

# PROJECT SUMMARY (F/S)

Compiled Mar.1986  
Revised Mar.1995

ASE IDN/S 310/79

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
<b>1.COUNTRY</b>	Indonesia	<b>1.SITE OR AREA</b>				<b>1.PRESENT STATUS</b>	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
<b>2.NAME OF STUDY</b>	Borobudur Prambanan: National Archeological Parks	Central Java, Borobudur Prambanan					
<b>3.SECTOR</b>	Tourism/(Tourism in)General	<b>2.PROJECT COST</b>		Total Cost	Local Cost	Foreign Cost	
<b>4.REFERENCE NO.</b>		(US\$1,000)	1)	17,266			
<b>5.TYPE OF STUDY</b>	F/S	(US\$1=627Rp.)	2)				
<b>6.COUNTERPART AGENCY</b>	Tourism Directorate Transport Ministry		3)				
<b>7.OBJECTIVES OF STUDY</b>	Tourism Development	<b>3.CONTENTS OF MAJOR PROJECT(S)</b>				(Description) The project was completed by the OECF loan. Apr.1980   OECF L/A signed (E/S, 440 million yen) May 1982   OECF L/A signed (2,805 million yen) Summer 1988   Construction completed  (FY1994 Domestic Survey) The follow-up of the project has been done by the survey of OECF and SAPS from Oct.1990 to March,1991.	
<b>8.DATE OF S/W</b>	Jul.1978	Review of existing reports and formulation of 1979-1989 detailed plan for the national archeological park centered around ruins of Borobudur Prambanan in Central Java.					
<b>9.CONULTANT(S)</b>	Pacific Consultants International JCP Co., Ltd.	<b>4.FEASIBILITY AND ITS ASSUMPTIONS</b>		Feasibility: No	EIRR1) EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)	
<b>10.STUDY TEAM</b>	No.of Members   24 Period   Jul.1978-Jul.1979(13 months)	<b>Conditions and Development Impacts:</b> Repair and restoration of ruins in both sites are expected to promote domestic and foreign tourism, thereby increasing tourism revenues and inducing regional development					
	Total M/M          Japan          Field 61.03                  48.00          13.03						
<b>11.ASSOCIATED AND/OR SUBCONTRACTED STUDY</b>		<b>5. TECHNICAL TRANSFER</b>				<b>2.MAJOR REASONS FOR PRESENT STATUS</b>	
<b>12.EXPENDITURE</b>	Total                  160,852 (¥'000) Contracted            143,858	OJT: Counterparts were trained on land use, tourism and infrastructure development				(1) Large favorable effects (2) Favorable political conditions (3) High priority Great cultural and educational impacts	
						<b>3.PRINCIPAL SOURCE OF INFORMATION</b>	
						①, ④	

和名 ボロブドール・プランバナン国立史跡公園整備計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

Compiled Mar.1990  
Revised Mar.1995

ASE IDN/A 302/79

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Indonesia	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 Riam Kanan Irrigation Project		Riam Kanan Area of South Kalimantan Province (Investigated Area 60,000ha)					
3. SECTOR Agriculture/General		2. PROJECT COST				(Description) Mar.1980 OECF L/A signed (E/S 450 million yen) 1981-83 D/D undertaken 1982 Pilot farm developed by Japanese grant Jun.1984 OECF L/A signed (8,636 million yen for Stag-I works) May 1987 Construction started Dec.1992 Construction of Stage-I works completed Jun.1992 Technical assistance by Mini Project Type started (Block C,500ha planned for 3 years)  OECF Loan: - Diversion weir - Main canals (primary 20km, secondary 50km) - Drainage canals (40km) - Tertiary canals (5,965ha)  (FY1994 Domestic Survey) Department of Irrigation (Directorate General of Water Resources Development) aims to get OECF Loan for Stage-II works, of which irrigation area is about 10,000 ha. However, land and agricultural development in about 6,000 ha where irrigation and drainage facilities were completed with Stage-I works, are not progressed, especially introduction of new improved variety and double cropping paddy are not progressed. Since June 1992, a technical assistance by JICA are conducted for training on water management and modern farming practices under the Directorate of Food Crop, Ministry of Agriculture, in order to expand these technologies.  (FY1994 Overseas Survey) Although the construction of the first stage for 5,965ha in the Sub-area B was finished in Dec. 1992, land development in the area is fairly delayed. According to the Ministry of Agriculture, approximately 2,500ha still needs development or rehabilitation. While D/D was conducted, Riam Kanan pilot farm (506ha irrigation area) was completed at the Sub-area C by the grant aid in the fiscal year 1982, and taken over by the Indonesian government in 1983. However, since the extension of double cropping of an improved variety was unsuccessful, the Indonesian government requested technical support to Japan, and a long-term expert was dispatched in 1990. Moreover, a "mini-project type technical cooperation" started in 1992. Some parts of the pilot farm were selected as "intensive instruction areas" for intensive training to transfer farming techniques to Indonesian counterparts. This project will be finished in May 1995. About a half of farmers started double cropping in the pilot farm.	
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)					
5. TYPE OF STUDY		1. Total Irrigation Area : 32,610 ha (AI Zone: 1,870 ha, BI Zone: 7,400 ha, CI Zone: 3,740 ha, DI Zone: 11,520 ha, EI: 8,080 ha)					
6. COUNTERPART AGENCY		2. Diversion weir : 1 place, height 9m, length 228m, max. intake discharge 34 cu.m/sec					
7. OBJECTIVES OF STUDY		3. Main canal : 48.4 km 4. Main drain : 53 km 5. Main road : 122 km 6. New paddy field: 5,150 ha					
8. DATE OF S/W		8. DATE OF S/W					
9. CONSULTANT(S)		9. CONSULTANT(S)					
10. STUDY TEAM		10. STUDY TEAM					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		11. ASSOCIATED AND/OR SUBCONTRACTED STUDY					
12. EXPENDITURE		12. EXPENDITURE					
13. TECHNICAL TRANSFER		13. TECHNICAL TRANSFER					
14. MAJOR REASONS FOR PRESENT STATUS		14. MAJOR REASONS FOR PRESENT STATUS					
15. PRINCIPAL SOURCE OF INFORMATION		15. PRINCIPAL SOURCE OF INFORMATION					
16. PRESENT STATUS		16. PRESENT STATUS					

和名 リアムカナンかんがい計画

(F/S,D/D)

# PROJECT SUMMARY (Other)

Compiled Mar.1990  
Revised Mar.1995

ASE IDN/S 605/79

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS										
1.COUNTRY	Indonesia	1.SITE OR AREA			1.PRESENT STATUS	<input checked="checked" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued									
2.NAME OF STUDY		Road between Jakarta and Tangerang			(Description)  The road construction was completed by the OECF loan which was approved in Nov. 1977 (12,514 million yen) and is now managed as a toll road.  (FY1994 Domestic Survey) Tangerang-Tiujung:The construction has completed.										
Jakarta-Merak Highway Project: Jakarta/Tangerang Freeway Financial Study(follow-up)		2.PROJECT COST													
3.SECTOR		<table style="width: 100%; border: none;"> <tr> <td style="text-align: right;">Total Cost</td> <td style="text-align: center;">Local Cost</td> <td style="text-align: center;">Foreign Cost</td> </tr> <tr> <td style="border: none;">(US\$1,000)</td> <td style="border: none;">1)</td> <td style="border: none;">2)</td> </tr> <tr> <td style="border: none;"></td> <td style="border: none;"></td> <td style="border: none;"></td> </tr> </table>					Total Cost	Local Cost	Foreign Cost	(US\$1,000)	1)	2)			
Total Cost	Local Cost	Foreign Cost													
(US\$1,000)	1)	2)													
Transportation/Road		3.CONTENTES OF MAJOR PROJECT(S)													
4.REFERENCE NO.		The Government of Indonesia promulgated the toll road Act in February 1978, and planned to apply the law to the operation of the Jakarta-Tangeran section (27km) of the Jakarta - Merak Highway (120km). The follow-up study reevaluated the project by financial analysis and suggested specific policy guidelines.													
5.TYPE OF STUDY		The project road is at-grade type and 4-lane, 2-way with 100 km/hr design speed.  <table style="width: 100%; border: none;"> <tr> <td style="text-align: right;">Around Jakarta</td> <td style="text-align: right;">4.6 km</td> </tr> <tr> <td style="text-align: right;">Between Jakarta and Tangerang</td> <td style="text-align: right;">14.2 km</td> </tr> <tr> <td style="text-align: right;">Around Tangerang</td> <td style="text-align: right;">7.8 km</td> </tr> <tr> <td style="text-align: right;">Total length</td> <td style="text-align: right;">26.6 km</td> </tr> </table>			Around Jakarta	4.6 km	Between Jakarta and Tangerang	14.2 km	Around Tangerang	7.8 km	Total length	26.6 km			
Around Jakarta	4.6 km														
Between Jakarta and Tangerang	14.2 km														
Around Tangerang	7.8 km														
Total length	26.6 km														
6.COUNTERPART AGENCY		4.CONDITIONS AND DEVELOPMENT IMPACTS													
Directorate General of Highways, Ministry of Public Works															
7.OBJECTIVES OF STUDY															
Policy recommendations on the operation of toll road															
8.DATE OF S/W		[Conditions] Jakarta, west Java province and Sumatra are to be connected with roads and ferry.  [Development impacts] (1) In Sumatra - Promotion of regional development in South Sumatra Province and immigration Java to Sumatra - Correction of social and economical gap between Java and Sumatra - Transportation of agricultural products South Sumatra to Jakarta (2) In Jakarta urban area - Decentralization of population to Jakarta - Connection between T.P port and west area - Development of west Java area													
9.CONSULTANT(S)															
Pacific Consultants International															
10.STUDY TEAM															
No.of Members 4 Period Mar.1979-Jun.1979(2.5 months)  <table style="width: 100%; border: none;"> <tr> <td style="text-align: right;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> </table>					Total M/M	Japan	Field								
Total M/M	Japan	Field													
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER			2.MAJOR REASONS FOR PRESENT STATUS										
12.EXPENDITURE															
Total 13,679 (#'000)		3.PRINCIPAL SOURCE OF INFORMATION			①, ④										
Contracted															

和名 ジャカルターメラク間道路アフターケア

(M/P,Basic Study,Other)

# PROJECT SUMMARY (M/P)

Compiled Mar.1986  
Revised Mar.1995

ASE IDN/S 106/80

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS						
1.COUNTRY	Indonesia	1.SITE OR AREA			1.PRESENT STATUS	<input type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input checked="" type="checkbox"/> Discontinued					
2.NAME OF STUDY	Southern Coast Development Plan, East Java	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) (FY1993 Overseas Survey) This JICA Study was completed about 13 years ago. The Indonesian counterparts at the time of study are no longer working at the Provincial BAPPEDA and no information is available on how the Study's proposals were utilized subsequently. According to the 15-year provincial Spatial Design Structure Plan (RSTRP) of 1990, the first priority for rural development is assigned to the southern coastal area. In other words, the situation of underdevelopment remains largely unchanged since the time of the JICA Study. The said RSTRP assigned the first priority for urban development to four secondary cities of Malang, Madiun, Kediri and Jember, and proposes the extension of the trunk road network to reach the first three cities. Medium, Kediri and Malang function as growth centers of three economic zones of the southern coastal area, and the improved access to the Surabaya metropolitan area is expected to boost the development of the southern coast. The JICA Study proposed nine project packages for the southern coastal proposed projects are small in scale, and it was difficult to ascertain whether and how they have been implemented. What little information available concerns the following projects. - Grindulu Dam (West Pacitan Rural Development Package): The project is not implemented, but included in the project list of the Province. - Prigi fishing port (Prigi Bay Area Integrated Development Package): The part of the fishing port was rehabilitated by the private sector. The southern coastal area contains the upper stream basin of Brantas River, and a number of major flood control and irrigation development projects have been implemented or are under implementation. (FY1994 Domestic Survey) No information.					
3.SECTOR	Development Plan/Integrated Regional Development Plan	(US\$1,000)	1)								
4.REFERENCE NO.		US\$1=Rp630	2)								
5.TYPE OF STUDY	M/P	3.CONTENTES OF MAJOR PROJECT(S)									
6.COUNTERPART AGENCY	Directorate of Urban Planning and Housing, Ministry of Public Works	The study proposed 12 project packages (mostly by area) for the development of the southern coastal area. - Western Pacitan Rural Development - Prigi Bay Area Integrated Development - Pacitan Bay Area Development - Western Malang Rural Development - East Pacitan Rural Development - Southern Tulugagung Rural Development - Southern Blitar Rural Development - East Ponorogo Rural Development 6 project packages are suggested for early implementation by utilizing either domestic fund or foreign technical assistance. The packages include the construction of dams for irrigation and sabo check dams, rural water supply, rural roads, breeding and raising of draft animals, modernization of fishing boats and gear, etc. The study recommended feasibility studies for the following. - Construction of the Prigi commercial port; rehabilitation of the Prigi fishing port, Pacitan - Slahung provincial road improvement; Prigi communal telephone project; Prigi electrification project; - Construction of two dams at Grindulu and Tinator; and West Pacitan critical area rehabilitation (upstream Grindulu River)									
7.OBJECTIVES OF STUDY	Identification of development strategy and projects, and evaluation of economic and social impacts	4.CONDITIONS AND DEVELOPMENT IMPACTS									
8.DATE OF S/W	.0	(Conditions) All proposed project packages are combinations of local-level projects. So it is indispensable to strengthen planning/operation/management ability of the provincial governments and kaupaten. Relating to this point, a condition for success is to make good use of the experience of provincial Development program assisted by USAID. (Impacts) This plan was expected to strengthen capabilities of poor areas for self-sustained development rather than to stimulate growth of regional economy. An emphasis was given to satisfaction of BHN, expansion of employment, strengthening of urban-rural linkage and environmental protection. - Strengthening planning / operaton / management capability is aimed at a positive effect of the proposed program on its managerial/institutional aspect while it is a condition by itself for program implementation.									
9.CONSULTANT(S)	International Development Center of Japan	5.technical transfer									
10.STUDY TEAM	No.of Members 15 Period Nov.1978-Feb.1980(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;">47.00</td> <td style="text-align: center;">22.40</td> <td style="text-align: center;">24.60</td> </tr> </table>	Total M/M	Japan	Field	47.00		22.40	24.60	1)JUT through joint undertaking of the study 2)Participation of the counterparts in the JICA training program 3)Partial Cooperation in writing the report. 4) Supply of equipment: One		
Total M/M	Japan	Field									
47.00	22.40	24.60									
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;">113,538 (¥'000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: right;">102,302</td> </tr> </table>	Total	113,538 (¥'000)	Contracted	102,302	①, ③					
Total	113,538 (¥'000)										
Contracted	102,302										

# PROJECT SUMMARY (M/P)

Compiled Mar. 1986

Revised Mar. 1995

ASE IDN/S 105/80

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDY RESULTS							
1. COUNTRY	Indonesia	1. SITE OR AREA	Major ports in Indonesia, and the port of Surabaya for the case study								
2. NAME OF STUDY	Removal of Sunken Vessels	2. PROJECT COST				(US\$1,000)	Total Cost	Local Cost	Foreign Cost		
3. SECTOR	Transportation/Marine Transportation & Ships	3. CONTENTS OF MAJOR PROJECT(S)	1)	(Description)  The Government of Indonesia has been removing sunken ships in small scale. During ten years of the first and the second five-year national development plans, approximately 24,000 tons of sunken ships were reported to have been removed. The Government planned to remove approximately 36,000 tons during the third development plan (1979 - 1983), and the recommendations of the study was initially included in the blue book.  (FY1993 Overseas Survey) In reality during the third five years development plan only approximately 8,200 tons of sunken vessels could be removed, and during the fourth five years development plan only approximately 1,500 tons of sunken vessels could be removed. Subsequently, the project was postponed due to financial constraints. The Government plan to remove approximately 16500 tons of sunken vessels within the sixth five years development plan.  (FY1994 Domestic Survey) No information.							
4. REFERENCE NO.		In order to assist in the removal of sunken ships in the major harbours during the World War II, the study made a case study of the port of Surabaya and formulated a master plan concerning the appropriate techniques, necessary salvage equipment and boats, and training requirements.	2)								
5. TYPE OF STUDY	M/P										
6. COUNTERPART AGENCY	Directorate General of Sea Communications, Ministry of Communications										
7. OBJECTIVES OF STUDY	Transfer of techniques for the removal of sunken ships										
8. DATE OF S/W	Mar. 1979										
9. CONSULTANT(S)	The Shipbuilding Research Centre of Japan	4. CONDITIONS AND DEVELOPMENT IMPACTS	The removal of sunken ships in major harbours will ensure the safety of port operations and raise the port capacity, and thereby contribute to the economic development of the country. The study recommended the following measures: 1) Formulation of medium- and long-term implementation plan 2) Preparation of manuals for salvage operations under difficult conditions 3) Provision of necessary salvage equipment 4) Preparation of necessary bylaws and regulations 5) Purchase of salvage boats and support boats								
10. STUDY TEAM	No. of Members 24 Period Oct. 1979-Feb. 1980 (4 months)										
Total M/M		Japan					Field				
		6.93					13.30				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY											
12. EXPENDITURE	Total 74,983 (¥'000) Contracted 67,056	5. TECHNICAL TRANSFER	OJT and instructions on the recommended techniques								
		3. PRINCIPAL SOURCE OF INFORMATION				①, ②					
		2. MAJOR REASONS FOR PRESENT STATUS	1) The domestic salvage companies cannot use the special techniques proposed by the study. 2) Because of the fiscal deficits, it was not possible to purchase necessary salvage equipment and boats. 3) The priority of the removal of sunken ships was lowered during the 3rd development plan period.								
		1. PRESENT STATUS				<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued					

和名 沈船除去計画

[M/P, Basic Study, Other]

# PROJECT SUMMARY (M/P)

Compiled Mar.1986

Revised Mar.1995

ASE IDN/S 109/80

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS				
1.COUNTRY	Indonesia	1.SITE OR AREA	Medan suburban 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	Medan Area Transportation	2.PROJECT COST				Total Cost		Local Cost	Foreign Cost
3.SECTOR	Transportation/Urban Transportation		(US\$1,000)	1)	8,484				
4.REFERENCE NO.		3.CONTENTES OF MAJOR PROJECT(S)	2)						
5.TYPE OF STUDY	M/P	The major projects of the short term development plan for 5 years are : - Rehabilitation and Construction of Roads: Total length, 12,630m, Improvement of crossing, 2 sites. - Establishment of City Bus Route (loop line) : Improvement of bus terminal, 2 sites. - Traffic Control Facilities : One way traffic, 26 sites. Signal system, 15 sites - Facilities improvement with reopening of passenger transport between Brawan - Medan. - Establishment of Eastside Entrance and Rehabilitation of pedestrian bridge of Medan Station.							
6.COUNTERPART AGENCY									
7.OBJECTIVES OF STUDY	Traffic plan								
8.DATE OF S/W	Nov.1978								
9.CONSULTANT(S)	Pacific Consultants International Japan Transportation Consultants, Inc.	4.CONDITIONS AND DEVELOPMENT IMPACTS	Development Impacts : Improvement of urban and regional infrastructure by improvement of traffic network (roads and railways, etc.).			2.MAJOR REASONS FOR PRESENT STATUS			
10.STUDY TEAM	No.of Members 16 Period Sep.1979-Oct.1980 (0 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;">76.50</td> <td style="text-align: center;">53.00</td> <td style="text-align: center;">23.50</td> </tr> </table>	Total M/M						Japan	Field
Total M/M	Japan	Field							
76.50	53.00	23.50							
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER	(1) On-the-job training. (2) Employed local consultants for traffic survey and hearing, etc. (3) Overseas training for counterpart staff. (4) Joint work for report preparation.			3.PRINCIPAL SOURCE OF INFORMATION			
12.EXPENDITURE	<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: center;">185,134 (¥'000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">171,501</td> </tr> </table>	Total						185,134 (¥'000)	Contracted
Total	185,134 (¥'000)								
Contracted	171,501								

