d c)Gas cooling system: Water infection system d)Construction cost: \$74 million 3. Improvement on Waste Collection System <F/S> 1. Construction of Sanitary Landfill at Ram Intra a. Place: A burrow pit at Ram Intra b. Capacity: 1830000ton c. Area: 15 ha. d. Construction cost: \$18 million 2. Construction of an Incineration Plant a. Place: The existing dumping ground at On Nut b. Capacity: 200t/d/unit * 3 units = 600t/d c. Gas cooling system: Water infection system d. Construction cost: \$74 million																																	
6.COUNTERPART AGENCY	Bangkok Metropolitan Administration (BMA) Department of Public Cleaning (DPC)	Imp. Period: 1992																																	
7.OBJECTIVES OF STUDY	Preparation of a master plan and feasibility study on priority projects. To study feasibility of sanitary landfill and incineration plant.	4.FEASIBILITY AND ITS ASSUMPTIONS																																	
8.DATE OF S/W	Aug.1989	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Feasibility:</td> <td style="width: 15%;">EIRR1)</td> <td style="width: 15%;">FIRR1)</td> <td style="width: 15%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td>Yes/No</td> <td>EIRR2)</td> <td>FIRR2)</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>EIRR3)</td> <td>FIRR3)</td> <td></td> <td></td> <td></td> </tr> </table>						Feasibility:	EIRR1)	FIRR1)				Yes/No	EIRR2)	FIRR2)					EIRR3)	FIRR3)													
Feasibility:	EIRR1)	FIRR1)																																	
Yes/No	EIRR2)	FIRR2)																																	
	EIRR3)	FIRR3)																																	
9.CONSULTANT(S)	EX Cor. Pacific Consultants International	10.STUDY TEAM																																	
		Conditions and Development Impacts: <M/P,F/S> 1.Construction of Sanitary Landfill at Ram Intra With the introduction of sanitary landfill, sanitary and environmental conditions in and around a disposal site will remarkably improve. (The proposed sanitary landfill will be the first sanitary landfill of complete type in Thailand.) 2.Construction of an Incineration Plant The proposed incinerator will be the first modern incinerator of this scale. It will contribute to the BMA in acquiring experiment and know-how that will be needed in operating future incinerators of larger scale. It will contribute to the volume reduction of waste. 3.Improvement on Waste Collection Systems It will contribute to cost reduction and increase in collection efficiency.																																	
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	1. Water quality analysis 2. Chemical composition analysis of water 3. Geological survey	5. TECHNICAL TRANSFER																																	
12.EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Total</td> <td style="width: 15%;">193,188 (¥000)</td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td>Contracted</td> <td>187,139</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	Total	193,188 (¥000)					Contracted	187,139					The following technique has been transferred: 1. Technique for preparing a master plan. 2. Technique for daily maintenance of collection vehicles. 3. Technique for time and motion study.																					
Total	193,188 (¥000)																																		
Contracted	187,139																																		
		2.MAJOR REASONS FOR PRESENT STATUS																																	
		1. Construction of Sanitary Landfill Major reason is the increase in the land purchase cost. 2. Construction of Incineration Plant Major reason for delay is the shortage of fund. (FY 1991 Overseas Survey) The reasons are, in addition to hike in land price, dwindling land supply in the city area and the citizens' opposition against Solid Waste Management																																	
		3.PRINCIPAL SOURCE OF INFORMATION																																	
		①②																																	

和名 バンコク廃棄物処理計画

(M/P+F/S)

PROJECT SUMMARY (M/P+F/S)

Compiled Mar.1992
Revised Mar.1994

ASE THA/A 204B/90

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	Agricultural Water Resources Development Project of Bang Pakong River Basin	M/P for Tha Lat River Basin, Chachoengsao Providence. F/S for Bang Pakong River Basin which encompasses four Provinces of Chonburi, Chachoengsao, Nakhon Nayok and Prachinburi.				(Description) - Thai government is taking necessary actions to avail financial support to proceed with the detailed design as well as the implementation of the highest priority project, the First Stage of Tha Lat River development project among the studied projects in the overall basin. - It is urgently required to secure a water source for the industrial and domestic use especially in the Metropolitan Bangkok and neighboring areas, in addition to the planned stabilized irrigation water supply. With this concern, the government is conducting necessary procedures for land acquisition as well as environmental study on the construction of Diversion Dam Project. - Thai government requested technical cooperation to Japanese government on the implementation of detailed design for the above-mentioned project. (FY 1991 Overseas Survey) The detail design will be conducted from 1992 to 1993. (FY 1993 Domestic Survey) F/S of Bang Pakong River Weir and Khulong Slat Dam was conducted. D/D of Bang Pakong River Weir was carried by JICA and was completed in 1993. Approximately 80% of land acquisition of the project site is completed. Bid is planning to initiate weir construction by government budget. D/D and EIA study of Khulong Slat Dam construction is conducted by government budget and preparatory work is now undertaken.																																			
3.SECTOR	Agriculture/General	2.PROJECT COST (US\$1,000)		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%;">M/P 1)</td> <td style="width: 15%;">1,374,000</td> <td style="width: 15%;">Local Cost</td> <td style="width: 15%;">719,000</td> <td style="width: 15%;">Foreign Cost</td> <td style="width: 15%;">655,000</td> </tr> <tr> <td></td> <td>2)</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>F/S 1)</td> <td>352,120</td> <td></td> <td>184,320</td> <td></td> <td>167,800</td> </tr> <tr> <td></td> <td>2)</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>3)</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>				M/P 1)	1,374,000	Local Cost	719,000	Foreign Cost	655,000		2)							F/S 1)	352,120		184,320		167,800		2)							3)					
	M/P 1)	1,374,000	Local Cost	719,000	Foreign Cost	655,000																																			
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	3)																																								
4.REFERENCE NO.		3.CONTENTES OF MAJOR PROJECT(S)				3.PRINCIPAL SOURCE OF INFORMATION ①②③																																			
5.TYPE OF STUDY	M/P+F/S	M/P (target year: 2000) 1. 1st Stage: 3 sub-basins, 2 storage dams, 2 diversion weirs, agri.land dev. 46,400ha 2. 2nd Stage: 2 sub-basins, 2 storage dams, agri.land dev. 66,400ha 3. 3rd Stage: 8 sub-basins, 9 storage dams, agri.land dev. 294,400ha The feasibility study was undertaken on the most downstream area (Tha Lat River Basin) next to the Bangkok Economic Sphere. Bang Pakong River is a tidal river, and it is impossible to utilize river water in the downstream areas during the dry season because of the rising sea water.																																							
6.COUNTERPART AGENCY	Royal Irrigation Department, Ministry of Agriculture and Cooperatives	1) Stage I : 14,300ha Bang Pakong River-mouth Diversion Weir: length 170m, 5 gates (span 30m x height 10.6m) Pumping Station: 17 cu.m/s, dia.1,500mm, 4 pumps Main irrigation canals: left bank main 12km, right bank main 24km, other 0.7km Drainage canals: 14km 2) Stage II : 28,200ha Klong S---- Storage Dam: 396 million cu.m Tha Lat diversion weir: length 33.5m, rehab. of rubber-type gates Tha Lat irrigation dev.: rehabilitation of main (44km) and secondary canals S----- Irrigation dev.: construction of main (45km) and secondary canals																																							
7.OBJECTIVES OF STUDY	Feasibility Study for water resources development	Imp. Period: .1992-.1998 4.FEASIBILITY AND ITS ASSUMPTIONS <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Feasibility:</td> <td style="width: 10%;">Yes</td> <td style="width: 10%;">EIRR1)</td> <td style="width: 10%;">11.70</td> <td style="width: 10%;">FIRR1)</td> <td style="width: 10%;"></td> </tr> <tr> <td></td> <td></td> <td>EIRR2)</td> <td></td> <td>FIRR2)</td> <td></td> </tr> <tr> <td></td> <td></td> <td>EIRR3)</td> <td></td> <td>FIRR3)</td> <td></td> </tr> </table>				Feasibility:	Yes	EIRR1)	11.70	FIRR1)				EIRR2)		FIRR2)				EIRR3)		FIRR3)																			
Feasibility:	Yes	EIRR1)	11.70	FIRR1)																																					
		EIRR2)		FIRR2)																																					
		EIRR3)		FIRR3)																																					
8.DATE OF S/W	Mar.1989	10.STUDY TEAM No.of Members 13 Period Sep.1989-Sep.1990 (13 months)																																							
9.CONSULTANT(S)	Sanyu Consultants Inc.	Conditions and Development Impacts: Planning Conditions: 1) Irrigation development assumes: introduction of double cropping on the existing paddy fields; expansion of agricultural land; shift from cassava to more profitable cash crops increase in yield. 2) Water requirements by households, industries and fisheries in 2000 are taken into account. 3) 13 storage dam sites are selected from 22 possible locations assuming cropping intensity of 150% over some 400,000 ha. 4) B/C ratios in M/P: highest area 1.83, lowest 0.23, whole 1.04. 5) EIRR: Stage I 14.0%, Stage II 9.7%, entire project 11.7%. Development Impacts: 1) Irrigation development in parallel with water resource development can ensure efficient water utilization. 2) Increase in agricultural and inland fishery production. 3) Stable water supply for industries and households. 4) Creation of employment, better roads, better sanitary conditions, etc..																																							
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER Technical transfer was carried out through the field survey especially on the aspects of planning method and dam design technique																																							
12.EXPENDITURE		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Total</td> <td style="width: 15%;">214,029</td> <td style="width: 15%;">(¥'000)</td> <td colspan="3"></td> </tr> <tr> <td>Contracted</td> <td>181,557</td> <td></td> <td colspan="3"></td> </tr> </table>				Total	214,029	(¥'000)				Contracted	181,557																												
Total	214,029	(¥'000)																																							
Contracted	181,557																																								