和名 メダン地域都市交通計画

[M/P, Basic Study, Other]

# PROJECT SUMMARY (M/P)

Compiled Mar.1986

Revised Mar.1995

ASE IDN/S 108/80

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS							
1.COUNTRY	Indonesia	1.SITE OR AREA	Southern slope of Mt. Merapi (total area 1,300 sq.km, project area 850 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	Land Erosion and Volcanic Debris Control in the Area of Mt.Merapi	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description)  The Volcanic Sabo Technology Center was established by JICA as proposed by the study and four Japanese experts have been assigned to the center. After the volcanic eruption in June 1984, JICA sent the Japanese expert team to review the project and propose urgent measures, for which an OECF loan was subsequently approved.  Dec.1985 OECF loan agreement signed (4,672 million yen) 1986 E/S completed Oct.1989 Construction started Jun.1992 Construction completed  (FY 1993 Overseas Survey) 1. Constructed facilities (1) 28 nos of check dam (sabo dam) (2) 41 nos of consolidation dam (3) 32,940 meters of training dike (levee) (4) 1,747 meters of embankment and revetment (5) 1 nos of bridge  2. In Feb. 1992, Mt. Merapi erupted with about 3.6 millin m3 of volcanic ejecta flowed Down through a newly formed direction i.e. Senowo River and Lamat River, Western part of Mt. Merapi. The initial anticipation is mostly south western part of Mt. Merapi. Further study is needed regarding the needs of environment protection and disaster prevention. This study is proposed to be funded by government budget in FY 1994/1995.  (FY1994 Domestic Survey) No additional information.						
3.SECTOR	Social Infrastructures/River & Erosion Control		(US\$1,000)	1)	66,430							
4.REFERENCE NO.			(US\$1=220Yen=630Rp)	2)								
5.TYPE OF STUDY	M/P	3.CONTENTES OF MAJOR PROJECT(S)										
6.COUNTERPART AGENCY	Directorate General of Water Resource Development, Ministry of Public Works	1) Relocation plan (50,400 persons) 2) Afforestation plan (6,010 ha) 3) Sabo facilities (58 sabo dams; 79 bed consolidation; 116,070m embankment and revetment; 16,490m training levee; 12,810m water control; and 4 bridges 4) Warning and evacuation (1 telemeter monitoring center; 4 telemeter monitoring stations; 10 to 15 information centers) 5) Related facilities (26.7km main irrigation canals; 26.7km main roads; 12 road bridges; 11 micro hydro-power plants) 6) River improvement (control of meandering, channel improvement)										
7.OBJECTIVES OF STUDY	Sabo planning in the volcanic area	4.CONDITIONS AND DEVELOPMENT IMPACTS										
8.DATE OF S/W	Jun.1976	The proposed project will control land erosion by rivers and volcanic debris on the southern slope of Mt.Merapi located to the north of Yogyakarta. It will provide stability to the life and productive activities of local inhabitants, and improve basic infrastructure for livelihood by sabo dams which will provide irrigation and hydroelectric power.										
9.CONSULTANT(S)	Sabo Technical Center	5. TECHNICAL TRANSFER										
10.STUDY TEAM	No.of Members 25 Period Jul.1976-Aug.1979 (37 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;">161.13</td> <td style="text-align: center;">92.88</td> <td style="text-align: center;">68.30</td> </tr> </table>	Total M/M	Japan	Field	161.13		92.88	68.30	1)OJT; 2)Participation of the counterparts in the JICA training program; 3)gift of equipment and technical instruction			
Total M/M	Japan	Field										
161.13	92.88	68.30										
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		12.EXPENDITURE										
		Total	405,534 (¥'000)									
		Contracted	307,198	3.PRINCIPAL SOURCE OF INFORMATION								
					①, ③, ④							
					2.MAJOR REASONS FOR PRESENT STATUS							
					Factors which caused the gap between plan and actual construction. 1. The capability of National Geovernment budget to provide fund for such facilities is limited. 2. The facilities as planned by M/P are seemly too ambitions to be constructed in medium-term basis, say 5-10 years/							

和名 メラピ火山砂防基本計画

(M/P,Basic Study,Other)

# PROJECT SUMMARY (M/P)

Compiled Mar.1990  
Revised Mar.1995

ASE IDN/A 101/80

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS								
1.COUNTRY	Indonesia	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 Watershed Management Plan in Upper Musi Watershed South Sumatra		An Area of 4,000 sq.km in Upper Musi Watershed, South Sumatra Province			(Description) Based on the proposed plan, the authorities concerned has implemented a re-afforestation Project by self financing. "South Sumatra Afforestation project" was implemented from 1979 to 1987 as technical cooperation project by JICA.  (FY1994 Domestic Survey) No additional information.  (FY1994 Overseas Survey) The Indonesian government started five projects out of six suggested in the report of the studies: selection of forest reserve, forestation the forest district, checking-dam building, terrace construction, etc. by the Presidential fund of Restoration and Regreening.								
3.SECTOR Forestry/Forestry & Forest Conservation		2.PROJECT COST (US\$1,000) <table style="margin-left: 20px;"> <tr> <td style="text-align: center;">Total Cost</td> <td style="text-align: center;">Local Cost</td> <td style="text-align: center;">Foreign Cost</td> </tr> <tr> <td style="text-align: center;">1)</td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">2)</td> <td></td> <td></td> </tr> </table>					Total Cost	Local Cost	Foreign Cost	1)			2)
Total Cost	Local Cost	Foreign Cost											
1)													
2)													
4.REFERENCE NO.		3.CONTENTES OF MAJOR PROJECT(S) The main components of the plan were proposed as follows: 1. Conduct land use zonings in order fo secure the forest area 2. Select production forests and exploit the forest resources in forest area 3. Improve preventive functions of forest area against floods and erosions 4. Confirm forest reserves and improve them 5. Afforest the critical areas immediately in order to prevent erosions 6. Improve the agricultural infrastructure											
5.TYPE OF STUDY M/P													
6.COUNTERPART AGENCY The Directorate General of Forestry of The Republic of Indonesia													
7.OBJECTIVES OF STUDY to promote forest and watershed conservation by planning of forest management,afforestation, etc.													
8.DATE OF S/W	Sep.1977	4.CONDITIONS AND DEVELOPMENT IMPACTS The subject area is located in the western part of the South Sumatra province, in which the Sumatra Highway is stretched. Therefore this area has developed so that deforestation and erosion have taken place in Upper Musi Watershed. This Watershed management plan will enhance the protection of the subject area as well as Lower Musi Watershed.											
9.CONSULTANT(S) Japan Forest Technical Association  Kokusai Kougyo Co., Ltd.													
10.STUDY TEAM No.of Members 22 Period Nov.1977-Mar.1980(30 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;">109.00</td> <td style="text-align: center;">64.00</td> <td style="text-align: center;">45.00</td> </tr> </table>		Total M/M	Japan	Field	109.00	64.00	45.00					2.MAJOR REASONS FOR PRESENT STATUS  The counterpart agency requested a technical expert to help to implement the watershed management plan.	
Total M/M	Japan	Field											
109.00	64.00	45.00											
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY Aerial Photography Mapping													
12.EXPENDITURE <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: center;">347,517 (¥'000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">341,716</td> </tr> </table>		Total	347,517 (¥'000)	Contracted	341,716	5.TECHNICAL TRANSFER 1.To accept trainees out of counterparts. 2.To conduct field works with counterparts. 3.To conduct aerial-photo interpretation and transferring of its results onto maps with counterparts.			3.PRINCIPAL SOURCE OF INFORMATION ①, ③				
Total	347,517 (¥'000)												
Contracted	341,716												



# PROJECT SUMMARY (F/S)

Compiled Mar. 1986  
Revised Mar. 1995

ASE IDN/S 311/80

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																	
1. COUNTRY	Indonesia	1. SITE OR AREA		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 10%; text-align: center;">Total Cost</td> <td style="width: 10%; text-align: center;">Local Cost</td> <td style="width: 10%; text-align: center;">Foreign Cost</td> </tr> <tr> <td style="text-align: center;">1)</td> <td style="text-align: center;">5,134</td> <td style="text-align: center;">2,268</td> <td style="text-align: center;">2,866</td> </tr> <tr> <td style="text-align: center;">2)</td> <td></td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">3)</td> <td></td> <td></td> <td></td> </tr> </table>			Total Cost	Local Cost	Foreign Cost	1)	5,134	2,268	2,866	2)				3)				<b>1. PRESENT STATUS</b> <input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled	
	Total Cost	Local Cost	Foreign Cost																				
1)	5,134	2,268	2,866																				
2)																							
3)																							
2. NAME OF STUDY Small and Medium Sized Town Water Supply Projects in Sulawesi		2. PROJECT COST (US\$1,000)																					
3. SECTOR Public Utilities/Water Supply		3. CONTENTS OF MAJOR PROJECT(S)		<b>(Description)</b>  The project was implemented by the OECF loan.  June 1981    OECF loan agreement (559 million yen) for the town water supply projects in Donggala, Enrekang, Luwuk and Baubau.  Contents of the project Construction of water supply facilities: 20 l/sec in Donggala, Ventena and Enrekang cities 40 l/sec in Luwuk city, 60 l/sec in Baubau city. Length of transmission pipe: 16km Length of distribution pipe: 48km Number of faucet: 8000 Number of faucet for public usage: 160  (FY1994 Domestic Survey) Project construction has already been completed in 1986.																			
4. REFERENCE NO.		Water supply facilities and transmission/distribution pipelines for the following cities (the numbers for transmission/distribution are diameter x length):																					
5. TYPE OF STUDY		1. Donggala City capacity of system: 20 l/sec, transmission: 150mm x 200m, distribution: 200mm x 1,400m, 150mm x 2,400m, 100mm x 550m, 75mm x 1,250m																					
6. COUNTERPART AGENCY		2. Ventena City capacity of system: 20 l/sec, transmission: 150mm x 2,150m, distribution: 150mm x 3,400m, 100mm x 3,200m, 75mm x 4,750m, 50mm x 600m																					
7. OBJECTIVES OF STUDY		3. Luwuk City capacity of system: 40 l/sec, transmission: 300mm x 100m, distribution: 300mm x 300m, 200mm x 3,200m, 150mm x 1,800m, 100mm x 1,200m, 75mm x 750m																					
8. DATE OF S/W		4. Baubau City capacity of system: 60 l/sec, transmission: 250mm x 3,000m, 150mm x 4,400m, distribution: 300mm x 1,600m, 250mm x 1,300m, 200mm x 1,350m, 150mm x 4,150m, 75mm x 6,350m																					
9. CONSULTANT(S)		5. Enrekang City capacity of system: 20 l/sec, transmission: 100mm x 500m, 100mm x 400m, 200mm x 5,000m, distribution: 100mm x 2,500m, 200mm x 700m, 150mm x 2,250m, 100mm x 1,250m, 75mm x 1,100m																					
10. STUDY TEAM		Note: Respective costs for the cities (in US\$1,000) are Donggala: 968, Ventena: 785, Luwuk: 701, Baubau: 1,684 and Enrekang: 996.																					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		Imp. Period: Nov. 1982-Jul. 1987																					
12. EXPENDITURE		4. FEASIBILITY AND ITS ASSUMPTIONS																					
Total		Feasibility: Yes																					
Contracted		EIRR1)    FIR1) EIRR2)    FIR2) EIRR3)    FIR3)																					
		<b>Conditions and Development Impacts:</b> The Feasibility Study with the target year of 1985 was based on the review of a F/S conducted by local consultants data collection / review, population projection, future water demand (water consumption surveys were conducted as necessary base), water supply facility planning, operation/maintenance study, institution / financial study. Development impacts are: decrease in the work load for water conveyance at home, development of local industry, and improvement of sanitary condition in proposed cities which have been in very poor sanitary conditions.																					
		5. TECHNICAL TRANSFER																					
		Carried out a training program in Japan for 3 counterpart staff in water supply planning, feasibility study, master plan and other related technical field.																					
		<b>2. MAJOR REASONS FOR PRESENT STATUS</b> (1) Effectiveness : effective in development of local industries and improvement of sanitation condition (2) Priority : developed along with Indonesian Government plan																					
		<b>3. PRINCIPAL SOURCE OF INFORMATION</b> ①, ④																					
Total                    74,192 (¥000) Contracted            59,043																							

# PROJECT SUMMARY (F/S)

Compiled Mar.1986  
Revised Mar.1995

ASE IDN/S 312/80

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT							
1.COUNTRY	Indonesia	1.SITE OR AREA				1.PRESENT STATUS <input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input checked="" type="checkbox"/> Discontinued or Cancelled							
2.NAME OF STUDY Reinforcement and Expansion Plan of P.T. IKI Makassar Shipyard at Ujung Pandang		Makassar Shipyard in Ujung Pandang, Sulawesi											
3.SECTOR Transportation/Marine Transportation & Ships		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost							
		(US\$1,000)	1)	62,399	15,093								
		(US\$1=203 yen)	2)										
			3)										
4.REFERENCE NO.		3.CONTENTS OF MAJOR PROJECT(S)				(Description)  March 1985      OECF E/S loan agreement (535 millio yen) May 1989      D/D completed  The project was changed to construct and repair ships up to 3,000DWT. However, because of the policy change in the Ministry of Industry, the application for OECF finance was withdrawn.  (FY1994 Domestic Survey) No information.							
5.TYPE OF STUDY		- New shipbuilding facilities 135m x 20m (for 5,000DWT ships) - Ship repairing facilities (a graving dock) 140m x 18m x d. 7m (for 7,000DWT ships)											
6.COUNTERPART AGENCY		Directorate General of Basic Metal and Machinery Industry											
7.OBJECTIVES OF STUDY		Examination of conditions for improving the Makassar Shipyard and geological survey											
8.DATE OF S/W		Imp. Period:											
9.CONSULTANT(S)		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility:	EIRR1)    17.58    FIRR1)    13.39								
The Shipbuilding Research Centre of Japan				Yes	EIRR2)                      FIRR2) EIRR3)                      FIRR3)								
10.STUDY TEAM		Conditions and Development Impacts: Assumptions: (1) Project life of 20 years; (2) annual inflation of 10%; (3) initial investment of 12.70 billion yen; (4) loaned capital (8% annual interest) 70% and own capital 30%; (5) total benefits 34.76 billion yen and total costs 28.37 billion yen Development impacts: (1) Increase of national income (10.2 billion yen per year); (2) growth of related industries (increase of gross sales 1 billion yen per year); (3) savings of foreign exchange (costs of ship purchases and repair works done overseas 3.5 billion yen per year); (4) increase of employment (700 jobs in shipbuilding and 2800 jobs in related industries and services); (5) indirect development effects in the surrounding areas Notes:1984 constant price; and annual figures pertain to the period from the 11th to 20th years.											
No. of Members    9  Period Jun.1980-Mar.1981(9 months)  <table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">29.80</td> <td style="text-align: center;">19.23</td> <td style="text-align: center;">10.67</td> </tr> </table>		Total M/M	Japan	Field	29.80			19.23	10.67				
Total M/M	Japan	Field											
29.80	19.23	10.67											
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER				2.MAJOR REASONS FOR PRESENT STATUS							
		OJT during the joint preparation of the report				Change of policy							
12.EXPENDITURE						3.PRINCIPAL SOURCE OF INFORMATION							
<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: center;">98,271 (¥000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">90,294</td> </tr> </table>		Total	98,271 (¥000)	Contracted	90,294					①			
Total	98,271 (¥000)												
Contracted	90,294												

和名 マカッサル造船所整備計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

Compiled Mar.1986  
Revised Mar.1995

ASE IDN/S 313/80

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Indonesia	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	Madiun River Urgent Improvement Project	Madiun City (Middle Java)					
3.SECTOR	Social Infrastructures/River & Erosion Control	2.PROJECT COST		Total Cost	Local Cost	Foreign Cost	
4.REFERENCE NO.		(US\$1,000)	1)	29,890	16,555	13,335	
5.TYPE OF STUDY	F/S	(US\$1=240Yen)	2)				
6.COUNTERPART AGENCY	MPW Directorate General Water Resources	3)					
7.OBJECTIVES OF STUDY	To formulate an optimum project plan for the urgent flood control of the Madiun city and its surrounding area and to identify the effects of the improvement to the downstream areas.	3.CONTENTS OF MAJOR PROJECT(S)				(Description) Sep.1981 OECF L/A signed (E/S on rehabilitation, 805 million yen) Jan.1985 D/D completed Feb.1985 OECF L/A signed (6.4 billion yen) for 1st stage construction (emergency flood control) Local cost: Rp.26.2 billion Feb.1988 Construction started Nov.1993 Construction to be completed  Note: After the completion of D/D, additional revetment became necessary owing to the erosion. Because of the Rupiah devaluation, the loan balance was used to implement the additional revetment downstream.  (FY1993 Overseas Survey) 1.Project is expected to complete by June 1995. 2.Implementation of Operation & Maintenance has not been conducted yet. However, monitoring during construction on river bed movement.  (FY1994 Domestic Survey) Project is underway.	
8.DATE OF S/W	Feb.1980	Embankment of dykes 1,308,000 cu.m Excavation of shortcut 525,000 cu.m Wet masonry 44,000 sq.m Construction of bridge 3 sets Modification of bridge 2 sets Construction of gate structure 4 sets Treatment of spoil bank 210,000 sq.m Land to be purchased 88 ha Land to be hired 93 ha House to be removed 454 pcs.					
9.CONSULTANT(S)	Nippon Koei Co., Ltd. CTI Engineering Co., Ltd.	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 11.50 EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)	
10.STUDY TEAM	No. of Members 8 Period Mar.1980-Dec.1980 (9 months)	Conditions and Development Impacts: The project was studied under the following conditions: (1) Flood control in the upstream reach (Penorogo City) is executed mainly at Bendo and Badogan Dams. (2) Flood control in the downstream reach is executed subsequently to the project. Flood discharge of 1,200cu.m/s (17 years return period) is controlled in the Madiun City and its suburbs. Annual benefit was estimated at 2.8 million US\$				2.MAJOR REASONS FOR PRESENT STATUS	
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY							
12.EXPENDITURE	Total 91,450 (¥'000) Contracted 86,668	5.TECHNICAL TRANSFER				3.PRINCIPAL SOURCE OF INFORMATION ①, ③, ④	
		(1) OJT (2) Training in Japan					

和名 マデイウン河緊急治水計画

[F/S,D/D]

# PROJECT SUMMARY (Basic Study)

Compiled Mar.1990

Revised Mar.1995

ASE IDN/S 501/80

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS	
1.COUNTRY	Indonesia	1.SITE OR AREA	17 kabupatens in 7 provinces of Riau, Lampung, South Sumatra, North Sulawesi, South Sulawesi, Southeast Sulawesi and East Nusatenggara		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2.NAME OF STUDY	Local Roads Support Works in Seven Provinces	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) The study led to the OECF loan for the local roads improvement. July 1980 OECF loan agreement on the purchase of road construction equipment (4,900 million yen) Mar. 1984 The amount of the OECF loan reduced to 2,332 million yen (FY1994 Domestic Survey) No information.
3.SECTOR	Transportation/Road		(US\$1,000)	1)	2)	
4.REFERENCE NO.		3.CONTENTES OF MAJOR PROJECT(S)				
5.TYPE OF STUDY	Basic Study	In order to prepare basic data necessary for the appraisal by the OECF, the study analyzed the information (local roads, bridges and inventories) collected by the survey of the Government of Indonesia and undertook a supplementary survey.				
6.COUNTERPART AGENCY	Directorate General of Highways, Ministry of Public Works	Planning and estimation were carried out for follows: - Establishment of motorpool contributing to construction machinery. - Human resource development				
7.OBJECTIVES OF STUDY	Development of information base on local roads					
8.DATE OF S/W	.0	4.CONDITIONS AND DEVELOPMENT IMPACTS				
9.CONSULTANT(S)	International Engineering Consultants Association	[Impact] Improvement and maintenance of local roads, mainly grove work, inthe about 7 states.				
10.STUDY TEAM	No.of Members Period Feb.1980-Jul.1980(5 months)					
	Total M/M          Japan          Field					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY					2.MAJOR REASONS FOR PRESENT STATUS	
12.EXPENDITURE		5.TECHNICAL TRANSFER			3.PRINCIPAL SOURCE OF INFORMATION	
	Total          66,138 (¥'000)				①、④	
	Contracted					



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

Compiled Mar.1986

Revised Mar.1995

ASE IDN/S 202B/81

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Indonesia	1.SITE OR AREA				1.PRESENT STATUS	
2.NAME OF STUDY	Low Cost Housing Project in Cengkareng	Cengkareng area of Jakarta					
3.SECTOR	Social Infrastructures/Architecture & Housing	2.PROJECT COST (US\$1,000)		M/P 1) 2) FS 1) 2) 3)	Local Cost	Foreign Cost	<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="radio"/> Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Partially Completed <input type="checkbox"/> Implementing <input type="radio"/> Processing <input checked="" type="checkbox"/> Discontinued or Cancelled
4.REFERENCE NO.		3.CONTENTES OF MAJOR PROJECT(S)					
5.TYPE OF STUDY	M/P+F/S	<M/P> The study proposed the construction of medium-rise apartments and two-story flats for lower-income families and maisonnet-type detached houses and terrace houses for higher-income families. The project will build 7,500 housing units for 45,000 persons in the area of 110 ha. The study suggested the integrated development of 370 ha for the long term.  <F/S>- medium-rise apartments (five-story) 880 units - two-story apartment flats 4,400 units - terrace houses (one-story) 1,500 units - detached houses 770 units - related infrastructure development				(Description) Suspended after the completion of F/S, owing to the difficulty of securing soft loans.  Note: It is necessary to consider economic background of the financial situation of the Indonesian government and other factors.  (FY1993 Overseas Survey) There has been no action since the end of the study. To consider the drainage, NUDC changed the block plan from original one. NUDC missed a timing of the land acquisition and it caused squatting at the site. Despite the virtual discontinuance, NUDC is preparing new plan.  (FY1994 Domestic Survey) No additional information.	
6.COUNTERPART AGENCY							
7.OBJECTIVES OF STUDY	Development of residential land development and medium-rise housing in the Cengkareng area	Imp. Period: Feb.1982-Mar.1984				2.MAJOR REASONS FOR PRESENT STATUS	
8.DATE OF S/W	Feb.1979	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1 11.46 EIRR2 EIRR3		
9.CONSULTANT(S)	Nihon Sekkei, Inc.	10.STUDY TEAM				3.PRINCIPAL SOURCE OF INFORMATION	
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		Conditions and Development Impacts: <M/P> Expected development impacts are savings of household consumption among the residents, increased income-earning opportunities, and better access to public facilities (hospitals, schools, mosques, etc.). The project will create employment during and after the construction and contribute to the productivity improvement of the construction materials industry and the stable supply of labor. <F/S><Assumptions>: 1) Development of a housing complex which is more or less self-sufficient in "living, recreating, and working". 2) Loan repayments over a period for housing units and lump-sum payments for housing lots (empty lots and commercial lots) <Impacts>- savings of household consumption - increased income-earning opportunities - better access to public facilities (hospitals, schools, mosques - employment creation - contribution to the productivity improvement of the construction materials industry				The difficulty of securing low-interest loans. The governments of the developed countries and international lending organizations usually do not assign high priority to housing development.	
		Total 187,718 (¥'000)		1)OJT on survey methods 2)Participation of 5 counterparts in the JICA training program		①, ③	
		Contracted 178,461					

和名 ローコスト住宅開発計画

(M/P+F/S)

# PROJECT SUMMARY (F/S)

Compiled Mar.1986  
Revised Mar.1995

ASE IDN/S 317/81

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT					
1. COUNTRY	Indonesia	1. SITE OR AREA	Jakarta			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	Jakarta Harbour Road Project	2. PROJECT COST	1) Total Cost 730,000	2) Local Cost 480,000	3) Foreign Cost	(Description)  Sep.1983    OECF loan agreement signed (E/S, 1,210 million yen) Sep.1986    F/S reviewed Fall 1987    D/D completed  Some part of the harbour road is included in the OECF loan(16.77 billion yen) signed in December 1990 for the regional and urban roads improvement. However, the major part of the project is to be implemented by the BOT method, and the preparations are underway toward that end.  (FY1993 Overseas Survey) (1) Pluit (Jembetan Tiga Section) has started to be constructed in Feb. 1984. - Investment cost 1,460 million yen. - Foreign conveyer 1,460 Million yen - Local conveyer Re. 12,732 Million  (2) Jembakan Tiga(Cilim Section) Start in Oct 1993. schedule to complete June 1995.  (FY1994 Domestic Survey) The construction is underway by the activities of private sector with a change of a part of the design.					
3. SECTOR	Transportation/Road	3. CONTENTS OF MAJOR PROJECT(S)	(Items)    (Description) Total length    21.0km - Harbour Road (Pluit-Cilincing) 17.4km - Arterial Street (Tg. Priok Access) 3.6km Bridges    15 (Total length: 4.0km) Embankment    13.4km Viaducts    3.3km Interchange    7 places Flyover bridges    2 Drainage facilities Construction of frontage roads, Relocation of existing roads, waterways								
4. REFERENCE NO.		7. OBJECTIVES OF STUDY	Note: Two phases have been considered in the schedule. For Phase I, three alternatives were considered. Phase II is the overlay and the pavement expansion.								
5. TYPE OF STUDY	F/S	8. DATE OF S/W	Feb.1980								
6. COUNTERPART AGENCY	Directorate of Planning, Directorate General of Highway, Ministry of Public Works	9. CONSULTANT(S)	Pacific Consultants International			2. MAJOR REASONS FOR PRESENT STATUS  (1) Impact: It can link major facilities (2) In connection with other projects: This road makes up for Jakarta Intra Urban tollway (3) High Priority (4) Support from Japanese Commercial Sector					
10. STUDY TEAM	No. of Members    12 Period Aug.1980-Nov.1981(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></td> <td style="text-align: center;">44.84</td> <td style="text-align: center;">44.59</td> </tr> </table>	Total M/M	Japan	Field				44.84	44.59	4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes
Total M/M	Japan	Field									
	44.84	44.59									
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Topographic Survey Geological Survey	5. TECHNICAL TRANSFER	(1) Overseas training for counterpart staff (2) Employment of local consultant for topo and soil survey (3) Equipment supply and training			3. PRINCIPAL SOURCE OF INFORMATION  ①, ②, ④					
12. EXPENDITURE	<table style="width: 100%; border: none;"> <tr> <td style="text-align: right;">Total</td> <td style="text-align: right;">227,721 (¥'000)</td> </tr> <tr> <td style="text-align: right;">Contracted</td> <td style="text-align: right;">215,003</td> </tr> </table>	Total	227,721 (¥'000)	Contracted	215,003						
Total	227,721 (¥'000)										
Contracted	215,003										

# PROJECT SUMMARY (F/S)

Compiled Mar.1986

Revised Mar.1995

ASE IDN/S 318/81

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT													
1.COUNTRY	Indonesia	1.SITE OR AREA				I.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 Padang Airport Development		Sumatra																	
3.SECTOR Transportation/Air Transportaion & Airport		2.PROJECT COST		Total Cost	Local Cost	(Description) Feb.1985 OECF E/S loan agreement(780 million yen) July 1987 - May 1989 Engineering service implemented 1990.3      Loan request to OECF. 1991.3      Loan request to OECF.  (FY1993 Overseas Survey) The Government has changed development policy, so this project is scheduled to short in 2003.  (FY1994 Domestic Survey) No additional information.													
4.REFERENCE NO.		(US\$1,000)	1)	70,000	25,000														
5.TYPE OF STUDY				(US\$1=220Yen)	2)														
6.COUNTERPART AGENCY				3)															
7.OBJECTIVES OF STUDY		3.CONTENTS OF MAJOR PROJECT(S)																	
Demand forecast for air transportation Airport equipment plan		Phase I(1984-1987)				Phase II(1994-1996)													
		Runway		2,500m x 45m		2,500m x 23m													
8.DATE OF S/W		Feb.1981		Imp. Period:		Apr.1984-Dec.1996													
9.CONULTANT(S)		Pacific Consultants International		4.FEASIBILITY AND ITS ASSUMPTIONS		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Feasibility:</td> <td style="width: 15%;">EIRR1)</td> <td style="width: 15%;">45.40</td> <td style="width: 15%;">FIRR1)</td> </tr> <tr> <td style="text-align: center;">Yes</td> <td>EIRR2)</td> <td style="text-align: center;">45.50</td> <td>FIRR2)</td> </tr> <tr> <td></td> <td>EIRR3)</td> <td></td> <td>FIRR3)</td> </tr> </table>		Feasibility:	EIRR1)	45.40	FIRR1)	Yes	EIRR2)	45.50	FIRR2)		EIRR3)		FIRR3)
Feasibility:	EIRR1)	45.40	FIRR1)																
Yes	EIRR2)	45.50	FIRR2)																
	EIRR3)		FIRR3)																
10.STUDY TEAM		Conditions and Development Impacts: Due to the surrounding topography, Padang airport is hardly expandable, making it very difficult to meet increased future demand. The new airport was recommended to be located 15km NW of the present airport. The scale of the new airport is to meet the 1995 demand as the first stage and the 2005 demand as the second stage. Beneficial effects from the new airport include smooth air traffic, introduction of large aircrafts like DC-10 to meet increasing demand, improved intra-country communications, regional development, leading to reduced regional disparities in living standards and stable income from expanded regional economic activities.  Note:1) EIRR based on the Phase I and the Phase II is estimated. 2) EIRR based only on the phase I is estimated.																	
No.of Members    10 Period    Jun.1981-Jan.1982(8 months)																			
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		Geology, Boring, Granulometry		5. TECHNICAL TRANSFER		2.MAJOR REASONS FOR PRESENT STATUS													
12.EXPENDITURE						(1) Benefit: Introduction large aircraft will strengthen communications with the capital city. It will be a core project for the regional development by inducing the location of export-oriented industries which utilize abundant labor force around Padang area. (2) Priority: Padang airport is among the major 15 domestic airports in Indonesia, but its facilities are very poor, and need earliest implementation of the project.													
Total		97,114 (¥000)		(1) OJT: Discussions with counterparts and concerned people on different topics (2) Training in Japan: procedures to conduct studies and transportation in Japan		3.PRINCIPAL SOURCE OF INFORMATION													
Contracted		87,141				①, ②													

和名 バダシ空港整備計画

(F/S,D/D)



# PROJECT SUMMARY (F/S)

Compiled Mar.1986  
Revised Mar.1995

ASE IDN/S 314/81

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1.COUNTRY	Indonesia	1.SITE OR AREA	26 station in whole country			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 Coastal Radio Communications Marinetime Communication System		2.PROJECT COST		Total Cost	Local Cost			Foreign Cost
3.SECTOR Communications & Broadcasting/Telecommunication				1) 11,357	1,357	10,000		
4.REFERENCE NO.				2)				
5.TYPE OF STUDY		F/S		3)				
6.COUNTERPART AGENCY Directorate General of Sea Communications		3.CONTENTS OF MAJOR PROJECT(S)				(Description)  Sep.1981 OECF loan agreement signed (2,300 million yen) For provision of equipment for Jakarta, Surabaya, Bclawan, Ujung Pandang, Ambon, Domai, Betung, Jayapura, Solon and Melauke  *Contents of OECF Loan 1) Maintenance and development for 11 stations(provision of transmitter, receiver, various antennas, consol and other additional equipment). 2) Maintenance and development for the Jakarta Central Station and others, totally 10 coastal Stations including the maintenance of training equipments for staff. 3) 1.Equip the GMDSS facilities to the first and second grade coastal stations and the vessels which belong to the Direction of Navigation. 2.Development of the second third and fourth grade coastal stations.  (FY1994 Domestic Survey) No additional information.		
7.OBJECTIVES OF STUDY Make a long term development plan for the marinetime communication system to meet the future needs up to the year 2000.		Long Term Development Program: -Improvement or establishment of coast station facilities. 1) REPELITA V (107 stations) 2) REPELITA VI(114 stations)						
8.DATE OF S/W		Feb.1981		Imp. Period: 1983--1999				
9.CONSULTANT(S) Nippon Telecommunication Consulting Co., Ltd. Kokusai Denshin Denwa Co, Ltd.		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) EIRR2) EIRR3)			FIRR1) FIRR2) FIRR3)
10.STUDY TEAM		Conditions and Development Impacts: Conditions: In order to replace old facilities, review each exchange class, and study the utilization of INMARSAT  Development Impacts: (1) The occurrence of marine accidents could be avoided. (2) The immediate rescue activities could be served. (3) The revenue of the sea communications will be increased. (4) The effective utilization of PERUMTEL's network could be realized. (5) Communication between the ships in and around the port and the coast station will become easy. (6) Improvement of social welfare and an increase in economic growth will be achieved in the region and the whole country.						
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER				2.MAJOR REASONS FOR PRESENT STATUS		
12.EXPENDITURE						Effectiveness: Radio communication will positively affect the port construction plan.  The counterpart agency has a strong influence over the decision.		
Total 12,623 (¥'000)								3.PRINCIPAL SOURCE OF INFORMATION
Contracted 6,061						①, ③, ④		

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

ASE IDN/S 315/81

Compiled Mar.1986  
Revised Mar.1995

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Indonesia	1.SITE OR AREA				I.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	Improvement of Telephone Network in the City of Jakarta	City of Jakarta				(Description)  The proposed project was implemented by the OECF financing. Sep.1981 OECF loan agreement signed (3,960 million yen) For an expansion of the PCM system in Jakarta Feb.1985 OECF loan agreement signed (5,600 million yen) For installation of optical and PCM equipment and cables May.1991 Construction completed  *Contents of OECF Loan The installations of optical fibre and PCM facilities, optical fibre cable and other additional equipment. (Notes) The Project on Telephone Network Facility in the City of Jakarta(Phase I) has been completed base on "the study on the Development Plan of Telephone Network in the City of Jakarta(implemented in FY 1973-1975)". (FY1994 Domestic Survey) No additional information. (FY1994 Overseas Survey) Transmission system was implemented by OECF loan (PCM Junction Network in Jakarta Area Ph. I,II) Among proposed projects, Switching System and some parts of GSP were completed with the loan of German kfw provided after1981, and they are used as a reference by WB Telecom III, IV projects. These projects are underway now. Ph.I(39.6mYen)      Ph.II(56.0mYen) Mar.1990      WB L/A signed (Telecom III (Total 698mUSD, including 350mUSD by WB loan) 1994      Construction to be completed Jul.1992      WB L/A signed (Telecom III (Total more than 571mUSD, including 375mUSD by WB loan) 1998      Construction to be completed	
3.SECTOR		Communications & Broadcasting/Telecommunication	2.PROJECT COST	M/P 1) 181,600 Local Cost	23,100 Foreign Cost		158,500
4.REFERENCE NO.			(US\$1,000)	M/P 2) 2)			
5.TYPE OF STUDY	M/P+F/S		F/S 1) 181,558	23,052	158,505		
6.COUNTERPART AGENCY	POSTEL, PERUMTEL	3.CONTENTS OF MAJOR PROJECT(S)					
7.OBJECTIVES OF STUDY	To make outside plant expansion program for the Third Five-Year plan including the view of the long term planning, and to make a fundamental designing of telecommunication network in certain Jakarta areas.	(1) Building -Construction of new buildings (7 stations) -Expansion of existing buildings (5 stations)					
8.DATE OF S/W	Dec.1978	(2) Switching system -Installation of 179,000 line units					
9.CONSULTANT(S)	Nippon Telecommunication Consulting Co., Ltd.	(3) Junction Network (for the year 1987) -PCM (457) System; multiplexers 914, office repeaters 1616, line repeater housings 220, line repeater units 4769 -Cable System; 20 cables, 22,200 pairs, 115km, 3000 loaded pairs					
10.STUDY TEAM	No. of Members 11 Period Jun.1979-Feb.1981(20 months)	(4) Subscriber Cable Primary cable 84.5km Secondary cable 227.2km Cross-connecting cabinet 61					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		(5) Civil Works; manhole, Duct					
12.EXPENDITURE	Total 250,159 (¥'000) Contracted 249,545	4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)			
		5. TECHNICAL TRANSFER				2.MAJOR REASONS FOR PRESENT STATUS	
		(1) On the job training (PERUMTEL counterparts) (2) Trainee acceptance ; 2 counterparts invited to Japan, and studied for contents of Project. (3) Preparation part of study report with counterparts. (4) Practical use of				1.Effectiveness 2.High priority	
						3.PRINCIPAL SOURCE OF INFORMATION	
						①, ③, ④	

和名 ジャカルタ首都圏電話網整備拡充計画

[M/P+F/S]