和名 バンパコン川流域農業水利開発計画

(M/P+F/S)

PROJECT SUMMARY (F/S)

Compiled Mar.1992
Revised Mar.1994

ASE THA/A 314/90

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	Sukhothai Integrated Agricultural and Rural Infrastructure Development Project	Thung Sai Yart (5,600ha) and Nong Khon Kaen (1,300ha) in Sukhothai Provinc												
3.SECTOR	Agriculture/General	2.PROJECT COST		Total Cost	Local Cost	Foreign Cost								
4.REFERENCE NO.		(US\$1,000)	1)	17,597	4,964	12,633								
5.TYPE OF STUDY	F/S	US\$1=25 Bahts	2)											
6.COUNTERPART AGENCY	Agricultural Land Reform Office (ALRO), Ministry of Agriculture and Agricultural Cooperatives	3)	3.CONTENTS OF MAJOR PROJECT(S)											
7.OBJECTIVES OF STUDY	To make F/S on Integrated Agricultural Development in Thung Sai Yat and Nong Khon Kaen in Sukhothai	(1) Construction of Pond		Thung Sai Yart 14 places (2.4 MCM)	Nong Khon Kaen 8 places (0.32 MCM)	(Description) Presently, ALRO, the implementing agency, is seeking an external financing for the project implementation. However, because of the competing projects for external financing, it is unlikely for the project to be included in the application list for OECF loans in the near future. (FY 1991 Overseas Survey) At present, priority or urgency of the project is not ranked high. (FY 1993 Overseas Survey) Construction of 2 reservoirs and 7.3km of road improvement in Nong Khon Kaen and 40 km of farm road improvement and construction of 13 rural water supply facility were completed by government budget in 1993. Construction of water reservoir in Nong Khon Kaen is to be implemented from 1994.								
8.DATE OF S/W	Dec.1988	(2) Irr./Drai. Canal		60.3 Km	31.7 Km									
9.CONSULTANT(S)	Sanyu Consultants Inc.	(3) Farm Road (New + Rehabil.)		50.5 Km + 7.2 Km	21.1 Km + 3.8 Km									
10.STUDY TEAM	No. of Members 10 Period Jul.1989-Jul.1990(13 months)	(4) Rehabil. of Ext. Pond		2 places (1.4 MCM)	2 places (0.39 MCM)									
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%; text-align: center;">Total M/M</td> <td style="width: 30%; text-align: center;">Japan</td> <td style="width: 30%; text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">47.70</td> <td style="text-align: center;">19.04</td> <td style="text-align: center;">28.66</td> </tr> </table>		Total M/M	Japan	Field	47.70		19.04	28.66	(5) Village Water Supply		19 villages (3,200 persons)	5 villages (918 persons)		
		Total M/M	Japan	Field										
47.70	19.04	28.66												
		(6) Rural Electrification		399 households	50 households									
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		4.FEASIBILITY AND ITS ASSUMPTIONS				2.MAJOR REASONS FOR PRESENT STATUS								
- Test Well Drilling & Geological Survey: Y6,471,000.- - Water Quality Test: Y279,000.-		Feasibility: Yes/No	EIRR1) 7.90	FIRR1)	FIRR2)									
12.EXPENDITURE		5.TECHNICAL TRANSFER				3.PRINCIPAL SOURCE OF INFORMATION								
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%; text-align: center;">Total</td> <td style="width: 30%; text-align: center;">158,547 (¥'000)</td> <td colspan="2"></td> <td style="width: 30%;"></td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">153,066</td> <td colspan="2"></td> <td></td> </tr> </table>		Total	158,547 (¥'000)					Contracted	153,066				(1) On-the-Job Training (2) Seminar (Sukhothai & Bangkok) on Integrated Agricultural/Rural Development	
Total	158,547 (¥'000)													
Contracted	153,066													

和名 スコタイ農村総合整備計画

(F/S,D/D)

PROJECT SUMMARY (D/D)