# PROJECT SUMMARY (F/S)

Compiled Mar.1986  
Revised Mar.1995

ASE IDN/S 316/81

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1.COUNTRY	Indonesia	1.SITE OR AREA		Sumatra North and Sulawesi South		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 Telecommunication Network in Developing Areas Surrounding Medan and Ujung Pandang		2.PROJECT COST (US\$1,000)		Total Cost 73,913	Local Cost 33,970			Foreign Cost 39,943
3.SECTOR Communications & Broadcasting/Telecommunication		3.CONTENTES OF MAJOR PROJECT(S)				(Description) Discontinued after F/S Future prospect unknown  (FY1993 Overseas Survey) No additional information.  (FY1994 Domestic Survey) No additional information.  (FY1994 Overseas Survey) Among proposed projects, the part of N. Sumatra seems to be referred in ADB Telecom I, and the part of S. Sulawesi also seems to be referred in ADB Telecom II and WB Telecom III, IV so as to confirm the feasibilities of them. Mar.1992 ADB L/A signed(Telecom I (Total 318mUSD)) 1997 Construction to be completed Aug.1998 ADB L/A signed(Telecom III (Total 610mUSD)) Mar.1990 WB L/A signed(Telecom III (Total 698mUSD, including 350mUSD by WB loan) 1994 Construction to be completed Jul.1992 WB L/A signed(Telecom III (Total more than 571mUSD, including 375mUSD by WB loan) 1998 Construction to be completed		
4.REFERENCE NO.		Contents						
5.TYPE OF STUDY		Scale						
6.COUNTERPART AGENCY		Telephone Switching and Sumatra North 48 station						
7.OBJECTIVES OF STUDY		Subscriber Cable Sulawesi South 48 station						
8.DATE OF S/W		Transmission System Sumatra North 53 section						
9.CONSULTANT(S)		Sulawesi South 25 section						
10.STUDY TEAM		Imp. Period: 1981~1985						
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 12.00 EIRR2) EIRR3)			FIRR1) 9.20 FIRR2) FIRR3)
12.EXPENDITURE		Conditions and Development Impacts: Conditions: (1) Area: North Sumatra and South Sulawesi (2) Demand Forecast: 20 year after study Development Impacts: The project may improve telecommunication networks in the areas which are delayed in that field compared with others.						
Total		58,215 (¥'000)				2.MAJOR REASONS FOR PRESENT STATUS  As a national development policy of Indonesia, urban area receives higher priority than rural area. So, this project was discontinued.		
Contracted		25,261						3.PRINCIPAL SOURCE OF INFORMATION  ①, ③

# PROJECT SUMMARY (F/S)

Compiled Mar. 1990

Revised Mar. 1995

ASE IDN/A 303/81

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Indonesia	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 Langkemme Irrigation Project		Langkemme Area of South Slawesi Province (Investigated Area 8,000ha, Population 89,000 as of 1979)				
3. SECTOR Agriculture/General		2. PROJECT COST			(Description)  Apr. 1982 - OECF L/A signed (8/5 320 million yen) Oct. 1983 - Mar. 1985 D/D undertaken (Nippon Koei Co.) Dec. 1985 OECF L/A signed (6,951 million yen) Irrigation development of 6,400 ha Mar. 1988 Construction started Jan. 1995 Construction to be completed  (FY1994 Domestic Survey) The Government of Indonesia requested the Government of Japan to assist necessary fund for implementation of the project based on the result of the study. The Government of Japan accepted this request and provided fund through OECF. The project is under implementation and is expected to complete at the end of F/Y 1994.  (FY1994 Overseas Survey) The irrigation area has been increased from 6,400ha to 7,300ha since water can be saved through lining of main canal and there is a keen request for the expansion of irrigation area from farmers in neighboring areas. Construction was scheduled to be finished in January 1995. Water distribution was partially started in 1993.	
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)				
5. TYPE OF STUDY		Irrigation Area : 6,400 ha				
6. COUNTERPART AGENCY		I. The unification and improvement of the existing weirs (22 places), a connecting canal (34km).				
7. OBJECTIVES OF STUDY		II. Langkemme intake (length of 37.5m, height of 4m), Langkemme main canal (30km), the connecting canal (2.5km), tunnel (720m)				
8. DATE OF S/W		III. The division weier (3 places), raceway.				
9. CONSULTANT(S)		Imp. Period: Jul. 1982-Jul. 1987				
10. STUDY TEAM		4. FEASIBILITY AND ITS ASSUMPTIONS				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		Feasibility: Yes				
12. EXPENDITURE		EIRR1) 14.70 FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)				
Total 150,097 (¥'000)		Conditions and Development Impacts:				
Contracted 141,743		[Condition] Direct benefit was estimated as the difference of annual income from agricultural production between with-project and without-project conditions. The economic evaluation was made on 50 years of project life starting from 1984. The target value of benefit of 1996, which is 14 years after the begin of construction, is estimated to be Rp. 381,600.				
		[Impacts] 1) The increase of annual disposable income per house from Rp. 1,800 to Rp. 197,000. 2) Saving foreign currency for import of rice. 3) Demonstration effects of modern irrigation practices. 4) Improvement of quality of farm products and increase of marketability. 5) Improvement of rural environment.				
		5. TECHNICAL TRANSFER				
		OJT for 27 counterparts during the field study. JICA C/P training in Japan				
		2. MAJOR REASONS FOR PRESENT STATUS				
		Shortage of local currency portion.				
		3. PRINCIPAL SOURCE OF INFORMATION				
		①, ③, ④				

和名 ランケメかんがい開発計画

(F/S, D/D)

# PROJECT SUMMARY (M/P)

ASE IDN/S 110/82

Compiled Mar.1990  
Revised Mar.1995

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS							
1.COUNTRY	Indonesia	1.SITE OR AREA	Whole country 26 stations			1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued					
2.NAME OF STUDY	Long Term Development Plan of Maritime Communication System	2.PROJECT COST	(US\$1,000)	1)	Total Cost 193,683	Local Cost 35,134	Foreign Cost 158,549					
3.SECTOR	Communications & Broadcasting/Telecommunication	3.CONTENTES OF MAJOR PROJECT(S)	(US\$1=210Yen)	2)								
4.REFERENCE NO.		(1) Development of Maritime Radio Communication station; Use of MF,HP transmitter,NBDP and DSC. (2) Development of SAR System; SAR Operation centers are established having its Regional office within each District Headquarters of Sea Communications. (3) Establishment of Maintenance Center (4) Utilization of INMERSAT System (5) Training;Training the necessary number of Maintenance staff.										
5.TYPE OF STUDY	M/P											
6.COUNTERPART AGENCY	Directorate General of Sea communications											
7.OBJECTIVES OF STUDY	To make a long term development plan of maritime communication system for the safety of life at sea up to the year 2000.											
8.DATE OF S/W	Feb.1981											
9.CONULTANT(S)	Nippon Telecommunication Consulting Co., Ltd.  Kokusai Denshin Denwa Co, Ltd. The Japan Association for Preventing Marine Accid	4.CONDITIONS AND DEVELOPMENT IMPACTS										
10.STUDY TEAM	No.of Members 16 Period Jun.1981-Mar.1982(10 months)	(1) Protection of life and property ; By securing radio communication contacts for SAR between coast and ship stations,occurrence of marine accidents could possibly be avoided and prevented. Even in case of the occurrence, the immediate and prompt report to the authorities via the telecommunication network will serve the rescue of the human life of immense value and the protection of enormous amount of property at sea. (2) Operating Entity,Users and Others; 1) The revenue of PERUMTEL will be increased by the line charges . 2) Use of the lines of PERUMTEL for the point-to-point communication network for sea communications will lead to the effective Utilization of PERUMTEL's network.										
	<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;">16.67</td> <td style="text-align: center;">1.17</td> <td style="text-align: center;">15.50</td> </tr> </table>		Total M/M	Japan	Field	16.67	1.17	15.50				
Total M/M	Japan	Field										
16.67	1.17	15.50										
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER										
12.EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: center;">82,144 (¥000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">36,612</td> </tr> </table>	Total	82,144 (¥000)	Contracted	36,612	(1)Trainee acceptance; 3 counterparts invited to Japan, and Training on Contents of Project. (2)On the job training (PERUMTEL counterparts)						
Total	82,144 (¥000)											
Contracted	36,612											
					2.MAJOR REASONS FOR PRESENT STATUS							
					(1) Effectiveness (2) High Priority							
					3.PRINCIPAL SOURCE OF INFORMATION							
					①, ③, ④							

和名 海上無線通信網整備拡充計画

[M/P,Basic Study,Other]

# PROJECT SUMMARY (M/P)

Compiled Mar.1990  
Revised Mar.1995

ASE IDN/A 102/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS				
1. COUNTRY	Indonesia	1. SITE OR AREA	Aceh, West Java, South Sulawesi, South Kalimantan		I. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued			
2. NAME OF STUDY	Postharvest Losses	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) During the implementation of the study, the Government of Indonesia requested an OECF loan for agricultural machine and equipment.  Apr.1982 OECF appraisal mission Mar.1984 OECF 1/A signed (5.8 billion yen) Dec.1985 -May 1987 Detailed design undertaken  With the OECF loan, 83 threshers, 92 flat dryers, 344 rice mill units (1 ton/h) and 137 rice mill units (2 tons/h) were installed at 626 agricultural cooperatives in 7 provinces (West Java, Central Java, East Java, Bali, West Nusa Tenggara, South Sulawesi, and Yogyakarta). Concerning the improvement of the post-harvest technology in South Sulawesi Province, a JICA study was undertaken in Nov. 1988. A pilot project will be soon started to propose specific measures. The Post-harvest Training Center was established in Bekasi (40km southeast of Jakarta) partly based on the recommendation of this M/P study. The problem of stained grains in Aceh Province has been successfully dealt with by the introduction of threshers in great number.  (FY1994 Domestic Survey) No information.  (FY1994 Overseas Survey) Bekasi Post-harvest Training Center was built by the 1988's grant aid (860 million yen in total) in 1990. The center, which fully started working in the year of 1993, has a 4-ton scale rice-mill facility and three training programs for instructors, operators and managers. Although the counterpart of the study was the Ministry of Agriculture, the delivery of farming instruments and management of the training center are under administration of the Ministry of Cooperative.			
3. SECTOR	Agriculture/Agricultural Processing		(US\$1,000)	1)	2)				
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)	1. Establishment of an organization in charge of improvement in postharvest processing. 2. Reinforcement of marketing and storage capacity of surplus rice in south Sulawesi. 3. Reduction of discolored grains in Aceh province especially Pidi county and North Aceh County. 4. Drying of paddy harvested in rainy season and cleaning of immature grains in 6 counties in the northern plain of West Java province.						
5. TYPE OF STUDY	M/P	4. CONDITIONS AND DEVELOPMENT IMPACTS							
6. COUNTERPART AGENCY	Ministry of Agriculture, Just Committee of Cooperatives and Bulog	Development Impacts: This plan will contribute to government program for increasing food production by reducing qualitative and quantitative losses after harvest through innovations in postharvest rice processing such as harvesting, threshing, drying, cleaning, transportation and also on new machines and equipments.							
7. OBJECTIVES OF STUDY	The purpose of study 1. To determine the loss in processing and make plan to reduce the loss. 2. Establish the methodology of loss reduction. 3. Technology transfer to counterpart								
8. DATE OF S/W	Jun.1981	10. STUDY TEAM	5. TECHNICAL TRANSFER OJT(study method, measurements and forecasts of losses during postharvest processing), Seminar on improvement postharvest loss, etc. JICA c/p training in Japan.						
9. CONSULTANT(S)	Overseas Merchandise Inspection Co., Ltd.	No. of Members 12 Period Aug.1981-Nov.1982(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;">81.56</td> <td style="text-align: center;">16.85</td> <td style="text-align: center;">64.71</td> </tr> </table>					Total M/M	Japan	Field
Total M/M	Japan	Field							
81.56	16.85	64.71							
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		12. EXPENDITURE	3. PRINCIPAL SOURCE OF INFORMATION ①, ③, ④						
		<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: center;">222,465 (¥000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">205,444</td> </tr> </table>				Total	222,465 (¥000)	Contracted	205,444
Total	222,465 (¥000)								
Contracted	205,444								
		2. MAJOR REASONS FOR PRESENT STATUS							
		Improvement in postharvest rice processing is to promote government project of increasing food production and is given high priority among various government projects.							

和名 米穀収穫後処理法改善計画

[M/P, Basic Study, Other]

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

ASE IDN/S 204B/82

Compiled Mar.1990  
Revised Mar.1995

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT						
1.COUNTRY	Indonesia	1.SITE OR AREA				I.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	Urban/Suburban Railway Transportation in "Jabotabek" Area	JABOTABEK area and Serpong <M/P> JABOTABEK Area and Serpong. Between Jakarta and Manggarai on the Central Line of the Indonesian State Railways <P/S>				(Description)  After the completion of the F/S, the D/D was undertaken with the OECF loan in 1986, and the construction has been carried out stage by stage. Funds have been entirely supplied by OECF loans. Trial opening was targeted in April 1992, partial opening in August 1992, and full opening in the same year.  *Contents of OECF Loan Phase 1: May 1982 L/A signed (5,524 Mil. Yen for 1) Track equipment 2) Crossing facility 3) three sets of train (12 cars) 4) Engineering Service) Phase 2: Sep. 1983 L/A signed (6,631 Mil. Yen for 1) rehabilitation of rolling stock base (3 places) and train (factory (1 place) 2) one set of train (4 cars) 3) Engineering Service (track elevation, PMS) Phase 3: Jun. 1984 L/A signed (5,203 Mil. Yen for 1) one set of train (4 cars) 2) 7 sets of diesel car Phase 4: Dec. 1985 L/A signed (9,331 Mil. Yen for 1) construction of double tracking, reformation of crossing facility 2) flyover construction of Manggarai station (D/D, PMS (2)) Phase 5: Mar. 1987 L/A signed (27,661 Mil. Yen for 1) track elevation of central line (Area B) 2) electrification 3) 2 sets of train (8 cars) 4) Consulting Service) Phase 6: Dec. 1987 L/A signed (13,565 Mil. Yen for 1) track elevation (Area A) 2) Consulting Service) Phase 7: Dec. 1989 L/A signed (10,381 Mil. Yen for 1) track elevation bridge (Area C) 2) tracking and electrification works on the whole section of elevated track 3) Consulting Service for above) Phase 8: Sep. 1991 L/A signed (7,400 Mil. Yen for 1) Reformation works of tracking and platform at several stations 2) training facility (transportation simulator) 3) Project Management Service 4) Consulting Service for 1) Phase 9: Sep. 1992 L/A signed (15,347 Mil. Yen for 1) Reformation of crossing facility of the East and West Lines 2) 24 cars 3) Consulting Service for 1) and 2) above (Planned Completion Jun. 1997)  (FY1994 Domestic Survey) 1. Out of 26 items in the M/P, 1 item has been completed, 2 items have been partially completed with implementing the remainings and 3 items have been implementing. Those finances have been allocated from OECF, France Protocol Loan and Domestic budget. 2. Afterwards, through the installation of automatic signalling system as well as 2nd stage construction work at station, all the works were completely finished in Jun. 1994.						
3.SECTOR	Transportation/Railway	2.PROJECT COST	M/P 1) 540,726 Local Cost	138,981 Foreign Cost	401,745		(Description)  After the completion of the F/S, the D/D was undertaken with the OECF loan in 1986, and the construction has been carried out stage by stage. Funds have been entirely supplied by OECF loans. Trial opening was targeted in April 1992, partial opening in August 1992, and full opening in the same year.  *Contents of OECF Loan Phase 1: May 1982 L/A signed (5,524 Mil. Yen for 1) Track equipment 2) Crossing facility 3) three sets of train (12 cars) 4) Engineering Service) Phase 2: Sep. 1983 L/A signed (6,631 Mil. Yen for 1) rehabilitation of rolling stock base (3 places) and train (factory (1 place) 2) one set of train (4 cars) 3) Engineering Service (track elevation, PMS) Phase 3: Jun. 1984 L/A signed (5,203 Mil. Yen for 1) one set of train (4 cars) 2) 7 sets of diesel car Phase 4: Dec. 1985 L/A signed (9,331 Mil. Yen for 1) construction of double tracking, reformation of crossing facility 2) flyover construction of Manggarai station (D/D, PMS (2)) Phase 5: Mar. 1987 L/A signed (27,661 Mil. Yen for 1) track elevation of central line (Area B) 2) electrification 3) 2 sets of train (8 cars) 4) Consulting Service) Phase 6: Dec. 1987 L/A signed (13,565 Mil. Yen for 1) track elevation (Area A) 2) Consulting Service) Phase 7: Dec. 1989 L/A signed (10,381 Mil. Yen for 1) track elevation bridge (Area C) 2) tracking and electrification works on the whole section of elevated track 3) Consulting Service for above) Phase 8: Sep. 1991 L/A signed (7,400 Mil. Yen for 1) Reformation works of tracking and platform at several stations 2) training facility (transportation simulator) 3) Project Management Service 4) Consulting Service for 1) Phase 9: Sep. 1992 L/A signed (15,347 Mil. Yen for 1) Reformation of crossing facility of the East and West Lines 2) 24 cars 3) Consulting Service for 1) and 2) above (Planned Completion Jun. 1997)  (FY1994 Domestic Survey) 1. Out of 26 items in the M/P, 1 item has been completed, 2 items have been partially completed with implementing the remainings and 3 items have been implementing. Those finances have been allocated from OECF, France Protocol Loan and Domestic budget. 2. Afterwards, through the installation of automatic signalling system as well as 2nd stage construction work at station, all the works were completely finished in Jun. 1994.					
4.REFERENCE NO.		3.CONTENTES OF MAJOR PROJECT(S)				(Description)  After the completion of the F/S, the D/D was undertaken with the OECF loan in 1986, and the construction has been carried out stage by stage. Funds have been entirely supplied by OECF loans. Trial opening was targeted in April 1992, partial opening in August 1992, and full opening in the same year.  *Contents of OECF Loan Phase 1: May 1982 L/A signed (5,524 Mil. Yen for 1) Track equipment 2) Crossing facility 3) three sets of train (12 cars) 4) Engineering Service) Phase 2: Sep. 1983 L/A signed (6,631 Mil. Yen for 1) rehabilitation of rolling stock base (3 places) and train (factory (1 place) 2) one set of train (4 cars) 3) Engineering Service (track elevation, PMS) Phase 3: Jun. 1984 L/A signed (5,203 Mil. Yen for 1) one set of train (4 cars) 2) 7 sets of diesel car Phase 4: Dec. 1985 L/A signed (9,331 Mil. Yen for 1) construction of double tracking, reformation of crossing facility 2) flyover construction of Manggarai station (D/D, PMS (2)) Phase 5: Mar. 1987 L/A signed (27,661 Mil. Yen for 1) track elevation of central line (Area B) 2) electrification 3) 2 sets of train (8 cars) 4) Consulting Service) Phase 6: Dec. 1987 L/A signed (13,565 Mil. Yen for 1) track elevation (Area A) 2) Consulting Service) Phase 7: Dec. 1989 L/A signed (10,381 Mil. Yen for 1) track elevation bridge (Area C) 2) tracking and electrification works on the whole section of elevated track 3) Consulting Service for above) Phase 8: Sep. 1991 L/A signed (7,400 Mil. Yen for 1) Reformation works of tracking and platform at several stations 2) training facility (transportation simulator) 3) Project Management Service 4) Consulting Service for 1) Phase 9: Sep. 1992 L/A signed (15,347 Mil. Yen for 1) Reformation of crossing facility of the East and West Lines 2) 24 cars 3) Consulting Service for 1) and 2) above (Planned Completion Jun. 1997)  (FY1994 Domestic Survey) 1. Out of 26 items in the M/P, 1 item has been completed, 2 items have been partially completed with implementing the remainings and 3 items have been implementing. Those finances have been allocated from OECF, France Protocol Loan and Domestic budget. 2. Afterwards, through the installation of automatic signalling system as well as 2nd stage construction work at station, all the works were completely finished in Jun. 1994.						
5.TYPE OF STUDY	M/P+F/S	<M/P> - Long-term master plan with a target year 2000 - This is a big project consisting of 26 sub-projects. (1) Double tracking for about 160 km of conventional line (2) Track elevation (3) Signal automation. (4) Rolling stock base construction. (5) Construction of the Chengkareng Airport line. <F/S> 1) Track Facilities and Structures embankment, reinforced concrete, grade separated girder 2) Station Plan: Construction of Kota Intan station in Route A Construction of signal stations: Route A (3 points), Route C (4 points) Effective track length of stations and signal stations: 210m Station facilities: station main building, platform, etc. 3) Electrification Plan Railway length around 20km for Route A, around 15 km for Route C DC 1500V electric traction system Substations: 3 for Route A, 2 for Route C High-voltage power distribution lines, Traction power feeding lines. 4) Signalling and Telecommunication Plan signalling color light signals, electric switch machine, etc.					(Description)  After the completion of the F/S, the D/D was undertaken with the OECF loan in 1986, and the construction has been carried out stage by stage. Funds have been entirely supplied by OECF loans. Trial opening was targeted in April 1992, partial opening in August 1992, and full opening in the same year.  *Contents of OECF Loan Phase 1: May 1982 L/A signed (5,524 Mil. Yen for 1) Track equipment 2) Crossing facility 3) three sets of train (12 cars) 4) Engineering Service) Phase 2: Sep. 1983 L/A signed (6,631 Mil. Yen for 1) rehabilitation of rolling stock base (3 places) and train (factory (1 place) 2) one set of train (4 cars) 3) Engineering Service (track elevation, PMS) Phase 3: Jun. 1984 L/A signed (5,203 Mil. Yen for 1) one set of train (4 cars) 2) 7 sets of diesel car Phase 4: Dec. 1985 L/A signed (9,331 Mil. Yen for 1) construction of double tracking, reformation of crossing facility 2) flyover construction of Manggarai station (D/D, PMS (2)) Phase 5: Mar. 1987 L/A signed (27,661 Mil. Yen for 1) track elevation of central line (Area B) 2) electrification 3) 2 sets of train (8 cars) 4) Consulting Service) Phase 6: Dec. 1987 L/A signed (13,565 Mil. Yen for 1) track elevation (Area A) 2) Consulting Service) Phase 7: Dec. 1989 L/A signed (10,381 Mil. Yen for 1) track elevation bridge (Area C) 2) tracking and electrification works on the whole section of elevated track 3) Consulting Service for above) Phase 8: Sep. 1991 L/A signed (7,400 Mil. Yen for 1) Reformation works of tracking and platform at several stations 2) training facility (transportation simulator) 3) Project Management Service 4) Consulting Service for 1) Phase 9: Sep. 1992 L/A signed (15,347 Mil. Yen for 1) Reformation of crossing facility of the East and West Lines 2) 24 cars 3) Consulting Service for 1) and 2) above (Planned Completion Jun. 1997)  (FY1994 Domestic Survey) 1. Out of 26 items in the M/P, 1 item has been completed, 2 items have been partially completed with implementing the remainings and 3 items have been implementing. Those finances have been allocated from OECF, France Protocol Loan and Domestic budget. 2. Afterwards, through the installation of automatic signalling system as well as 2nd stage construction work at station, all the works were completely finished in Jun. 1994.					
6.COUNTERPART AGENCY		Imp. Period: 1986-1992 4.FEASIBILITY AND ITS ASSUMPTIONS Feasibility: Yes EIRR1) 14.30 FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)				(Description)  After the completion of the F/S, the D/D was undertaken with the OECF loan in 1986, and the construction has been carried out stage by stage. Funds have been entirely supplied by OECF loans. Trial opening was targeted in April 1992, partial opening in August 1992, and full opening in the same year.  *Contents of OECF Loan Phase 1: May 1982 L/A signed (5,524 Mil. Yen for 1) Track equipment 2) Crossing facility 3) three sets of train (12 cars) 4) Engineering Service) Phase 2: Sep. 1983 L/A signed (6,631 Mil. Yen for 1) rehabilitation of rolling stock base (3 places) and train (factory (1 place) 2) one set of train (4 cars) 3) Engineering Service (track elevation, PMS) Phase 3: Jun. 1984 L/A signed (5,203 Mil. Yen for 1) one set of train (4 cars) 2) 7 sets of diesel car Phase 4: Dec. 1985 L/A signed (9,331 Mil. Yen for 1) construction of double tracking, reformation of crossing facility 2) flyover construction of Manggarai station (D/D, PMS (2)) Phase 5: Mar. 1987 L/A signed (27,661 Mil. Yen for 1) track elevation of central line (Area B) 2) electrification 3) 2 sets of train (8 cars) 4) Consulting Service) Phase 6: Dec. 1987 L/A signed (13,565 Mil. Yen for 1) track elevation (Area A) 2) Consulting Service) Phase 7: Dec. 1989 L/A signed (10,381 Mil. Yen for 1) track elevation bridge (Area C) 2) tracking and electrification works on the whole section of elevated track 3) Consulting Service for above) Phase 8: Sep. 1991 L/A signed (7,400 Mil. Yen for 1) Reformation works of tracking and platform at several stations 2) training facility (transportation simulator) 3) Project Management Service 4) Consulting Service for 1) Phase 9: Sep. 1992 L/A signed (15,347 Mil. Yen for 1) Reformation of crossing facility of the East and West Lines 2) 24 cars 3) Consulting Service for 1) and 2) above (Planned Completion Jun. 1997)  (FY1994 Domestic Survey) 1. Out of 26 items in the M/P, 1 item has been completed, 2 items have been partially completed with implementing the remainings and 3 items have been implementing. Those finances have been allocated from OECF, France Protocol Loan and Domestic budget. 2. Afterwards, through the installation of automatic signalling system as well as 2nd stage construction work at station, all the works were completely finished in Jun. 1994.						
7.OBJECTIVES OF STUDY	Comprehensive modernization planning of the conventional railway network in and around Jakarta City	Conditions and Development Impacts: <M/P> Preconditions :Sub-projects were roughly classified into three groups in terms of implementation period up to the year 2000. (1) 1st-stage group(1987) Constructing urgently needed basic facilities and strengthening transport capacity that requires an early start. (2) 2nd-stage group(1991) Displaying an urban mode of transport and to meet the sharp increase in transport demand in the future. (3) 3rd-stage group(2000) Constructing new stations to induce railway passengers and new lines to develop the conventional railway network to cope with the new transport demand. <F/S> [Preconditions] - Removal of houses on railway land, - Future measures for land - use control, - Acquisition of roads for construction work etc. [Development impacts] - Alleviation of road traffic congestion in the future - Creation of secondary city centers and alleviation					(Description)  After the completion of the F/S, the D/D was undertaken with the OECF loan in 1986, and the construction has been carried out stage by stage. Funds have been entirely supplied by OECF loans. Trial opening was targeted in April 1992, partial opening in August 1992, and full opening in the same year.  *Contents of OECF Loan Phase 1: May 1982 L/A signed (5,524 Mil. Yen for 1) Track equipment 2) Crossing facility 3) three sets of train (12 cars) 4) Engineering Service) Phase 2: Sep. 1983 L/A signed (6,631 Mil. Yen for 1) rehabilitation of rolling stock base (3 places) and train (factory (1 place) 2) one set of train (4 cars) 3) Engineering Service (track elevation, PMS) Phase 3: Jun. 1984 L/A signed (5,203 Mil. Yen for 1) one set of train (4 cars) 2) 7 sets of diesel car Phase 4: Dec. 1985 L/A signed (9,331 Mil. Yen for 1) construction of double tracking, reformation of crossing facility 2) flyover construction of Manggarai station (D/D, PMS (2)) Phase 5: Mar. 1987 L/A signed (27,661 Mil. Yen for 1) track elevation of central line (Area B) 2) electrification 3) 2 sets of train (8 cars) 4) Consulting Service) Phase 6: Dec. 1987 L/A signed (13,565 Mil. Yen for 1) track elevation (Area A) 2) Consulting Service) Phase 7: Dec. 1989 L/A signed (10,381 Mil. Yen for 1) track elevation bridge (Area C) 2) tracking and electrification works on the whole section of elevated track 3) Consulting Service for above) Phase 8: Sep. 1991 L/A signed (7,400 Mil. Yen for 1) Reformation works of tracking and platform at several stations 2) training facility (transportation simulator) 3) Project Management Service 4) Consulting Service for 1) Phase 9: Sep. 1992 L/A signed (15,347 Mil. Yen for 1) Reformation of crossing facility of the East and West Lines 2) 24 cars 3) Consulting Service for 1) and 2) above (Planned Completion Jun. 1997)  (FY1994 Domestic Survey) 1. Out of 26 items in the M/P, 1 item has been completed, 2 items have been partially completed with implementing the remainings and 3 items have been implementing. Those finances have been allocated from OECF, France Protocol Loan and Domestic budget. 2. Afterwards, through the installation of automatic signalling system as well as 2nd stage construction work at station, all the works were completely finished in Jun. 1994.					
8.DATE OF S/W	Feb.1980	5. TECHNICAL TRANSFER Site investigations were conducted with the cooperation of counterparts.				2.MAJOR REASONS FOR PRESENT STATUS (1) The Indonesian government is putting the top priority on this project. (2) JARTS is supporting its implementation as an in-house consultant, and a Japanese consultant is also providing services as E/S consultant. (3) Most of the contractors of the construction work are Japanese companies.						
9.CONSULTANT(S)	Japan Railway Technical Service	10.STUDY TEAM No. of Members 14 Period May.1980-Mar.1982(27 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>105.68</td> <td>59.16</td> <td>46.52</td> </tr> </table>					Total M/M	Japan	Field	105.68	59.16	46.52
Total M/M	Japan	Field										
105.68	59.16	46.52										
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		12.EXPENDITURE <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">Total</td> <td style="width: 33%;">264,645 (¥000)</td> <td style="width: 33%;"></td> </tr> <tr> <td>Contracted</td> <td>250,672</td> <td></td> </tr> </table>				Total	264,645 (¥000)		Contracted	250,672		3.PRINCIPAL SOURCE OF INFORMATION ①, ④
Total	264,645 (¥000)											
Contracted	250,672											

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

Compiled Mar.1986  
Revised Mar.1995

ASE IDN/S 205B/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																																																						
1. COUNTRY	Indonesia	1. SITE OR AREA	The Eastern Part of the Republic of Indonesia<M/P> Sulawesi<F/S>			I. 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	Telecommunications Network Development in the Eastern Part	2. PROJECT COST	M/P 1) 415,297 Local Cost	111,080 Foreign Cost	304,217	(Description)  Jun. 1984 OECF E/S loan agreement (442 million yen) JUL. 1988 E/S completed French Government decided to implement the part of this project  Contents of OECF Loan The construction of ground telecommunications network with the micro wave at the Sulawesi Island and the engineering service to provide more sophisticated and high quality telecommunications service in this area.  (FY1993 Overseas Survey) No additional information.  (FY1994 Domestic Survey) No additional information.  (FY1994 Overseas Survey) Being implemented as a part of WB Telecom IV(Ph.1,11) by French loan after OECF E/S. Part of the system is already under operation. French constructor uses this JICA study and OECF E/S as references for their D/D. 1991 France L/A signed (Ph.I(138.0mPF)) 1995 Construction to be completed 1992 France L/A signed (Ph.II(56.7mPF)) 1996 Construction to be completed																																																						
3. SECTOR	Communications & Broadcasting/Telecommunication	(US\$1,000)	2) 128,355	57,577	70,778																																																							
4. REFERENCE NO.		(US\$1=270Yen)	F/S 1) 128,355	57,577	70,778																																																							
5. TYPE OF STUDY	M/P+F/S	3. CONTENTS OF MAJOR PROJECT(S)	<M/P> The digital terrestrial radio transmission network and submarine cable network by optical communication system are to be introduced in the eastern region. Digital terrestrial radio transmission network: 6GHZ 1440 channel method 1,486km 6GHZ 480 channel method 1,946km 2GHZ 240 channel method 719km Submarine Cable: trunk route/2,980km branch route/540km substitute route for transmission/320km terrestrial <F/S> Construction period for Microwave Network(2,371 L.U.) is divided into three stages: 1984-1989(Repelita IV), 1990-1994(Repelita V) 1995-1999(Repelita VI)																																																									
6. COUNTERPART AGENCY	POSTEL/PERUMTEL	7. OBJECTIVES OF STUDY					Formulating the master plan for terrestrial transmission network improvement and expansion covering the eastern region. The master plan is a long term plan taking into consideration all foreseeable development up to the year 2005.																																																					
8. DATE OF S/W	Dec.1981	8. DATE OF S/W	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Telephone Service</td> <td style="width: 10%;">Year</td> <td style="width: 20%;">Installation objective</td> <td style="width: 20%;">Number of Telephones</td> <td style="width: 10%;"></td> <td style="width: 15%;"></td> </tr> <tr> <td></td> <td>1989</td> <td>1,181,500 line units</td> <td>1,000,000</td> <td></td> <td></td> </tr> <tr> <td></td> <td>1994</td> <td>1,889,100 line units</td> <td>1,600,000</td> <td></td> <td></td> </tr> <tr> <td></td> <td>1999</td> <td>3,017,300 line units</td> <td>2,560,000</td> <td></td> <td></td> </tr> <tr> <td></td> <td>2000</td> <td>3,295,200 line units</td> <td>2,800,000</td> <td></td> <td></td> </tr> <tr> <td style="border-top: 1px solid black;">Telegraph Service</td> <td style="border-top: 1px solid black;">Year</td> <td style="border-top: 1px solid black;">Installation objective</td> <td style="border-top: 1px solid black;"></td> <td style="border-top: 1px solid black;"></td> <td style="border-top: 1px solid black;"></td> </tr> <tr> <td></td> <td>1989</td> <td>28,100 line units</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>1994</td> <td>41,300 line units</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>1999/2000</td> <td>62,900 line units</td> <td></td> <td></td> <td></td> </tr> </table>				Telephone Service	Year	Installation objective	Number of Telephones				1989	1,181,500 line units	1,000,000				1994	1,889,100 line units	1,600,000				1999	3,017,300 line units	2,560,000				2000	3,295,200 line units	2,800,000			Telegraph Service	Year	Installation objective					1989	28,100 line units					1994	41,300 line units					1999/2000	62,900 line units			
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9. CONSULTANT(S)	Nippon Telecommunication Consulting Co., Ltd.	9. CONSULTANT(S)	Imp. Period: Apr.1984-Mar.1999 4. FEASIBILITY AND ITS ASSUMPTIONS Feasibility: Yes EIRR1) 12.29   FIRR1) 14.62 EIRR2)   FIRR2) EIRR3)   FIRR3)																																																									
10. STUDY TEAM	No. of Members 14 Period Jan.1982-Nov.1982(10 months)	10. STUDY TEAM	Conditions and Development Impacts: <Impacts> In the eastern region of Indonesia, the domestic satellite communication system is already in operation. In addition to this existing system, a new terrestrial transmission network including of the submarine cable network was installed. By these two systems, an advanced and stable telecommunication service network is to be realized throughout the region. This constitutes the basic philosophy of the investigation. 1) The 4th Five-Year Development Plan (REPELITA IV, 4/1984-3/1989) improves telephone service both qualitatively and quantitatively to meet increasing demand. 2) Construct terrestrial transmission network in Sulawesi area and, through interdependence with existing satellite communication network. 3) Realize subscriber Long Distance Dialling (hereinafter to be called SLDD) service in the area.																																																									
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	5. TECHNICAL TRANSFER (1) Trainee Acceptance; 2 counterparts invited the Japan, and training the contents of project. (2) OJT put on counterparts.																																																									
12. EXPENDITURE	Total 139,628 (¥000) Contracted 110,627	12. EXPENDITURE	2. MAJOR REASONS FOR PRESENT STATUS High priority; Indonesian Government recognizes the need for this project.																																																									
		12. EXPENDITURE	3. PRINCIPAL SOURCE OF INFORMATION ①, ②, ③, ④																																																									

和名 スラウェシ電気通信網整備計画 (東部地域電気通信網整備計画のF/S)

[M/P+F/S]