Compiled Mar.1992
Revised Mar.1994

ASE THA/S 405/90

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT		
1.COUNTRY	Thailand	1.SITE OR AREA	Area 31 sq.km in Central Bangkok			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	Area Traffic Control Project in Bangkok	2.PROJECT COST					
3.SECTOR	Transportation/Urban Transportation		(US\$1,000)	1) 20,000	20,000	(Description) (FY1993 Overseas Survey) Aug.92 - Jun.93 D/D was revised by BMA budget. It costed 40 million Baht. Jan.94 - Jul.95 Implementation is scheduled BMA budgeted 227 million Baht.	
4.REFERENCE NO.		3.CONTENTS OF MAJOR PROJECT(S)					
5.TYPE OF STUDY	D/D	1) ATC signalized intersections...143 2) Control center...The control center will be located on the 1st floor of the existing BMA, central computer and peripheral devices etc. will be provided. 3) Transmission system and communication lines will be installed. 4) 143 local controllers and 460 vehicle detectors will be equipped. 5) 5 CCTV cameras will be provided at intersection. 6) 67 intersections will be improved.					
6.COUNTERPART AGENCY	Bangkok Metropolitan Administration (BMA)	7.OBJECTIVES OF STUDY					
8.DATE OF S/W	Dec.1989	Imp. Period: May.1990-Dec.1991					
9.CONSULTANT(S)	Yachiyo Engineering Co., Ltd. Fukuyama Consultants International, Inc.	4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 74.00 FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)			
10.STUDY TEAM	No.of Members 13 Period .1990-Nov.1991(8 months)	Conditions and Development Impacts: IRR of this project (stage 1) is as extremely high as 74 % and all the initial investment will be covered within 12.1 months after commencement under 12 % of discount rate. B/C ratio is as high as 7.5. Although nobody would deny that time has economic value, there are many arguments on how to measure it. In this study, time value is quantified based on the productivity of economically active population in the study area. Even in cases where this unit time value is admitted, there may be objections to apply this value to a small fraction of a few minutes at saved travel time. Therefore, taking only the VOC saving benefit which is tangible, IRR is re-calculated at 17.2 which shows the ATC project is still economically tangible.					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	- Intersection Configuration Survey - Underground Utility Lines and Materials	5. TECHNICAL TRANSFER					
12.EXPENDITURE	Total 164,060 (¥000) Contracted 157,107	Counterpart training : 1 person (28 Sept., 1990 - 5 Oct., 1990)					
		2.MAJOR REASONS FOR PRESENT STATUS		The reason for the abovementioned delay of schedule may be the shortage of BMA's Traffic Engineering Division (TED) staff.			
		3.PRINCIPAL SOURCE OF INFORMATION		①②			

和名 バンコク市交通制御システム整備計画

(F/S,D/D)

PROJECT SUMMARY (M/P)

Compiled Mar.1993
Revised Mar.1994

ASE THA/S 109/91

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	Toll Highway Development	Whole of Thailand (Area:513,000 sq.km, Population: 55 million)																	
3.SECTOR	Transportation/Fish Processing	2.PROJECT COST				(Description) DOH has submitted TOR for F/S on the inter-city toll motorway projects (644km of 4,300km) to the Government of Japan in Dec. 1990. In November 1992, S/W was signed and P/S on two routes (the total length: 260km) will be carried out. (FY1993 Overseas Survey) JICA is conducting F/S on following two routes. - Ban Pong - Chaa route - Lam pang - Chianqai RTG will conduct F/S on other routes by its own budget soon.													
4.REFERENCE NO.		<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;"></th> <th style="width: 10%;">Total Cost</th> <th style="width: 10%;">Local Cost</th> <th style="width: 10%;">Foreign Cost</th> </tr> </thead> <tbody> <tr> <td>1)</td> <td style="text-align: right;">4,000,000</td> <td style="text-align: right;">2,400,000</td> <td style="text-align: right;">1,600,000</td> </tr> <tr> <td>2)</td> <td style="text-align: right;">6,000,000</td> <td style="text-align: right;">3,600,000</td> <td style="text-align: right;">2,400,000</td> </tr> </tbody> </table>							Total Cost	Local Cost	Foreign Cost	1)	4,000,000	2,400,000	1,600,000	2)	6,000,000	3,600,000	2,400,000
	Total Cost	Local Cost	Foreign Cost																
1)	4,000,000	2,400,000	1,600,000																
2)	6,000,000	3,600,000	2,400,000																
5.TYPE OF STUDY	M/P	3.CONTENTS OF MAJOR PROJECT(S)																	
6.COUNTERPART AGENCY	Department of Highways, Ministry of Transport and Communications	Construction of 4,300km inter-city toll motorway network. Phase 1 1991-1995 900km Phase 2 1996-2000 1,000km Phase 3 2001-2010 2,400km																	
7.OBJECTIVES OF STUDY	Study on the inter-city toll motorway network development	4.CONDITIONS AND DEVELOPMENT IMPACTS																	
8.DATE OF S/W	Oct.1989	1)Condition The trip number in 2010 will be 3.4 times as much as that in 1990. 2)Development Impacts Direct Benefit: - Savings in vehicle operation cost - Savings in time cost Indirect Effects: - Betterment of national development - Promotion of manufacturing, tourism, agriculture, fisheries and commercial activities. - Improvement in living conditions.																	
9.CONSULTANT(S)	Katahira & Engineers International Nippon Koei Co., Ltd.	10.STUDY TEAM																	
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Traffic Surveys	No.of Members 12 Period Feb.1990-Jun.1991(17 months)																	
12.EXPENDITURE		<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;"></th> <th style="width: 10%;">Japan</th> <th style="width: 10%;">Field</th> </tr> </thead> <tbody> <tr> <td>Total</td> <td style="text-align: right;">18.83</td> <td style="text-align: right;">60.74</td> </tr> <tr> <td>Contracted</td> <td style="text-align: right;">322,047</td> <td></td> </tr> </tbody> </table>					Japan	Field	Total	18.83	60.74	Contracted	322,047						
	Japan	Field																	
Total	18.83	60.74																	
Contracted	322,047																		
		5. TECHNICAL TRANSFER				2.MAJOR REASONS FOR PRESENT STATUS													
		Opening of Seminar at BKK (Dec.1990) / Participation of the counterparts in the JICA training program / Collaboration with the counterparts / Employment of local consultant				About 600km inter-city toll motorways construction plan has been made in the 7th 5-year National Economic and Social Development Plan (1992-1996).													
						3.PRINCIPAL SOURCE OF INFORMATION													
						①②													

和名 有料高速道路計画

(M/P,Basic Study,Other)

PROJECT SUMMARY (M/P+F/S)