# PROJECT SUMMARY (F/S)

Compiled Mar.1986  
Revised Mar.1995

ASE IDN/S 320/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																									
1. COUNTRY	Indonesia	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	Bali International Airport Development	Bali Island																													
3. SECTOR		2. PROJECT COST				(Description) The project was completed by the OECF financing.																									
Transportation/Air    Transportaion & Airport		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%; text-align: center;">Total Cost</td> <td style="width: 10%; text-align: center;">Local Cost</td> <td style="width: 10%; text-align: center;">Foreign Cost</td> </tr> <tr> <td>(US\$1,000)</td> <td style="text-align: center;">1)</td> <td style="text-align: center;">159,000</td> <td style="text-align: center;">54,000</td> <td></td> </tr> <tr> <td>(US\$1=220.1Yen)</td> <td style="text-align: center;">2)</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">3)</td> <td></td> <td></td> <td></td> </tr> </table>								Total Cost	Local Cost	Foreign Cost	(US\$1,000)	1)	159,000	54,000		(US\$1=220.1Yen)	2)					3)							
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	3)																														
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)				Oct.1983    OECF loan agreement (E/S, 565 million yen) Jan.1987    OECF loan agreement (18,990 million yen, of which 4,077 million for local cost portion) for the civil engineering works, construction of terminal buildings, and installation of navigational aids  Jul.1988    Construction tender closed Apr.1989    Construction contract signed Oct.1989    Construction started Sep.1992    Construction completed  (FY1993 Overseas Survey) M/S review and BIA Phase II basic design has been implemented in Oct. 1993 - Jan. 1994. OECF loan IP315.  (FY1994 Domestic Survey) Direct appointment for D/D and S/S of BIA Phase 2 project was decided in Nov.1994. Invitation letter is planned to be issued by OECF in Dec.1994. Nov.1994:OECF L/A concluded (Bali International Airport Development (Phase II)), 11,816 mil. Yen.																									
5. TYPE OF STUDY		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%; text-align: center;">Short-Term(1990)</td> <td style="width: 10%; text-align: center;">Mid-Term(2000)</td> <td style="width: 10%; text-align: center;">Long-Term(2010)</td> </tr> <tr> <td>Runway</td> <td style="text-align: center;">Extension:300m</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td>Runway Strip:</td> <td style="text-align: center;">Extension:300m/Widening:100m -</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td>Taxiway:</td> <td style="text-align: center;">New Construction 2050m</td> <td style="text-align: center;">E:950m</td> <td style="text-align: center;">-</td> </tr> <tr> <td>Apron</td> <td style="text-align: center;">Expansion:44,000sq.m</td> <td style="text-align: center;">Expansion:26,000sq.m</td> <td style="text-align: center;">-</td> </tr> <tr> <td></td> <td style="text-align: center;"></td> <td style="text-align: center;">Improvement:35,000sq.m</td> <td style="text-align: center;">-</td> </tr> </table>							Short-Term(1990)	Mid-Term(2000)	Long-Term(2010)	Runway	Extension:300m	-	-	Runway Strip:	Extension:300m/Widening:100m -	-	-	Taxiway:	New Construction 2050m	E:950m	-	Apron	Expansion:44,000sq.m	Expansion:26,000sq.m	-			Improvement:35,000sq.m	-
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		Improvement:35,000sq.m	-																												
6. COUNTERPART AGENCY		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%; text-align: center;">New Construction</td> <td style="width: 10%; text-align: center;">Expansion</td> <td style="width: 10%; text-align: center;">Expansion</td> </tr> <tr> <td>International Terminal Bld.</td> <td style="text-align: center;">&amp; Renovation 12,500sq.m</td> <td style="text-align: center;">7,000sq.m</td> <td style="text-align: center;">10,500sq.m</td> </tr> <tr> <td>Domestic Terminal Bld.</td> <td style="text-align: center;">Renovation &amp; Expansion 10,000sq.m</td> <td style="text-align: center;">New Construction 15,000sq.m</td> <td style="text-align: center;">Expansion 13,000sq.m</td> </tr> <tr> <td>Cargo Terminal Bld.</td> <td style="text-align: center;">New Construction 2,800sq.m</td> <td style="text-align: center;">Expansion 1,500sq.m</td> <td style="text-align: center;">Expansion 3,500sq.m</td> </tr> <tr> <td>Administration Build.</td> <td style="text-align: center;">Construction of Control Tower</td> <td style="text-align: center;">New Construction 3,500sq.m</td> <td style="text-align: center;">-</td> </tr> </table>							New Construction	Expansion	Expansion	International Terminal Bld.	& Renovation 12,500sq.m	7,000sq.m	10,500sq.m	Domestic Terminal Bld.	Renovation & Expansion 10,000sq.m	New Construction 15,000sq.m	Expansion 13,000sq.m	Cargo Terminal Bld.	New Construction 2,800sq.m	Expansion 1,500sq.m	Expansion 3,500sq.m	Administration Build.	Construction of Control Tower	New Construction 3,500sq.m	-				
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Administration Build.	Construction of Control Tower	New Construction 3,500sq.m	-																												
7. OBJECTIVES OF STUDY		Note: Numbers in ( ) are the targetted years.																													
8. DATE OF S/W		4. FEASIBILITY AND ITS ASSUMPTIONS																													
Dec.1981		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%; text-align: center;">Feasibility:</td> <td style="width: 10%; text-align: center;">EIRR(1)</td> <td style="width: 10%; text-align: center;">20.80</td> <td style="width: 10%; text-align: center;">FIRR(1)</td> <td style="width: 10%; text-align: center;">7.95</td> </tr> <tr> <td></td> <td style="text-align: center;">Yes</td> <td style="text-align: center;">EIRR(2)</td> <td></td> <td style="text-align: center;">FIRR(2)</td> <td></td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">EIRR(3)</td> <td></td> <td style="text-align: center;">FIRR(3)</td> <td></td> </tr> </table>					Feasibility:	EIRR(1)	20.80	FIRR(1)	7.95		Yes	EIRR(2)		FIRR(2)				EIRR(3)		FIRR(3)									
	Feasibility:	EIRR(1)	20.80	FIRR(1)	7.95																										
	Yes	EIRR(2)		FIRR(2)																											
		EIRR(3)		FIRR(3)																											
9. CONSULTANT(S)		Conditions and Development Impacts: Total length of runway is not long enough as an international airport. A weight limit has been imposed between Tokyo and Bali. Space between runway and taxiway will be altered to meet ICAO Standards. The buildings in terminal area will be moved. The scale of the airport and its facilities has been planned on the basis of air traffic demand for targetted year 2010. The development of the airport would contribute to internal transportation, economic development, international trade, regional development in eastern part of the country.																													
Pacific Consultants International																															
10. STUDY TEAM		5. TECHNICAL TRANSFER																													
No.of Members    10 Period Dec.1981-Jul.1982(8 months)		(1) Held several seminars for counterpart staff on the content of reports (2) Overseas training for JICA trainees																													
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></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></td> </tr> <tr> <td></td> <td style="text-align: center;">9.12</td> <td style="text-align: center;">8.87</td> <td></td> </tr> </table>						Total M/M	Japan	Field			9.12	8.87		2. MAJOR REASONS FOR PRESENT STATUS																	
Total M/M	Japan	Field																													
	9.12	8.87																													
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		(1) Effectiveness: Great contribution is expected to the development of islands east of Bali. In particular, foreign exchange earning from tourism industries. (2) Priority: Capacity of the Bali Airport, one of a few international airports in Indonesia, is getting too small. Therefore, this is a very urgent project. (3) Rapid Growth of Passenger: Forecast in Phase-I is 1,450 thousand in 1991, but 3,333 thousand in 1992.																													
12. EXPENDITURE		3. PRINCIPAL SOURCE OF INFORMATION																													
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td style="text-align: center;">Total</td> <td style="text-align: center;">57,690 (¥000)</td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">52,384</td> <td></td> <td></td> </tr> </table>						Total	57,690 (¥000)			Contracted	52,384			(1), (2), (4)																	
Total	57,690 (¥000)																														
Contracted	52,384																														

和名 バリ国際空港整備拡充計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

Compiled Mar.1986

Revised Mar.1995

ASE IDN/S 319/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT											
1.COUNTRY	Indonesia	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		Ujung Pandang City/Sulawesi															
Lower Jeneberang River Flood Control Project/Jeneberang River Flood Control Project (Phase II)		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost											
		(US\$1,000)	1)	603,560	305,550	298,010											
		US\$1=250Yen=2.3Rp		2)													
				3)													
3.SECTOR		3.CONTENTIS OF MAJOR PROJECT(S)				(Description)  The project is under implementation by the OECF financing.  May 1981 OECF I/A signed (E/S. 198 million yen) Feb.1984 D/D completed Feb.1985 OECF I/A signed (5,381 million yen) for emergency flood control measures Feb.1988 Construction started Dec.1993 Construction to be completed  Realized project: River improvement: 2.6km New drainage channel: 7.83km Improvement of existing drainage channel: 4.92km & 2.35km Total cost: US\$48 million  (FY1993 Overseas Survey) 1. Division of Operation and Maintenance were established in Jeneberang River Basin Development Project Office. 2. D/D OF Pampang River Improvement Project is being conducted by CFI Engineering Co., Ltd. in 1993.  (FY1994 Domestic Survey) 1. The D/D of Pampang River Improvement Project was completed in 1994. 2. Parts of the River Improvement and urban drainage channel has been completed in 1994.											
Social Infrastructures/River & Erosion Control		1) Dam and Reservoir Crest length    Crest width    Crest elevation Main            670m            10m            EL105m Left wing       752m            10m            EL105m Right wing      440m            10m            EL105m 2) River Improvement - Diversion Channel of S. Garassi(800m), Road Raising(3,000m), Drainage Ditch (12,000m) 3) Water Supply - Intake construction; Pipeline Conveyance Facilities 4) Irrigation System Improvement: Bili-Bili & Kumpili systems 5) Construction of Hydro Power Station Power Station (floor 38m x 22m, 32m high) Generating Equipment (installed capacity 5,600KW x 2)															
4.REFERENCE NO.		Imp. Period: Apr.1981-Oct.1985				2.MAJOR REASONS FOR PRESENT STATUS  (1) Uninterrupted Factors, close relations to other projects: Bili Bili dam construction project on the same Jeneberang river is simultaneously in progress (2) Degree of Priority: Ujung Pandang City is the center of developing cities in Sulawesi Province. (3) Magnitude of Effect: Immediate effects can be expected (4) Advantage in Impulse Structure: The structure is organized in good shape.											
5.TYPE OF STUDY		4.FEASIBILITY AND ITS ASSUMPTIONS															
F/S		Feasibility:    EIRR1)    14.80    FIRR1) Yes            EIRR2)               FIRR2) EIRR3)               FIRR3)				3.PRINCIPAL SOURCE OF INFORMATION  (1), (3), (4)											
6.COUNTERPART AGENCY		Conditions and Development Impacts: Conditions: The Evaluation was undertaken based on the total cost and benefit resulting from the urgent flood control plan, the irrigation system improvement, and the hydro power station. The cost & benefit of the water supply was exempted. The project life is 50 years from 1982, when the engineering service begins.  Development impacts: The IRR can be classified by sector as follows:															
Ministry of Public Works, Directorate General of Water Resources Development		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Purpose</td> <td style="text-align: center;">IRR(%)</td> </tr> <tr> <td style="text-align: center;">Flood Control</td> <td style="text-align: center;">14.9</td> </tr> <tr> <td style="text-align: center;">Irrigation</td> <td style="text-align: center;">15.2</td> </tr> <tr> <td style="text-align: center;">Power</td> <td style="text-align: center;">13.3</td> </tr> <tr> <td style="text-align: center;">Total</td> <td style="text-align: center;">14.8</td> </tr> </table>				Purpose	IRR(%)	Flood Control	14.9	Irrigation	15.2	Power	13.3	Total	14.8	2) Dam and Reservoir Crest length    Crest width    Crest elevation Main            670m            10m            EL105m Left wing       752m            10m            EL105m Right wing      440m            10m            EL105m 2) River Improvement - Diversion Channel of S. Garassi(800m), Road Raising(3,000m), Drainage Ditch (12,000m) 3) Water Supply - Intake construction; Pipeline Conveyance Facilities 4) Irrigation System Improvement: Bili-Bili & Kumpili systems 5) Construction of Hydro Power Station Power Station (floor 38m x 22m, 32m high) Generating Equipment (installed capacity 5,600KW x 2)	
Purpose	IRR(%)																
Flood Control	14.9																
Irrigation	15.2																
Power	13.3																
Total	14.8																
7.OBJECTIVES OF STUDY		Study of possibility of water resources development. Formation of urgent plan of flood control and drainage improvement Preliminary design of flood control and drainage improvement under urgent plan															
8.DATE OF S/W		10.STUDY TEAM				11.ASSOCIATED AND/OR SUBCONTRACTED STUDY  Survey											
Feb.1979		No. of Members    11 Period Jun.1979-Feb.1980 (22 months) Jan.1981-Mar.1982 Total M/M            Japan            Field 84.64            52.50            32.14															
9.CONSULTANT(S)		12.EXPENDITURE				12.EXPENDITURE Total            306,901 (¥000) Contracted      139,603											
CFI Engineering Co., Ltd.		Arranged for the two counterparts the study of D/D and S/V execution besides F/S.															

# PROJECT SUMMARY (F/S)

Compiled Mar. 1990  
Revised Mar. 1995

ASE IDN/A 304/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																																			
1. COUNTRY	Indonesia	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		South-west part of South Sumatra Province and northern part of Lampung Province 50,600ha (Population 114,000)																																							
Komerling-1 Irrigation Development Project in the Upper Komerling River Basin		2. PROJECT COST		Total Cost	Local Cost	Foreign Cost																																			
		(US\$1,000)	1)	321,000	122,000	199,000																																			
			2)																																						
			3)																																						
3. SECTOR		3. CONTENTS OF MAJOR PROJECT(S)				(Description)  Sep.1983 - OECF L/A signed (E/S 1,180 million yen) Mar.1985 - Sep.1989 D/D undertaken Dec.1989 OECF L/A signed (21,518 billion yen) 11 billion yen is used for the Komerling project Oct.1990 Construction started Dec.1995 Construction to be completed  Subprojects of the OECF Loan (21,518 billion yen): - Ural River improvement and irrigation - Upper Komerling irrigation development - Flood control in East Jakarta - Brantas River improvement  (FY1994 Overseas Survey) Phase-one construction covers the irrigation area of 19,800ha and costs 11 billion yen. The project started in October 1990 and will finish in December 1995 except Ranau regulating facility which will be completed in the middle of the year 1996. D/D took four years because the irrigation area is so wide and the scale of the project is so big including construction of headworks, the Ranau regulating facility and tertiary canal. The Indonesian economic crisis, which occurred on the mid-1980s, would have an influence on the delay of the project.																																			
Agriculture/General		1) Irrigation Area : 68,300 ha Muncak Kabau area (10,700ha) Lampung area (13,100ha) Tulangbawang area (44,500ha)																																							
4. REFERENCE NO.		2) Ranau Dam : Concrete gravity dam, Designed discharge 50cu.m/sec																																							
5. TYPE OF STUDY		3) Main/Secondary/Tertiary Canal : 134/1,117 km																																							
6. COUNTERPART AGENCY		4) Main/Secondary/Tertiary Drain : 180/1,264 km																																							
Ministry of Public Works, Directorate General of Water Resources Development		5) Main Road : 135 km																																							
7. OBJECTIVES OF STUDY																																									
F/S for Upper Komerling Basin Agriculture Study including water balance survey																																									
8. DATE OF S/W		Imp. Period: Apr.1983-Sep.1991																																							
Dec. 1978		4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 16.20 EIRR2) EIRR3)			FIRR1) FIRR2) FIRR3)																																	
9. CONSULTANT(S)		Conditions and Development Impacts: {Conditions} Benefits are estimated as the difference of net income between with-project and without-project conditions. After the project is implemented, the following amount of product increase are estimated. Amount (unit:1,000ton)																																							
Nippon Koei Co., Ltd. Japan Irrigation and Reclamation Consultants Co.		<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">Farm Products</th> <th rowspan="2">Amount per 1 ha (ton/ha)</th> <th colspan="2">Muncak</th> <th colspan="2">Lempuing</th> <th colspan="2">Tulangbawang</th> </tr> <tr> <th>Kabau</th> <th>West</th> <th>West</th> <th>East</th> </tr> </thead> <tbody> <tr> <td>Rice (Wet/dry season)</td> <td>4.0/4.5</td> <td>42.8/32.1</td> <td>52.4/39.3</td> <td>125.2/93.9</td> <td>28.8/21.6</td> <td></td> <td></td> </tr> <tr> <td>Peanuts</td> <td>1.3</td> <td>2.3</td> <td>2.9</td> <td>6.8</td> <td>7.8</td> <td></td> <td></td> </tr> <tr> <td>Soybeans</td> <td>1.3</td> <td>2.3</td> <td>2.9</td> <td>6.8</td> <td>7.8</td> <td></td> <td></td> </tr> </tbody> </table> {Development impacts} Increase of crop yields, Saving of foreign currency, Increase of employment opportunity, Introduction of diversification cropping pattern, Improvement of living standard and more equitable distribution of income and welfare of the people; Settlement of transmigrants.				Farm Products	Amount per 1 ha (ton/ha)	Muncak		Lempuing		Tulangbawang		Kabau	West	West	East	Rice (Wet/dry season)	4.0/4.5	42.8/32.1	52.4/39.3	125.2/93.9	28.8/21.6			Peanuts	1.3	2.3	2.9	6.8	7.8			Soybeans	1.3	2.3	2.9	6.8	7.8		
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Peanuts	1.3	2.3	2.9	6.8	7.8																																				
Soybeans	1.3	2.3	2.9	6.8	7.8																																				
10. STUDY TEAM																																									
No. of Members 13																																									
Period Sep.1979-Mar.1982 (31 months)																																									
Total M/M		Japan		Field																																					
90.04		43.22		46.82																																					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY																																									
12. EXPENDITURE		5. TECHNICAL TRANSFER																																							
Total 483,029 (¥000)		Technology transfer to counterparts in the course of the study. JICA c/p training in Japan.																																							
Contracted 443,096																																									
						2. MAJOR REASONS FOR PRESENT STATUS																																			
						3. PRINCIPAL SOURCE OF INFORMATION																																			
						①, ③, ④																																			

和名 コメリン川上流域農業開発計画

[F/S,D/D]

# PROJECT SUMMARY (F/S)

Compiled Mar.1990  
Revised Mar.1995

ASE IDN/A 305/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1.COUNTRY	Indonesia	1.SITE OR AREA		8 states including Aceh, Southern Sumatra, Lampung, Southern Kalimantan, Southern Sulawesi, Eastern Java, Central Java, and Western Java		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 Rice Pest Forecasting and Control Project		2.PROJECT COST						Total Cost
				(US\$1,000)                      1)                      48,000                      29,585                      18,415			(Description)  The project was implemented by the Japanese grant aid and partly by the OECF loan.  Apr.1985    E/N signed for Japanese grant (445 million yen) Aug.1985 - Jan.1986    Basic design study undertaken Feb.1986    E/N signed for Japanese grant (2,061 million yen) Aug.1986    E/N signed for Japanese grant (1,230 million yen) *contents of the grant aid FY1986    Pest Forecasting Center 1 Food Crops Protection Centers 3 Field Laboratories 9 Jul.1987    E/N signed for Japanese grant (1,978 million yen) Apr.1987 - Mar.1992    JICA technical cooperation project *Plant Protection Project Phase II* implemented *contents of the grant aid FY1987    Food Crops Protection Center 1 Field Laboratories 6 *contents of the grant aid FY1988    Food Crops Protection Centers 4 Field Laboratories 11 Resticide Laboratory 1  (FY1994 Domestic Survey) No information.  (FY1994 Overseas Survey) See the above(*).	
3.SECTOR Agriculture/General		3.CONTENTS OF MAJOR PROJECT(S)						
4.REFERENCE NO.								
5.TYPE OF STUDY		F/S						
6.COUNTERPART AGENCY Directorate General of Food Crop Agriculture, Ministry of Agriculture								
7.OBJECTIVES OF STUDY Formulation of an overall development plan model for the Food Crop Protection System including a delineation of the pest forecasting control system and a staff education /training programme.								
8.DATE OF S/W		Feb.1982		Imp. Period: Feb.1982~Oct.1983				
9.CONSULTANT(S) Chuo Kaihatsu Cor.		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 22.82    FIRR1) EIRR2)            FIRR2) EIRR3)            FIRR3)			
10.STUDY TEAM No.of Members 7 Period Jan.1982~Mar.1982(3 months)  Total M/M                      Japan                      Field 29.98                              18.02                      9.96				Conditions and Development Impacts: Project will reduce damage by pests to crops. Project life is estimated at 50 years, with a 5 year construction period. Impacts: - To release farmers from unnecessary application of pesticides and expenditure thereby incurred, and the income increase of crop yields. - A rise in rural socio-economic levels and a rectification of the deteriorating inter-regional economic balance. - To reduce the nation's continuing import of staple foods and production materials, and to promote a more favorable balance of international payments. - To stimulate the infrastructure development of other sector of trade, finance, education, transportation, etc., thereby widely apportioning the benefits of the Project throughout the national economy.				
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY						2.MAJOR REASONS FOR PRESENT STATUS		
12.EXPENDITURE Total                      78,924 (¥'000) Contracted                      68,220				5.technical transfer (1) Training in Japan (2) OJT		3.PRINCIPAL SOURCE OF INFORMATION ①, ③, ④		

和名 稲病虫害発生予察防除計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

Compiled Mar.1990  
Revised Mar.1995

ASE IDN/A 306/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																								
1.COUNTRY	Indonesia	1.SITE OR AREA				I.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 Rice Seed Production and Distribution Project		D.I. Aceh, South Sumatra, Lampung																												
3.SECTOR Agriculture/General		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost																								
		(US\$1,000)	1) 47,702	22,260	25,442	(Description)  Apr.1984 OECF appraisal mission Feb.1985 OECF L/A signed (3 billion yen) Construction of 11 seed processing centers in three provinces in Sumatra Aug. - Nov.1987 Because the implementation was delayed partly owing to the budget allocation of the Indonesian Government, a re-study had to be undertaken. As a result of the restudy, eleven seed processing centers in five provinces (Aceh, Lampung, South Sumatra, West Java and South Sulawesi) were selected for financing. Feb.1992 Construction completed  (FY1993 Overseas Survey) No additional information.  (FY1994 Domestic Survey) No information.  (FY1994 Overseas Survey) In provinces of Aceh, South Sumatra, Lampung, West Java and South Selatan, five Seed Processing Centers were built in March 1993. Eleven centers were planned originally, however reduced to five due to the lack of domestic currency.																								
6.COUNTERPART AGENCY Directorates General of Food Crops Agriculture.		US\$1=654Rp. in Feb.1982		2) 3)																										
7.OBJECTIVES OF STUDY Improvement of quality of seed production and promotion of seed distribution and clarify their technological and economical justification, at the same time transfer of the technology and know-how to the officials of the government to be implemented.		3.CONTENTES OF MAJOR PROJECT(S)																												
8.DATE OF S/W Dec.1981		1) Consolidation and Establishment of Seed Farm <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;"></td> <td style="width: 33%; text-align: center;">Aceh</td> <td style="width: 33%; text-align: center;">South Sumatra</td> <td style="width: 33%; text-align: center;">Lampung</td> <td style="width: 33%; text-align: center;">(ha)</td> </tr> <tr> <td>C.S.F.</td> <td style="text-align: center;">19.0</td> <td style="text-align: center;">12.6</td> <td style="text-align: center;">16.0</td> <td></td> </tr> <tr> <td>M.S.F.</td> <td style="text-align: center;">8.3</td> <td style="text-align: center;">42.3</td> <td style="text-align: center;">33.3</td> <td></td> </tr> </table> 2) Construction of Seed Processing centers <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">Area Size(ha)</td> <td style="width: 33%; text-align: center;">6.5</td> <td style="width: 33%; text-align: center;">5.7</td> <td style="width: 33%; text-align: center;">4.6</td> </tr> <tr> <td>The required amt. of E.S.</td> <td style="text-align: center;">3,139</td> <td style="text-align: center;">2,885</td> <td style="text-align: center;">3,137</td> </tr> </table> 3) Construction of Central Seed Storage. 4) Establishment of seed distribution system. 5) Establishment of S.C.C.S.(Seed Control and Certification Service)					Aceh	South Sumatra	Lampung	(ha)	C.S.F.	19.0	12.6	16.0		M.S.F.	8.3	42.3	33.3		Area Size(ha)	6.5	5.7	4.6	The required amt. of E.S.	3,139	2,885	3,137		
	Aceh	South Sumatra	Lampung	(ha)																										
C.S.F.	19.0	12.6	16.0																											
M.S.F.	8.3	42.3	33.3																											
Area Size(ha)	6.5	5.7	4.6																											
The required amt. of E.S.	3,139	2,885	3,137																											
9.CONSULTANT(S) Overseas Merchandise Inspection Co., Ltd. Taiyo Consultants Co., Ltd.		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 36.50 EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)																								
10.STUDY TEAM No. of Members 11 Period Jan.1982-Dec.1982(12 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;">43.70</td> <td style="text-align: center;">21.29</td> <td style="text-align: center;">22.41</td> </tr> </table>		Total M/M	Japan	Field	43.70	21.29	22.41	Conditions and Development Impacts: Conditions: - The direct benefits are the increase of rice production and the income increase of farmers. - The increase of rice production is expected to be 549,000 tons, the income increase of farmers to be \$56,260,000 per year. (\$1=Rp.654).  Development Impacts: Release from food shortage. Conservation of scarce foreign currency by reducing import of rice. Contribution to the stabilization of consumer's price and producer's price of rice. Increase of farmers' income.				2.MAJOR REASONS FOR PRESENT STATUS  The following are the parts of a long term plan for food self sufficiency. 1) Increase of production per unit area. 2) Adaptation of paddy kinds to the change in production system. 3) Distribution of economical and sound seeds.																		
Total M/M	Japan	Field																												
43.70	21.29	22.41																												
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER				3.PRINCIPAL SOURCE OF INFORMATION ①, ②, ③, ④																								
12.EXPENDITURE Total 116,698 (*000) Contracted 98,636		Report writing for the study.																												

# PROJECT SUMMARY (F/S)

Compiled Mar.1990  
Revised Mar.1995

ASE IDN/A 308/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT			
1. COUNTRY	Indonesia	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	Sanrego Irrigation Project	Sanrego Area of South Sulawesi Province (Investigated Area 17,500ha. Population 38,400 as of 1981.)							
3. SECTOR	Agriculture/General	2. PROJECT COST		Total Cost	Local Cost	Foreign Cost			
4. REFERENCE NO.		(US\$1,000)	1) 54,192	30,468	23,724	(Description) (FY1994 Domestic Survey) No additional information.  (FY1994 Overseas Survey) 1985-1989 Gov't of Indonesia undertook weir construction(not completed). 1989-1992 The World Bank constructed weir and a part of canals under Second Provincial Irrigation Project. 1992-1996(planned) The World Bank continues to construct canals and undertakes agricultural extension activities under Provincial Irrigation Agricultural Development Project. Planned irrigation area of 8,000ha at the time of F/S was reduced to 6,000ha in implementation. This is because the estimate of the rice cropping intensity was high at P/S, however it was judged unrealistic, later based upon the result of the hydrological analysis.			
5. TYPE OF STUDY	F/S	US\$1=670Rp.	2)	3)					
6. COUNTERPART AGENCY	Ministry of Public Works Directorate General of Water Resources Development	3. CONTENTS OF MAJOR PROJECT(S)							
7. OBJECTIVES OF STUDY	F/S - to verify the technical and economic feasibility of the project -to under take on-the-job training and transfer of knowledge of the Indonesian counterparts in the course of the survey and study	1. Irrigation Area: 8,000 ha 2. Diversion Weir: Wet Stone Masonry, Crest 40m long, Weir 10m high 3. Small Intake Weir: 3 places 4. Irrigation Canal: Main 11.6 km, Branch 97.5 km 5. Head Reach : 4.9 km 6. Farm Road : 13.2 km 7. Reclamation Works - Upland 500ha - Grassland 600ha - Orchard 100ha							
8. DATE OF S/W	Mar.1982	Imp. Period: Oct.1983-Mar.1989							
9. CONSULTANT(S)	Nippon Koei Co., Ltd.  Nippon Giken Inc.	4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 15.10 EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)	2. MAJOR REASONS FOR PRESENT STATUS  none		
10. STUDY TEAM	No. of Members 12 Period Jun.1982-Mar.1983(10 months)	Conditions and Development Impacts: Condition: Irrigation benefit was estimated as the difference of net annual production between with-project and without project conditions. Attainment of the target production is after 5 years in existing paddy areas, eight years in new areas after project completion.  Development Impact: - Saving of foreign exchange for import of rice - Demonstration effects of modern irrigation practices - Increase of employment opportunity - Improvement of quality of farm products and increase of marketable value - Improvement of rural development							
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER						3. PRINCIPAL SOURCE OF INFORMATION ①, ③	
12. EXPENDITURE	Total 201,611 (¥'000) Contracted 189,003	Technology transfer to counterparts in the course of the study (18c/p's) JICA Training (1c/p)							

# PROJECT SUMMARY (F/S)

Compiled Mar. 1990  
Revised Mar. 1995

ASE IDN/A 307/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT					
1. COUNTRY	Indonesia	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 Bila Irrigation Project		Bila of South Sulawesi Province (Investigated Area 20,000ha, Population 83,700 in 1980)									
3. SECTOR Agriculture/Irrigation, Drainage & Reclamation		2. PROJECT COST		Total Cost	Local Cost	Foreign Cost					
4. REFERENCE NO.				1) 108,517	52,682	55,835					
5. TYPE OF STUDY F/S		3. CONTENTS OF MAJOR PROJECT(S)									
6. COUNTERPART AGENCY Ministry of Public Works, Directorate General of Water Resources Development		Irrigation Area: 9,800 ha									
7. OBJECTIVES OF STUDY F/S for south Sulawesi province Agriculture Development Technology transfer to Indonesian staff		1) Bila intake weir: 70m long, 12.7m high. 2) Kalola dam: Rockfill type, Crest 230m long. Dam 30.5m high 3) Irrigation Canals: Main canal 46.1km Secondary canal 98.3m. 4) Drainage canal: 86.5km 5) Farm roads: 172.5km 6) Tertiary system: 9,800ha.									
8. DATE OF S/W Feb. 1981		Imp. Period: Mar. 1983-Feb. 1990				(Description)  Jun. 1984 OECF L/A signed (E/S 550 million yen) Feb. 1987 - Dec. 1988 D/D undertaken (Nippon Koei Co.) Dec. 1990 OECF L/A signed (Phase I, 6,460 million yen) Feb. 1992 Construction started Oct. 1992 OECF L/A signed (Phase II, 3,788 million yen) Jul. 1995 Construction to be completed  OECF Loans: - Irrigation development of 9,524 ha - Bila intake weir (height 13m) - Kalola Dam (height 3m) - Irrigation canals (main 46km, secondary 98km) - Drainage canals (87km)  (FY1994 Domestic Survey) Construction of Bila intake weir and Kalola dam is planned to be completed by the middle of 1995. Another construction will be finished on Dec., 1996.  (FY1994 Overseas Survey) The project will be finished in July 1996. The construction process is slower than expected because the construction area is divided into several packages and different contractors took charge of the packages. Water distribution will partially start in 1995. Some parts were changed in implementation from the F/S. Irrigation area was changed from 9,800ha to 9,525ha after a detailed water balance investigation. The design of Kalola dam has been changed from the rock-fill type to the zoned earth-fill type, and headwork has been changed from the cascade type to the hydraulic jump type.					
9. CONSULTANT(S) Nippon Koei Co., Ltd. Nippon Giken Inc.		4. FEASIBILITY AND ITS ASSUMPTIONS Feasibility: Yes		EIRR1) 15.30 EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)						
10. STUDY TEAM No. of Members 13 Period Jun. 1981-Jun. 1982 (13 months)		Conditions and Development Impacts: [condition] Economic benefit of the project was estimated by only the direct benefit derived from the crop production with the irrigation development. The economic evaluation was made based on 50 years of project life starting from 1983 which would be the starting year of the construction, assuming that realization of target benefit is primarily 5 years after start of the cropping. [Development Impacts] 1) The increase of the net reserve or capacity to pay of the average size farmers from Rp. 1,190 to Rp. 302,810 per annum. 2) Saving of foreign currency for import of rice. 3) Demonstration effects of modern irrigation practices. 4) Increase of employment opportunity. 5) Improvement of quality of farm products and increase of marketability. 6) Improvement of rural environment.				2. MAJOR REASONS FOR PRESENT STATUS  none					
<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;">55.02</td> <td style="text-align: center;">6.02</td> <td style="text-align: center;">49.00</td> </tr> </table>		Total M/M	Japan	Field	55.02			6.02	49.00	5. TECHNICAL TRANSFER Technology transfer to counterparts in the course of the study. JICA c/p training in Japan.	
Total M/M	Japan	Field									
55.02	6.02	49.00									
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY						3. PRINCIPAL SOURCE OF INFORMATION ①, ③, ④					
12. EXPENDITURE											
Total		143,154 (¥'000)									
Contracted		130,650									

和名 ビラかんがい開発計画

(F/S,D/D)

# PROJECT SUMMARY (M/P)

ASE IDN/S 111/83

Compiled Mar.1990

Revised Mar.1995

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS			
1.COUNTRY	Indonesia	1.SITE OR AREA	Java island trunk railway lines: Northern route Merak-Jakarta-Banyuwangi, Southern route Cikampek-Surabaya, Connecting route Cirebon-Kroya, etc		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued		
2.NAME OF STUDY		2.PROJECT COST			(Description)			
Electrification Project of Main Railway Lineds in Java		Total Cost    Local Cost    Foreign Cost (US\$,1,000)            1)    2,217,000    554,000    1,663,000 (US\$1=260Yen=660Rp)    2)						
3.SECTOR		3.CONTENTES OF MAJOR PROJECT(S)			(Description)  Following the study, the F/S proposed in the M/P was carried out from 1984 to 1986.  Special Note: At present, transport improvement in the JABOTABEK area is receiving higher priority. As the upgrading of local trunk lines is to be conducted one after another in conjunction with the progress of the above improvement in JABOTABEK, it is estimated that much time will be needed before the proposed electrification is put to implementation. At present, no discussion is being made on promoting electrification, because the situation of electric power supply is limited throughout the country and, for instance, introduction of private power generators is required in developing industrial parks and buildings. Considering that the speed increase on trunk lines has been taken up as a future objective, it is necessary, before electrification, to take effective measures for preventing train delay and ensuring safety by improving facilities for operation control, such as signals.  (FY1994 Domestic Survey) No additional information.			
4.REFERENCE NO.		The main purpose of this study were as follows; 1) Calculating investment benefit and energy saving. - The whole investment is estimated Rp.1,463 billion (Rp 49 billion/year) and IRR is calculated more than 20% . Oil saving amount is expected about 84 million gallon per year. So this project of electrification (more than 2,500 km) is totally evaluated "feasible". 2) Selecting a section with highest priority - Jakarta - Cirebon (195km) and Cikampek - Sundung (90km) are selected. Formulating long-term plan - Above priority section would be completed at 1989. Work period is about 25 years. The pace of electrification is considered 100 km per year. 3) Studing a type of electrification suitable for Java island. - Comparing several types, alternating electrification with 25kV commercial frequency is selected at the most suitably. Various investments relating this electrification are considered in this study.						
5.TYPE OF STUDY							M/P	
6.COUNTERPART AGENCY							Directorate General of Land Transport and Inland Waterways	
7.OBJECTIVES OF STUDY		4.CONDITIONS AND DEVELOPMENT IMPACTS						
Drawing up of a M/P on electrification for trunk railway lines in Java								
8.DATE OF S/W		1.Precondition Practically feasible(IRR 20%-) 1) Exchange rate : US\$1 = 280Yen = Rp.660 2) Inflation : not considered. The project life is assumed 30 years. So if the expectation of inflation rate is not proper, the economic analysis of this study would be no meaning.						
Apr.1982								
9.CONSULTANT(S)		2.Development impacts 1) Curtailment in oil use (84 X 1,000,000 gallon/year) 2) Improvement of road traffic and a reduction in road investment 3) Contribution towards the modernization and improvement of management of the Indonesian State Railways 4) Contribution to the economic development of Indonesia						
Japan Railway Technical Service								
10.STUDY TEAM								
No.of Members    15		5.TECHNICAL TRANSFER						
Period    May.1982-Mar.1983(10 months)								
Total M/M                      Japan                      Field		Site investigations were jointly conducted with counterparts.						
68.63                              42.33                      26.30								
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		3.PRINCIPAL SOURCE OF INFORMATION						
12.EXPENDITURE								
Total                              177,075 (¥'000)		①						
Contracted                      168,810								
2.MAJOR REASONS FOR PRESENT STATUS		3.PRINCIPAL SOURCE OF INFORMATION						
1.Worsening of the situation of electric power supply 2.Necessity of enormous funds								

和名 ジャワ島幹線鉄道電化計画

(M/P, Basic Study, Other)



# PROJECT SUMMARY (M/P)

Compiled Mar.1986  
Revised Mar.1995

ASE IDN/S 113/83

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS					
1.COUNTRY	Indonesia	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		North Banten Area. West Java Province			(Description)  Based on the study, the feasibility study on Karian multi-purpose dam was undertaken with JICA assistance.  (FY1994 Domestic Survey) Refer to the Karian Multipurpose Dam Construction Project Summary(ASE IDN/S 326/85)					
North Banten Water Resources Development		2.PROJECT COST								
		Total Cost    Local Cost    Foreign Cost (US\$1,000)                    1)            232,558            165,805            66,752 (US\$1=232.2yen)                    2)								
3.SECTOR		3.CONTENTS OF MAJOR PROJECT(S)								
Social Infrastructures/Water Resource Development		- Karian dam, rockfill, 52m high, 218 million cu.m in effective cap. - Cilawan dam, concrete gravity, 28m high, 54 million cu.m tunnel from K.dam to Cibear - Trans-basin tunnel from Karian Dam to Cibeureum River - Trans-basin tunnel from Cilawan Dam to Cicinta River - River training 26km - Irrigation facilities to K-C-C area; one intake weir, waterway, irrigation canals, drainage canals								
4.REFERENCE NO.		4.CONDITIONS AND DEVELOPMENT IMPACTS								
5.TYPE OF STUDY		Upon completion, the following impacts are expected. - Additional rice production of 120,000 tons - Improvement of living standards among the local inhabitants - Correction of income disparities.								
6.COUNTERPART AGENCY										
Directorate of Planning and Programing, Directorate General of Water Resources Development										
7.OBJECTIVES OF STUDY										
To increase income of North Banten Area, especially of K-C-C Area										
8.DATE OF S/W										
Feb.1982										
9.CONSULTANT(S)										
Nippon Koei Co., Ltd. Mitsui Consultants Co., Ltd.										
10.STUDY TEAM										
No.of Members    13										
Period Jul.1982-Jul.1983 (13 months)										
<table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">Total M/M</td> <td style="width: 33%;">Japan</td> <td style="width: 33%;">Field</td> </tr> <tr> <td style="text-align: center;">112.15</td> <td style="text-align: center;">53.17</td> <td style="text-align: center;">58.98</td> </tr> </table>		Total M/M	Japan	Field	112.15	53.17	58.98			
Total M/M	Japan	Field								
112.15	53.17	58.98								
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY										
12.EXPENDITURE		5.TECHNICAL TRANSFER								
Total                    324,576 (*000)		On-the-job training for counterparts								
Contracted            303,148										
		3.PRINCIPAL SOURCE OF INFORMATION								
		①								
		2.MAJOR REASONS FOR PRESENT STATUS								
		1. The major purpose of this project was the irrigation of rice fields. However, Indonesia attained self-supply of rice, so the project which aimed at increasing productivity of rice was postponed. 2. Any large projects were postponed in Indonesia.								