Compiled Mar.1993
Revised Mar.1994

ASE THA/S 213B/91

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 checked="" type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled				
2.NAME OF STUDY		Southern region in Thailand								
Road Development in the Southern Region		2.PROJECT COST			(Description) Nineteen projects out of the F/S and Pre-F/S studies of this Road Development Study in the Southern Region are included in the road development plan by DOH in the Seventh Five Year Plan (1992-1996). The importance of the Phuket and Surat Thani roads are particular recognized by the DOH. (FY1993 Overseas Survey) There is no subsequent study after the JICA study. However, the Department has been conducting road development in the region by RTG annual budget in accordance with the National Highway Plan.					
		(US\$1,000)	MP 1)	Local Cost			Foreign Cost			
			F/S 1)	598,099						
3.SECTOR		3.CONTENTES OF MAJOR PROJECT(S)								
Transportation/Fish Processing		<M/P>The road improvement M/P curfill 2001 is as follows: 1. Widening to six lanes : 150km 2. Widening to four lanes : 1,210km 3. Widening to seven-meter lanes: 970km (in total: 2,330km) 4. Solid crossing of multi-lane roads 5. Pavement completion of provincial roads 6. Upgrading of substandard roads to six-meter pavement 7. Bypass construction in the urban areas and major towns The master plan projects with a target completion year 1996 is as follows: 1. Construction of new roads : 120km 2. Construction of additional lanes: 780km 3. Widening to seven-meter lanes : 1,460km 4. Widening to six-meter lanes : 130km 5. Reconstruction and upgrading : 132km (in total: 2,622km) <F/S> The priority projects with the target year 1996 are as follows: (No./ Project / Length(km) / Cost (in mil.bath)) (NC-1 / Chumphone Road / 9.1 / 110.2) [AD-2-1 / Phuket Road / 38.4 / 612.6] [AD-1-2 / Surat Thani Road / 40.1 / 468.6] [NC-5 / Connection 4/406 / 24.1 / 285.3] [WD7-4-1 / Hua Sai Road / 96.3 / 215.6] To carry out a study on required transport capacity of the Krabi-Khanom link which consists of the Seashore Development Plan (SSDP: the isthmus transformation to new international economic zone through the constructin of "Trans Thai Land Bridge"). The project and construction costs of three route alternatives are as follows: [Plan / Project Cost (in mil.bath) / Construction Cost (in mil.bath)] [A / 8,442.2 / 6,365.5] [B / 9,419.6 / 7,264.4] [C / 8,438.8 / 5,634.9]								
4.REFERENCE NO.		Imp. Period: .1992-.1996								
5.TYPE OF STUDY		4.FEASIBILITY AND ITS ASSUMPTIONS								
M/P+F/S		Feasibility: EIRR1) 14.80 FIRR1) Yes/No EIRR2) 13.70 FIRR2) EIRR3) 14.80 FIRR3)								
6.COUNTERPART AGENCY		5.TECHNICAL TRANSFER								
Department of Highways Ministry of Transport and Communications		Methods of Traffic Demand Forecast and Computer Utilization								
7.OBJECTIVES OF STUDY		6.MAJOR REASONS FOR PRESENT STATUS								
1)To carry out feasibility study on the selected projects in the master plan; 2)To carry out feasibility study on the Krabi-Khanom link as a part of the Southern Seashore Development Plan(SSDP); and 3)To perform technology transfer										
8.DATE OF S/W		7.PRINCIPAL SOURCE OF INFORMATION								
Oct.1989		①②								
9.CONSULTANT(S)										
Pacific Consultants International Oriental Consultants Co., Ltd.										
10.STUDY TEAM										
No.of Members 8 Period Feb.1990-Sep.1991(20 months)										
<table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">Total M/M</td> <td style="width: 33%;">Japan</td> <td style="width: 33%;">Field</td> </tr> <tr> <td style="text-align: center;">67.98</td> <td style="text-align: center;">5.73</td> <td style="text-align: center;">62.25</td> </tr> </table>		Total M/M	Japan	Field	67.98	5.73	62.25			
Total M/M	Japan	Field								
67.98	5.73	62.25								
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY										
Social and Economic Survey Soil Survey Traffic Survey										
12.EXPENDITURE										
Total		277,624 (¥000)								
Contracted		273,090								

和名 南部道路網整備計画

(M/P+F/S)

PROJECT SUMMARY (M/P+F/S)

Compiled Mar.1993
Revised Mar.1994

ASE TH/A 205B/91

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 checked="" type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled				
2.NAME OF STUDY		Anphoe Phra Yun, Changwat Khon Kaen, Norht-east Thailand									
Integrated Rural Development of Salt-affected Land in Notheast Thailand		2.PROJECT COST (US\$1,000)		M/P 1) 50,000 Local Cost	23,000 Foreign Cost	(Description) Japanese government excluded Thailand from acceptor of Japan's grant aid assistance, and it is confirmed at the annual meeting of grant aid and technical assistance in FY 1992. The request of this project for grant aid was listed by DTEC, however it was not listed in the total request because of the low priority in the Thai government. (FY 1993 Overseas Survey) No additional information available. DLD recognize that it is difficult to secure financial arrangement for the implementation of the project. DLD is planning to reduce project scale from 4,500 to 800ha and to implement as a verification trial, however details is not yet known.					
		US\$1=25.0Bahts		F/S 1) 12,600	4,800						
				2) 2) 3)	7,800						
3.SECTOR		3.CONTENTES OF MAJOR PROJECT(S)									
Agriculture/General		<M/P>Major project components 1) Irrigation Facilities: Total gross area 3,715ha; 6 new weirs & rehab. of 11 existing weirs; 27 new ponds & rehab. of 3 existing ponds; 50 pumps 2) Drainage Facilities: Drainage improvement (5,000ha) 3) Rural Road: 31km improvement & rehab. of 3 bridges 4) Rural Water Supply: 4 Villages (3,800 persons) 5) Forestry: Afforestation 583ha, Agro-forestry 15,830ha 6. Social Services: Training and recreation, Market facilities <F/S>The pilot area is selected to represent major development components which characterize the entire study area. 1) Irrigation facilities: Two sites along Hual Yang (158ha and 166ha) and one site along the canal to Mong Khu Weir (57ha) 2) Drainage improvement: 820ha (salt-affected land 300ha, slightly salt-affected land 520ha) 3) Rural Road: Surface raising at 10 flooded places (total 1km); concrete drainage pipes (10 places); simple asphalt paving within 15 villages (total 7.5km) 4) Rural Water Supply: 4 Villages (3,800 persons) 5) Forestry & Social Services: Training and recreation, Market facilities *Project life of M/P and F/S is assumed 50 years.									
4.REFERENCE NO.		Imp. Period: .1992-.1997									
5.TYPE OF STUDY		4.FEASIBILITY AND ITS ASSUMPTIONS									
6.COUNTERPART AGENCY		Feasibility: EIRR1) 9.50 FIRR1) Yes/No EIRR2) FIRR2) EIRR3) FIRR3)									
Department of Land Development, Ministry of Agriculture and Cooperatives		Conditions and Development Impacts: <M/P><Assumptions>: 1) Irrigation and salination control 2) Introduction of a agroforestry system 3) Agricultural diversification <Impact>Quantifiable benefits are estimated to be 87.3 mill.Bahts (agriculture 78.1, inland fisheries 4.7, village water supply 0.8, and rural road 3.7), with an EIRR of 8.1%. <F/S><Assumptions> 1) Grassland improvement in severely salt-affected land for animal grazing (210ha); 2) Paddy cultivation (2,150ha); 3) Agroforestry (1,840ha) <Impacts> 1) 2.2-time increase of rice production; 2) intensive horticulture (tomato & watermelon); 3) 1.7-time increase in number of cattle/water buffaloes; 4) 4.3-time increase of the area planted to mulberry. Quantifiable benefits are estimated to be 17.4 million bahts (agriculture 15.6, inland fisheries 0.5, village water supply 0.8, and rural road 0.5 million). Annual gross farming income is estimated to be 7,272 bahts without project, but 11,820 bahts (rain-fed paddy farmers) and 26,990 bahts (irrigated paddy farmers) with project.									
7.OBJECTIVES OF STUDY											
Formulation of a Master Plan and economic evaluation of the pilot project		10.STUDY TEAM									
8.DATE OF S/W		No.of Members 12 Period Mar.1990-Oct.1991 (7 months)									
Nov.1989		<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;">65.00</td> <td style="text-align: center;">27.30</td> <td style="text-align: center;">37.70</td> </tr> </table>						Total M/M	Japan	Field	65.00
Total M/M	Japan	Field									
65.00	27.30	37.70									
9.CONSULTANT(S)		11.ASSOCIATED AND/OR SUBCONTRACTED STUDY									
Sanyu Consultants Inc.		Survey of river profile and section Topographic Survey (4,500ha) Shallow well drilling									
12.EXPENDITURE		5.TECHNICAL TRANSFER									
Total 253,905 (F'000)		On-the job training through field survey and seminar in Khon Kaen.									
Contracted 237,071		2.MAJOR REASONS FOR PRESENT STATUS									
		Since grant aid by Japanese Government is difficult, this project will be financed by Thai government. However, project-type technical assistance can be sought.									
		3.PRINCIPAL SOURCE OF INFORMATION									
		①③									

和名 東北タイ塩害地域農村総合開発計画

(M/P+F/S)

PROJECT SUMMARY (F/S)

Compiled Mar.1993
Revised Mar.1994

ASE THA/A 315/91

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Thailand	1.SITE OR AREA		4 Provinces (Phitsanulote, Sukhothai, Kamphaeng phet and Tak)		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		
Integrated Rural Development Project at Lower North Thailand		(US\$1,000)		1) 115,300	57,900	57,400	
		US\$1=25bahts		2)			
				3)			
3.SECTOR		3.CONTENT(S) OF MAJOR PROJECT(S)				(Description) A Project-type Technical Cooperation is under consideration. There is no possibility of OECF loan. (FY1992 Overseas Survey) Waiting for the answer. (FY 1993 Overseas Survey) The most urgent site, Fai Non Kho, was selected among 4 project sites and dar construction is planned to be initiated by government budget from 1994. Implementation of other related construction such as irrigation canals is not known yet. In Feb. 1993 ARD made official request for JICA long term expert to DETC.	
Agriculture/General		1. Irrigated agriculture development					
4.REFERENCE NO.		- Irrigation of 9,300ha					
5.TYPE OF STUDY		- Improvement of rainfed agriculture					
F/S		- Development of sericulture, cattle raising and inland fisheries (108projects)					
6.COUNTERPART AGENCY		2. Rural road development					
Office of Accelerated Rural Development, Ministry of Interior.		- Construction of rural roads (1,070km)					
7.OBJECTIVES OF STUDY		- Pavement of existing roads (60km)					
- Master plan on integrated rural development project of 4 provinces - Feasibility study of 4 model projects		3. Rural water supply (574 deep wells)					
		4. Rural infrastructure development					
8.DATE OF S/W		Imp. Period: 1992-1997					
Feb.1990		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) 7.80 EIRR2) EIRR3)		
9.CONSULTANT(S)		Conditions and Development Impacts:					
Sanyu Consultants Inc. Pacific Consultants International		1. Associated projects (education, public health, agro-industry) shall be implemented under the coordination by National Rural Development Coordinating Center.					
10.STUDY TEAM		2. For effective implementation of the project, the proposed 4 model projects shall be implemented in advance.					
No.of Members 10		3. Increase in income through improvement of agricultural productivity and creation of job opportunity.					
Period Jun.1990-Aug.1991(14 months)		4. Improvement of quality of life.					
Total M/M		Japan		Field		2.MAJOR REASONS FOR PRESENT STATUS	
66.90		26.70		40.20			
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER				3.PRINCIPAL SOURCE OF INFORMATION	
Topographic mapping Analysis of soil and water samples		Seminar in integrated rural development at Lower North Thailand in August, 1992 in Bangkok.				①③	
12.EXPENDITURE							
Total		222,913 (¥'000)					
Contracted		218,890					

和名 北タイ南部農村総合開発計画

(F/S,D/D)

PROJECT SUMMARY (Other)

Compiled Mar.1993
Revised Mar.1994

ASE THA/S 605/91

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS																			
1.COUNTRY	Thailand	1.SITE OR AREA	DOH roads within the area of the Outer Ring Road of Bangkok		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 Operation Plan for Roads (follow-up)		2.PROJECT COST			(Description) In the Seventh Highway Development Plan (Oct.1991-Sept.1996), the budget of 10 billion baht is appropriated for traffic safety projects. These projects will be implemented together with projects proposed in the former TOPR Study. Projects for grade separations and the motorcycle lane program will be implemented under the construction project and the road maintenance project. (FY1993 Overseas Survey) DOH use the study results. RTG annual budget follows the results.																			
		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">Total Cost</td> <td style="width: 15%; text-align: center;">Local Cost</td> <td style="width: 15%; text-align: center;">Foreign Cost</td> <td style="width: 40%;"></td> </tr> <tr> <td>(US\$1,000)</td> <td style="text-align: center;">1) 8,000</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">2)</td> <td></td> <td></td> <td></td> </tr> </table>						Total Cost	Local Cost	Foreign Cost		(US\$1,000)	1) 8,000					2)						
	Total Cost	Local Cost	Foreign Cost																					
(US\$1,000)	1) 8,000																							
	2)																							
3.SECTOR Transportation/Fish Processing		3.CONTENTES OF MAJOR PROJECT(S)																						
4.REFERENCE NO.		<p>The Dept. of Highways (DOH), Ministry of Transport and Communications, prepared the 7th Highway Development Plan (Oct.1991-Sept.1996), by partly incorporating the findings and proposals of the JICA TOPR Study (Traffic Operation Plan for Roads) conducted from Jan.1989 to July 1990. The present follow-up study of the TOPR Study was conducted in response to the additional request of the DOH, and aimed to propose a traffic operation plan for reducing traffic accidents in the area inside the Outer Ring Road of Bangkok, to prepare preliminary designs for selected sections, and to continue the transfer of technology to the Thai counterparts.</p> <p>In consultation with DOH, the present study selected ten sites out of 59 sections under study and prepared preliminary designs (scale:1/500) for improvement as follows: 1) Road improvement curvature improvement and installation of a motorcycle lane: S-44; 2) Improvement of intersections with signals: S-18 and S-22; 3) Creation of grade separation : S-19 and S-48; 4) Improved channelization at intersections and median openings: S-10, S-15, and S-24; and 5) Improved signalization and channelization at intersections: S-43, S-52, and S-48.</p>																						
5.TYPE OF STUDY					Other																			
6.COUNTERPART AGENCY					Department of Highways, Ministry of Transport and Communications																			
7.OBJECTIVES OF STUDY					<ol style="list-style-type: none"> 1. To formulate the traffic operation plan. 2. To recommend a suitable road improvement plan. 3. To transfer technology 																			
8.DATE OF S/W		Sep.1990																						
9.CONSULTANT(S)		4.CONDITIONS AND DEVELOPMENT IMPACTS			2.MAJOR REASONS FOR PRESENT STATUS																			
Central Consultant, Inc. Oriental Consultants Co., Ltd.		<p>Criteria for Selection:</p> <p>Sections for the follow-up study were selected according to the following criteria.</p> <ol style="list-style-type: none"> 1) Sections for which traffic controllers, road users and local residents strongly request earliest improvement. 2) Sections which are considered most dangerous on the basis of the analysis of accidents and other traffic-related data. 3) Sections which are judged as requiring urgent improvement at the time of field observations. <p>In consultation with the DOH, 59 sections were selected for the follow-up study. 24 sections were found to require improvements of intersections, 6 sections to require regular road improvement, and 29 sections to require measures for pedestrian safety.</p> <p>Ten sites for preliminary designing were selected according to the following criteria.</p> <ol style="list-style-type: none"> 1) Sections with obvious traffic congestions and risks where improvements will immediately realize desirable effects. 2) Sections requiring the types of improvements which are applicable to other sections. 3) Sections for which it is judged necessary to draw preliminary designs of the proposed specific improvements. <p>Expected Impacts:</p> <p>Implementation of proposal improvement plans will substantially contribute to the improvement of the very serious road traffic problems on road under jurisdiction of DOH, in particular the heavy traffic condition and frequent occurrence of traffic accidents.</p>																						
10.STUDY TEAM		5.TECHNICAL TRANSFER			3.PRINCIPAL SOURCE OF INFORMATION																			
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">No.of Members</td> <td style="width: 15%;">6</td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 40%;"></td> </tr> <tr> <td>Period</td> <td>Apr.1991-Nov.1991 (7 months)</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Total M/M</td> <td></td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">21.96</td> <td style="text-align: center;">1.96</td> <td style="text-align: center;">20.00</td> <td></td> </tr> </table>		No.of Members	6						Period	Apr.1991-Nov.1991 (7 months)				Total M/M		Japan	Field			21.96	1.96	20.00		<p>By applying the results of the former TDRR Study concretely, much more technology was transferred to the Thai counterparts.</p>
No.of Members	6																							
Period	Apr.1991-Nov.1991 (7 months)																							
Total M/M		Japan	Field																					
	21.96	1.96	20.00																					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY																								
Topographic Survey Traffic Survey																								
12.EXPENDITURE																								
Total		77,234 (¥000)			①②																			
Contracted		76,828																						

和名 道路交通運用計画 (アフターケア)

(M/P, Basic Study, Other)

PROJECT SUMMARY (M/P+F/S)

Compiled Mar.1994
Revised

ASE THA/S 214B/92

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 (Bangkok, Pathum Thani, Samutprakarn, Nonthaburi) and the surrounding area (Nakhon Pathum, Samut Sakhon, Ayutthaya).		1. PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled																							
2. NAME OF STUDY	Regional Development Plan for Telecommunication Networks in the Bangkok Metropolitan Area	2. PROJECT COST (US\$1,000)	M/P 1) 2)	Local Cost	Foreign Cost																									
3. SECTOR	Communications & Broadcasting/Telecommunication	US\$1=25 Baht.	F/S 1) 2) 3)	7,926,560 1,156,640	3,181,800 487,680	4,744,760 668,960	(Description) <M/P> Thai Government employed a BTO (Build, Transfer and Operation) scheme for the implementation of the seventh TOT ESDP expansion project (1992-1996). Three million telephone lines are to expand in the whole country by the BTO scheme. In the Bangkok Metropolitan Area, Telecom Asia Co. was awarded concession by government to construct and maintain two million local telephone lines. The private company is now under the construction stage. The study report is referred by TOT to control the expansion project, and some targets proposed for upgrade service quality are utilized in their corporate plan. (FY 1993 Overseas Survey) <M/P> CPO used this M/P for following projects. 1. Rehabilitation Project (1994-2000). 2. Analog Switching Replacement Project (1994-2000). 3. Public Phone Service Expansion Project (1994-95). 4. Network Reliability Improvement Project (1995-97). Additionally, CPO is to conduct following studies. Regional Development Plan for Telecommunication Network in Provincial Area (1993-94) Revision Study on a Regional Development Plan for Telecommunication Networks in the Bangkok Metropolitan Area (1994-95) <F/S> On the suggestion of this study report, the request for an approval of implementation of 26 projects, suggested in the report, was submitted to the Management Committee of TOT by Corporate Planning Office of TOT and it is now under consideration in the committee. (FY1993 Overseas Survey) Although CPO submitted four project proposals to TOT Management Committee, the Committee has not approved them yet. Financial sources are under consideration.																							
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)																												
5. TYPE OF STUDY	M/P+F/S	<M/P> 1. To meet the telephone demand at the end of FY 1997 in the Bangkok Metropolitan Area and at the end of FY 2002 in the surrounding area. The outline of the telecommunication expansion plan is calculated. 2. The outline of the rehabilitation plan for upgrade of the telecommunication service quality is as follows: (1997-2007 total) Switching system: 356,000 lines capacity, Transmission system: 87,000 circuits, Local cables: 431,000 pairs <F/S> "Improvement of fault ratio" and "Improvement of call completion ratio" were selected for the study objectives to improve telecommunications service quality. The major projects proposed are as follows: 1) Rehabilitation of local cables - replacement of drop wires with cables and renewal of drop wires - replacement of local cables 2) Check and consulting for customer premises 3) Replacement of public telephone sets 4) Changing P.D. timing 5) Promotion of Multi-hunting system 6) Increasing number of circuits (switching, transmission) 7) Dial consulting activity 8) Expansion of subscriber lines																												
6. COUNTERPART AGENCY	Telephone Organization of Thailand (TOT), Corporate Planning Office	Imp. Period: .1993-.1997																												
7. OBJECTIVES OF STUDY	To formulate a long term development plan for the period from FY 1993 to FY 2007 in the Bangkok metropolitan area in Thailand	4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) FIRR1) 11.28 EIRR2) FIRR2) EIRR3) FIRR3)																									
8. DATE OF S/W	Oct.1990	Conditions and Development Impacts: <M/P, F/S>Conditions: 1) Telephone demand is forecasted by socio-economic model on the basis of householded monthly income distribution, number of employees, etc. and logistic model. <table style="width: 100%; border: none;"> <tr> <td></td> <td style="text-align: center;">1992</td> <td style="text-align: center;">2007</td> </tr> <tr> <td>Population (1,000)</td> <td style="text-align: center;">10,084</td> <td style="text-align: center;">12,963</td> </tr> <tr> <td>Telephone demand (1,000)</td> <td style="text-align: center;">2,285</td> <td style="text-align: center;">6,513</td> </tr> </table> Development Impacts: 1) Reduction of fault ratio (Number of faults/100 subscribers per month) <table style="width: 100%; border: none;"> <tr> <td></td> <td style="text-align: center;">1991</td> <td style="text-align: center;">1997</td> </tr> <tr> <td>Bangkok Metropolitan Area</td> <td style="text-align: center;">4.4</td> <td style="text-align: center;">2.5</td> </tr> <tr> <td>Surrounding Area</td> <td style="text-align: center;">4.9</td> <td style="text-align: center;">3.0</td> </tr> </table> 2) Improvement of call completion ratio <table style="width: 100%; border: none;"> <tr> <td></td> <td style="text-align: center;">1992</td> <td style="text-align: center;">1997</td> </tr> <tr> <td>Study Area (%)</td> <td style="text-align: center;">23.5</td> <td style="text-align: center;">55</td> </tr> </table> 3) Contribution to economic development by providing the reliable telecommunications services						1992	2007	Population (1,000)	10,084	12,963	Telephone demand (1,000)	2,285	6,513		1991	1997	Bangkok Metropolitan Area	4.4	2.5	Surrounding Area	4.9	3.0		1992	1997	Study Area (%)	23.5	55
	1992	2007																												
Population (1,000)	10,084	12,963																												
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Surrounding Area	4.9	3.0																												
	1992	1997																												
Study Area (%)	23.5	55																												
9. CONSULTANT(S)	NTT International Corporation	10. STUDY TEAM																												
No. of Members 9 Period Jul.1991-Oct.1992 (16 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;">59.29</td> <td style="text-align: center;">26.18</td> <td style="text-align: center;">33.11</td> </tr> </table>		Total M/M	Japan	Field	59.29	26.18	33.11	11. ASSOCIATED AND/OR SUBCONTRACTED STUDY																						
Total M/M	Japan	Field																												
59.29	26.18	33.11																												
12. EXPENDITURE		5. TECHNICAL TRANSFER																												
Total 198,311 (¥'000) Contracted 186,419		Technical transfer in Japan was conducted to TOT counterparts, one member JICA sponsored and 8 members TOT sponsored, about the process of formulating the Improvement plan on the service quality by "On the Job Training".																												
		2. MAJOR REASONS FOR PRESENT STATUS																												
		Corporate Planning Office of TOT has recognized that it is indispensable for the improvement of telecommunications service quality in Thailand to implement 26 projects suggested in the report.																												
		3. PRINCIPAL SOURCE OF INFORMATION																												
		①③																												

和名 バンコク首都圏電気通信網開発計画

[M/P+F/S]

PROJECT SUMMARY (M/P+F/S)

Compiled Mar.1994
Revised

ASE THA/S 215B/92

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT							
1.COUNTRY	Thailand	1.SITE OR AREA		Hua-Hin / Cha-Am beach area and its surroundings, including Petcuaburi and Prachuap Khiri Khan.		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	The Tourism Development of the Hoa-Hin/Cha-Am Beach Area	2.PROJECT COST (US\$1,000)		M/P 1) Local Cost 2) 843,000 F/S 1) 43,123 2) 650,000 3)									
3.SECTOR	Tourism/(Tourism in)General	3.CONTENTIS OF MAJOR PROJECT(S)				(Description) <M/P> 1. & 7. are under processing for implementation. 2. - 6. are requested to the relating implementation agencies. 2. 3. and 4. will be taken care by DOH. 5. & 6. will be carried out by PWA. Further study by Japanese Government is necessary for 8. However, implementation agencies are not clarified. <F/S> 1. Respect of budget amounting 700 million Bahta has been submitted to the cabinet. 2. DOH is now under study for D/D. 3. PWA called local consultants for D/D. D/D will be started soon. (FY1993 Overseas Survey) TAT requested OECF loan for the Center (PhaseII). However, it was not selected. TAT will implement the center under cooperation between the government and private sector.							
4.REFERENCE NO.		<M/P>1. Cultural and recreational center in Cha-am 2. Road development program in Peet Kasem 0.67 km 2.50 km 3. Improvement of phetchaburi coastal road 4. Improvement of circulator roads in Peetchabari 5. Municipal sewerage system development in Cha-am 6. Water supply development is Cha-am and Hua hin. 7. Tourism promotion program 8. Environmental management program <F/S>1. Cultural and Recreational, Center in Cha-am To build a cultura and recreational center on a 327 Rai Government other site in Takard pilee in Northern Cha-am 2. Improvement of Circulation Road in Pe - 20.5km of the Road under Rid oo - 14.0km under Oa 3. Water Supply development in Cha-am and to complete the water distribution system with includes rooting and replacement of distribution pipes, construction of distributor facilities, etc.											
5.TYPE OF STUDY	M/P+F/S												
6.COUNTERPART AGENCY	The Tourism Authority of Thailand												
7.OBJECTIVES OF STUDY	1. To prepare a Tourism Developent Master Plan for the Study Area with target year 2006. 2. To carry out feasibility studies on priority projects. 3. To propose a set of institutional												
8.DATE OF S/W	Apr.1990												
9.CONSULTANT(S)	Pacific Consultants International Yachiyo Engineering Co., Ltd.												
10.STUDY TEAM	No.of Members 13 Period Jan.1992-Jan.1993(12 months) <table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">47.20</td> <td style="text-align: center;">22.50</td> <td style="text-align: center;">24.70</td> </tr> </table>							Total M/M	Japan	Field	47.20	22.50	24.70
Total M/M	Japan							Field					
47.20	22.50							24.70					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	- Tourists Interview Studies - Analysis of Water Quality - Study of its Community and Economics												
12.EXPENDITURE	<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: right;">164,714 (¥'000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: right;">156,966</td> </tr> </table>	Total	164,714 (¥'000)	Contracted	156,966								
Total	164,714 (¥'000)												
Contracted	156,966												
		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No EIRR1) 4.90 EIRR2) 0.30 EIRR3)									
		Conditions and Development Impacts: <M/P> <Development Impacts> 1. Tourist attractions To diversify tourist attractions and make it more attractive for the development of the qional economy. 2. Infrastructure requirements Expansion and improvement of the existing infrastrural network. 3. Tourism facilities and promotion To fill up model to upper widdle class accomodation and more adequate torists promotion. <F/S> <Conaitions> FIRR 1) is of Public 2) is of Private <Development Impact> 1. Tourist attractions To diversify tourist attractions and make it wore attractive for the development of the regional economy. 2. Infrastrri requirements TExpansion and improvement of the existing infrastructural network											
		5. TECHNICAL TRANSFER											
		Through the execution of the study and the planning, technical trouble was considered to the counterpart personnel.											
		2.MAJOR REASONS FOR PRESENT STATUS											
		1) Ministry of Finance agreed on the implencetation of the project by using OECF lone. Approval by OECF will be required.											
		3.PRINCIPAL SOURCE OF INFORMATION											
		①②											

和名 ホアヒン・チャアム観光開発計画

(M/P+F/S)

PROJECT SUMMARY (M/P+F/S)

ASE THA/A 206B/92

Compiled Mar.1994
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		Ubon Ratchathani Province and Si Sa Ket Province(717sq. Km)		1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY		2.PROJECT COST (US\$1,000)					
Lam Dom Yai Basin Irrigation Project		M/P 1)				(Description) Through final report was submitted in December 1992, there has been no action taken by Thai Government to date for the implementation of the proposed project. As for the information by the officials concerned, the executing agency intends to implement the project for possible poverty alleviation in the North-East Region of Thailand as soon as possible, but the priority given by the Central Government is rather low. (FY1993 Overseas Survey) Related Thai laws require Environmental Impact Assessment on the project. RID requested for FY 1995 budget to conduct the EIA. If the budget is approved, RID will conduct F/S including EIA.	
3.SECTOR		2)	193,800	83,400	110,400		
Agriculture/		F/S 1)					
4.REFERENCE NO.		2)					
5.TYPE OF STUDY		3)					
6.COUNTERPART AGENCY		3.CONTENTIS OF MAJOR PROJECT(S)					
Royal irrigation Department, MDAC		<M/P> The irrigable areas form 29 new water resources were selected in the river basin, and the Lam Dom Yai Project was the one with highest priority. <F/S> 1. Water Resource Development - construction for D-28 Dam (Storage capacity-117.1MCM) 2. Irrigation and drainage system Development - construction for irrigation and drainage system (benefit area-4,600ha). 3. Irrigated Agriculture - establishment for land use plan, planted area and farming practices 4. Improvement for Agricultural support policy					
7.OBJECTIVES OF STUDY		Imp. Period: .1993-.1999					
- feasibility study for the selected area with high priority		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) 9.00 FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)		
8.DATE OF S/W		10.STUDY TEAM					
Dec.1990		Conditions and Development Impacts: <M/P> Selection of Priority Development Project - B/C ratio - scale of irreqable area - reservoir area condition - income level - soil suitability - civil work condition Project Benefits - water resources development - land resources development - irrigation development - Rainfed Agricultural development <F/S> Conditions - water resources development for rice crop in rainy season - improvement for farming practices in rainfed agricultural area - land use plan for forest presavation Project Benefits - crop benefits - fishery benefits					
9.CONSULTANT(S)		No.of Members 10 Period Oct.1991-Sep.1992(12 months)					
Sanyu Consultants Inc. Naigai Engineering Co., Ltd.		Total M/M		Japan	Field	2.MAJOR REASONS FOR PRESENT STATUS	
10.STUDY TEAM		30.90		13.00	17.90	1. higher project cost 2. compensation for submerged area 3. financial difficulties	
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER				3.PRINCIPAL SOURCE OF INFORMATION	
		Technical transfer was carried through the study				①②	
12.EXPENDITURE							
Total		223,873 (¥000)					
Contracted							

和名 ラム・ドム・ヤイ流域灌漑計画

(M/P+F/S)

PROJECT SUMMARY (F/S)

Compiled Mar.1994
Revised

ASE THA/S 324/92

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Thailand	1.SITE OR AREA		32 Km north of the CBD of Bangkok		1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY	Greater Bangkok Truck Terminal	2.PROJECT COST		Total Cost	Local Cost		
		(US\$1,000)	1) 2) 3)	16,340 7,696	16,340 7,696		
3.SECTOR	Transportation/Land Transportation	3.CONTENTES OF MAJOR PROJECT(S)				(Description) DLT established "Truck Terminal construction Project Committee" in its department, chaired by Deputy General Manager Mr. Preecha. Planning Division plays a role of secretarial body. (Established in Oct. 1992) Purpose is to determine a final policy of truck terminal construction and to prepare construction program and schedule. (FY1993 Overseas Survey) LTD is preparing EIA study on the project. The duration of EIA study will be 4 months. LTD has already drafted TOR for D/D and budgeted it. The D/D, which will cost 15 million baht, will be conducted soon after the EIA study. LTD is also in the process of land acquisition for 3 truck terminal sites. The site, 120 ha, for one terminal will be obtained within 1994. At present, land acquisition is the most important issue.	
4.REFERENCE NO.		- To construct a public terminal with 500 berth - Construction stage is divided into 2 stages: 1. First Stage : 350 berth (144 Rai) 1. Second Stage : 150 berth (63 Rai) - Terminal facilities includes platform, apron, parking administration building, service station, green belt and road.					
5.TYPE OF STUDY	F/S						
6.COUNTERPART AGENCY	Mini. of Transport and Communications. Department of Land Transport						
7.OBJECTIVES OF STUDY	To construct a public truck terminal in order to alleviate traffic congestion and to modernize physical distribution system in Bangkok	8.DATE OF S/W		Apr.1991			
9.CONSULTANT(S)	Pacific Consultants International	Imp. Period:		.1992-.1995 .1998-.2000			
10.STUDY TEAM	No.of Members 7 Period Dec.1991-Sep.1992 (10 months)	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) 15.60 FIRR1) 14.67 EIRR2) 16.67 FIRR2) 18.11 EIRR3) FIRR3)		
		Conditions and Development Impacts:					
		1. Demand for truck terminal is estimated based on 24 hours CBD traffic control for large truck. 2. The project can generate (1) traffic congestion relieving effects and (2) modernization effect of physical distribution. Both are large to prove the project's feasibility in terms of economic analysis. 3. The financial feasibility is proved with the government support on land, infrastructure, terminal facilities and capital.					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Road-side Heavy-Truck Driver Interview Survey Inerview Survey for Freight-related Company	5. TECHNICAL TRANSFER		2.MAJOR REASONS FOR PRESENT STATUS			
12.EXPENDITURE	Total 108,861 (¥'000) Contracted 112,339	1. Staff from Planning Div., DLT (1 person, March 1993, 23 days). 2. Deputy Director and Chief of Planning Div., DLT (2 persons, August 1992, 11 days)					
				3.PRINCIPAL SOURCE OF INFORMATION ①			

和名 首都圏トラック・ターミナル基本整備計画

(F/S,D/D)