# PROJECT SUMMARY (M/P)

Compiled Mar.1986  
Revised Mar.1995

ASE IDN/S 112/83

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS	
1. COUNTRY	Indonesia	1. SITE OR AREA	Surabaya and its vicinity		1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Urban Development Planning on Gerbangketosusila Region (Surabaya Metropolitan Area)	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) (FY1993 Overseas Survey) The Government used the main point of the M/P as "an essential reference" for the urban development at present. However, each project component has not been embodied yet. Sector loan, as follows, realized the component partially.  (FY1993 Domestic Survey) (1) BAPDEDA of East Java adopted this M/P as a structure plan for Surabaya metropolitan area. So each sector of the development projects are based on the M/P. (2) This M/P is utilized as basis of IUIDP (Integrated Urban Infrastructure Development Project) Surabaya planned by IBRD. (3) 1) Intermediate Ringroad; The priority of this project grew up because East Java development project made rapid progress. So F/S and D/D were undertaken with the OECF loan. 1999.9. OECF L/A signed (11.99 billion yen)* * Subprojects of the OECF loan. a) Road improvement in South Sumatra and 5 seater in Java, with related consultant service. b) E/S of Surabaya circle road. 2) Tandes industrial complex; SIER, Tandes and Greeik were appointed to industrial complex area. Especially construction of factories made progress in Tandes. 3) Outside ring road; Radial toll road and intermediate ring road projects will be started soon. So it is necessary to prepare this project as soon as possible. JICA's feasibility study has been demanded with high priority.  (FY1994 Domestic Survey) Although requested, it was a pending project among proposed projects in 1995. Waiting for the result of Arterial Road System Development Study in Jakarta Metropolitan Area.
3. SECTOR	Social Infrastructures/Urban Planning & Land Development	(US\$1,000)	1)	2,246,000		
4. REFERENCE NO.		(US\$1=680Rp)	2)			
5. TYPE OF STUDY	M/P	3. CONTENTS OF MAJOR PROJECT(S)				
6. COUNTERPART AGENCY	Directorate General Cipta Karya	A master plan of Surabaya city was formulated for the target year 2000. Short term implementation program includes the following projects.				
7. OBJECTIVES OF STUDY	Urban planning	Middle Ring Road 41.5 km New Transit System Tandes Industrial Complex (1,200 ha) Park Town Housing Complex (1,200 ha)				
8. DATE OF S/W	Aug. 1981	4. CONDITIONS AND DEVELOPMENT IMPACTS				
9. CONSULTANT(S)	Pacific Consultants International					
10. STUDY TEAM	No. of Members 14 Period Nov. 1981-Mar. 1983 (17 months)					
	Total M/M	Japan	Field			
	100.57	29.48	71.09			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY					2. MAJOR REASONS FOR PRESENT STATUS	
12. EXPENDITURE		5. TECHNICAL TRANSFER			3. PRINCIPAL SOURCE OF INFORMATION	
	Total	271,768 (¥'000)	Overseas training of counterparts staff including Manager of urban planning division, Mr. Budisanto, and Project officer.		①, ③, ④	
	Contracted	257,867				

和名 スラバヤ都市圏都市計画

[M/P, Basic Study, Other]

# PROJECT SUMMARY (M/P)

Compiled Mar.1986  
Revised Mar.1995

ASE IDN/S 114/83

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDY RESULTS																
1.COUNTRY	Indonesia	1.SITE OR AREA	Jakarta, Medan and Surabaya	1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued															
2.NAME OF STUDY	Long Term Development Programs of the International Telecommunications	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;">194,000</td> <td style="text-align: center;">194,000</td> <td></td> </tr> <tr> <td></td> <td></td> <td colspan="3" style="text-align: left;">(US\$1=625Rp)</td> </tr> </table>	(US\$1,000)	1)	Total Cost	Local Cost	Foreign Cost		2)	194,000	194,000				(US\$1=625Rp)			(Description) Concerning the construction of a new international telecommunication center, a Japanese expert was assigned to PT. INDOSAT to give technical advice on international telecommunication in general from Feb. 1987. PT. INDOSAT has been implementing the recommended measures with technical advice from the Japanese experts. 1) Introduction of digital international telephone exchanges: installed in Mar. 1988 2) Digitalization of international transmission: 1985 TDMA introduce for satellite transmission 1984 Digitalization of microwave transmission between the earth station - the central station; connection of the international telephone exchange and the domestic relay exchanges by optical fiber cables Apr.1990 Introduction of IBS (Intelsat Business Service) for satellite transmission Dec.1990 Introduction of IDR (Intermediate Data Rate) for satellite transmission 3) New services: Mar.1989 Commencement of IODC (International Operator Direct Call) services Nov.1989 Commencement of ITFC (International Toll Free Call) services Fall 1989 Commencement of services of the electronic mail box and the reservation system 1989 The study was conducted on the construction and the user promotion of a basket exchange network (SRDP) (FY1994 Domestic Survey) No additional information. (FY1994 Overseas Survey) Following new facilities and new services were introduced on the base of this JICA study. Investment was financed by PT. Indosat itself. (new facilities) 1984 Construction of Medan gateway station and cable station completed Mar.1988 Construction of Jakarta international telecom center completed, new digital switching machine introduced Jul.1994 Construction of Medan earth station completed Sep.1994 Construction of Surabaya gateway station completed Mar.1995 Construction of Surabaya earth station to be completed (new services) 1985 Provision of Packet communication service started 1986 Provision of tele-fax(stored fax service)started 1995 Provision of frame relay service to be started	
(US\$1,000)	1)	Total Cost	Local Cost	Foreign Cost																
	2)	194,000	194,000																	
		(US\$1=625Rp)																		
3.SECTOR	Communications & Broadcasting/(Comms. & Broad. in)General	3.CONTENTS OF MAJOR PROJECT(S)	The study proposed the following three measures. 1) Expansion of the existing network by establishing new gateway stations in Jakarta and Medan, and later on in Surabaya 2) Digitalization of the telecommunication network to establish IDN by introducing optical fibers for submarine cables, the time division multiple access(TDMA) for satellite telecommunication and digital SPC exchanges 3) Establishment of a packet exchange data network to provide new telecommunication services																	
4.REFERENCE NO.		4.CONDITIONS AND DEVELOPMENT IMPACTS	The project aims to establish the international telecommunication system in Indonesia toward the next century, and will facilitate the long-term growth of the Indonesian economy.	2.MAJOR REASONS FOR PRESENT STATUS																
5.TYPE OF STUDY	M/P	5.technical transfer	On-the-job training			3.PRINCIPAL SOURCE OF INFORMATION ①, ③														
6.COUNTERPART AGENCY	Directorate General of Post and Telecommunication	10.STUDY TEAM	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">No. of Members</td> <td style="text-align: center;">13</td> </tr> <tr> <td style="text-align: center;">Period</td> <td style="text-align: center;">Jun.1982-Jun.1983(12 months)</td> </tr> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan      Field</td> </tr> <tr> <td style="text-align: center;">38.61</td> <td style="text-align: center;">22.21      16.40</td> </tr> </table>	No. of Members	13			Period	Jun.1982-Jun.1983(12 months)	Total M/M	Japan      Field	38.61	22.21      16.40							
No. of Members	13																			
Period	Jun.1982-Jun.1983(12 months)																			
Total M/M	Japan      Field																			
38.61	22.21      16.40																			
7.OBJECTIVES OF STUDY	International Telecommunications Master Plan Preparation	11.ASSOCIATED AND/OR SUBCONTRACTED STUDY																		
8.DATE OF S/W	Feb.1982	12.EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: center;">89,585 (¥'000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">79,462</td> </tr> </table>	Total	89,585 (¥'000)	Contracted	79,462													
Total	89,585 (¥'000)																			
Contracted	79,462																			
9.CONSULTANT(S)	Kokusai Denshin Denwa Co, Ltd.																			

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

Compiled Mar. 1986

Revised Mar. 1995

ASE IDN/S 206B/83

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Indonesia	1. SITE OR AREA			
2. NAME OF STUDY	Development Project of Dumai Port	Sumatra, Riau Province			
3. SECTOR	Transportation/Port	2. PROJECT COST	M/P 1) Local Cost	Foreign Cost	
4. REFERENCE NO.		(US\$1,000) 2)	125,000	72,000	
5. TYPE OF STUDY	M/P+F/S	US\$1=250Yen=680Rp. = F/S 1) 2) 3)			
6. COUNTERPART AGENCY	Directorate General of Sea Communication	3. CONTENTS OF MAJOR PROJECT(S)			
7. OBJECTIVES OF STUDY	M/P aiming the year 2000 Short-term development plan aiming the year 1985	<M/P> For the development of Dumai port, long-term plan aiming the year 2000 and short-term plan aiming the year 1990 are formulated. Major projects in the long-term development plan are : - Palm oil wharf(dolphin type): 2 berths -12m <sup>2</sup> -10m max, 35,000DWT - Wharf for foreign trade: 6 berths, -10m, 15,000DWT - Wharf of passenger boats: 1 berth, -8.5m, 8,000GT - Warehouse and storage - Area for the storage and loading Major projects in the short-term development plan are : - Jetty berth : 500m - Dolphin berth : 1 berth (-12m) - New wharf : 3 berths (-10m) - Warehouse : 2 - Development of open storage yard <F/S> Reclamation: 2.8 million cu.m New wharf(-5, -8.5, -10m): 1910m Dolphin(-10, -12m): 2 berth Road: 255,000sq.m Revetment: 1,840m Pavement: 320,000sq.m Transit Shed: 22,800sq.m Building: 6,000sq.m - Water supply, electric power, drainage - Navigation aid construction			
8. DATE OF S/W	Aug. 1982	Imp. Period: Sep. 1985-Dec. 1988			
9. CONSULTANT(S)	Overseas Coastal Area Development Institute	4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 15.00 EIRR2) EIRR3)	FIRR1) 8.90 FIRR2) FIRR3)
10. STUDY TEAM	No. of Members 9 Period Oct. 1982-Oct. 1983 (12 months)  Total M/M Japan Field 49.93 30.00 19.93	Conditions and Development Impacts: <M/P> As a collector port under the Belawan port, this port will become the core port in the regional development of Riau province, hinterland of the port, and also play a role as the transit port for feeder ports constructed under collector ports. <F/S> Conditions: - Future cargo volume is based on the demand forecast for the year 1990 and 2000. - Main cargos are palm oil from plantation farms, sawn timber, plywood, etc. - The function of the present crude oil export base will continue in the future. Accrued Benefits: (1) Reduced waiting time and starting costs of ships (2) Reduced cargo handling costs through improved port efficiency (3) Increased employment opportunities and higher regional income (4) Regional development			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER			
12. EXPENDITURE	Total 129,134 (¥000) Contracted 120,609	Counterpart training: Training on methods of natural condition investigation and methods of F/S. Site visit to Japanese port was also carried out for 3 trainees.			
		I. PRESENT STATUS		<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Discontinued or Cancelled <input type="checkbox"/> Partially Completed	
		2. MAJOR REASONS FOR PRESENT STATUS		(Description) Mar. 1984 OECF loan agreement signed (E/S 230 million yen) During the basic design stage, the exports of palm oil did not grow as much as projected, and the plan to develop port facilities in Batam Island was announced. Detailed design completed by scaling down the size of the berth for palm oil from 35,000 DWT to 5,000 DWT Dec. 1989 OECF loan agreement signed (4,375 million yen) Jan. 1992 Construction started Feb. 1994 Construction to be completed  (FY1993 Overseas Survey) No additional information.  (FY1994 Domestic Survey) No additional information.	
		3. PRINCIPAL SOURCE OF INFORMATION		①, ②, ④	

和名 ドマイ港整備計画

[M/P+F/S]

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

Compiled Mar.1986  
Revised Mar.1995

ASE IDN/S 207B/83

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Indonesia	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 Padang Area Flood Control Project		Padang, West Sumatra Province					
3.SECTOR Social Infrastructures/River & Erosion Control		2.PROJECT COST (US\$1,000)		M/P 1) 77,000 Local Cost   30,000 Foreign Cost 2) 47,600		(Description) Feb.1985 OECF E/S loan agreement signed (580 million yen) Oct.1986 - Mar.1989 Detailed design and extension study undertaken Dec.1990 OECF loan agreement signed (8,063 million yen) Aug.1991 - Jul.1995: Procurement/construction supervision Nov.1991 Construction started Aug.1995 Construction to be completed  Oct.1986-Jan.1988 Detailed design(by OECF Loan) 1)Review of previous studies 2)Additional data collection, topographical surveys and soil-mechanics investigations 3)Detailed design for: a)River channel improvement of the lower and middle reaches of the Arau, Kuranji and flood discharge of 25-year return period) b)Improvement of major tributaries such as the Jirak and Balimbing river(for the flood discharge of 10-year return period) c)New drainage pumping station and improvement of the lower reaches of major drainage channels(for the flood discharge of 10-year return period) 4)Preparation of implementation program and O&M manual 5)Transfer of knowledge to counterpart personnel Oct.1988-Mar.1989 Additional detailed design(by OECF Loan) Basic design of drainage channel improvement in the new urban area of about 1,500ha between the flood relief channel and the Air Dingin river. Aug.1991-Aug.1995 1)River channel improvement of the Arau river, the flood relief channel and the Jirak river(13km) 2)Reconstruction of the Lubak Begalung diversion weir 3)Construction/reconstruction of such structures as drainage culverts, drop structures, siphons and road bridges 4)Urban drainage channel improvement(2km) 5)Construction supervision and transfer of knowledge to counterpart personnel	
4.REFERENCE NO.		F/S 1) 46,654   15,346 2) 31,307 3)		3.CONTENTS OF MAJOR PROJECT(S)			
5.TYPE OF STUDY		M/P+F/S		<M/P>(1)Arau River Improvement Plan:1)Improvement of Main Stream(10.6km), Flood relief channel(6.7km), Jirak River(4.6km); 2)Reconstruction of Lubak Begalung Diversion weir; 3)Reconstruction of 3 bridges, 3 drainage culverts and 2 siphons. (2)Kuranji River:1)Improvement of Main stream(13.5km), Balimbing River(9.7km),LarasRiver(4.2km); 2)Construction of Laras retarding basin, middle & lower Laras. 4)Reconstruction of 2 bridges. (3)Air Dingin River(5.2km):1)Excavation; 2)Improvement of diking system at lower Air Dingin. (4)Drainage:1)Improvement of main drains 43km; 2) 6 pump stations. <F/S>(1) Araw River and Tirak River 1)excavation, dredging, embankment 2)wet masonry reventment 3)drain sluiceway 4)bridge 5)ground sill work (2) Flood relief channel 1)excavation,dredging, embankment 2)wet & dry masonry reventment 3)drain sluiceway, pump station 4)drainage culvent, bridge, syshon, diversion weir 5)drainage improvement (3) Kuranji, Balimbing, Laras River & Laras retarding basin 1)excavation, dredging, embankment 2)wet & dry masonry reventment 3)drain sluiceway 4)bridge 5)ground sill work 6)drainage improvement (4) Air Dingin River 1)excavation, embankment 2)wet masonry, reventment 3)drain sluiceway 4)ground sill work			
6.COUNTERPART AGENCY		Directorate General of Water Resources Development					
7.OBJECTIVES OF STUDY		To formulate a flood control and drainage plan to protect Padang city and its surrounding area from the expected present and future flood damages.					
8.DATE OF S/W		Nov. 1982					
9.CONSULTANT(S)		Nikken Consultants., Inc.		Imp. Period: 1984-1991			
10.STUDY TEAM		No. of Members 11 Period Jan.1983-Oct.1983(8 months)		4.FEASIBILITY AND ITS ASSUMPTIONS Feasibility: Yes EIRR1 14.70   FIRR1 EIRR2   FIRR2 EIRR3   FIRR3			
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		Total M/M   Japan   Field 63.92   13.68   50.24		Conditions and Development Impacts: [Conditions] Benefit was based on the estimated amount of flood damage of private property, agricultural products, and public facilities. The development impact of the land, which can not be used during wet season, is also taken into consideration. The project life is 50 years. [Impacts] -Protection of land (2.64 ha) and houses (21.330) from floods. -Enhancement of land use (840ha) from existing unused land to residential area. -creation of employment opportunity to the local people.			
12.EXPENDITURE		Total 186,946 (¥'000) Contracted 177,377		5. TECHNICAL TRANSFER - Technical meetings and on-the-job training - Overseas training - Effective utilization of local consultants			
				2.MAJOR REASONS FOR PRESENT STATUS Due to importance of the area and urgency of project implementation.			
				3.PRINCIPAL SOURCE OF INFORMATION ①, ④			

和名 バダグン治水計画

(M/P+F/S)

# PROJECT SUMMARY (F/S)

Compiled Mar.1990

Revised Mar.1995

ASE IDN/S 321/83

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1.COUNTRY	Indonesia	1.SITE OR AREA	Jakarta			1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input checked="" type="checkbox"/> Discontinued or Cancelled	
2.NAME OF STUDY	Urban Renewal Housing Project in Jakarta	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost			
3.SECTOR	Social Infrastructures/Urban Planning & Land Development	(US\$1,000)	1) 87,300	45,000		(Description)  The Government requested OECF for an E/S loan in 1983/84 and 1984/85, but did not get the approval. Redevelopment is an important measure to solve the urban problems of Jakarta City, but because of the problem of relocating local population, the project was suspended.  (FY1993 Overseas Survey) After the study, the project discontinued. Increased squatters caused the land acquisition to a failure. The Government has requested OECF for an E/S loan, but OECF did not select the project due to low priority. Because the site is adjoining Manggarai Station, the plan, incorporating housing area, is not appropriate now. Such situation changed the original plan to a commercial zoned one. Then, the beneficiary of the plan is so limited that it is difficult for OECF to loan it.  (FY1994 Domestic Survey) No additional information.		
4.REFERENCE NO.		(US\$1=1,000Rp)	2)					
5.TYPE OF STUDY	F/S		3)					
6.COUNTERPART AGENCY	Directorate General of Housing, Building, Planning & Urban Development, Ministry of Public Works.	3.CONTENTS OF MAJOR PROJECT(S)						
7.OBJECTIVES OF STUDY	Urban development plan.	The objective of the project is to redevelop the site to be a city sub-centre forming the station-front plaza as a nucleus. Each project area (Manggarai and Kebon Melati) covers 45ha, population is 78,000. Since Manggarai area includes Manggarai station, the project aims at renewing urban functions including railway plan as well as relocation of factories and housing redevelopment.						
8.DATE OF S/W	Feb.1982	Imp. Period:						
9.CONULTANT(S)	Pacific Consultants International Nihon Sekkei Inc.	4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes/No	EIRR1) EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)			
10.STUDY TEAM	No. of Members 16 Period Jul.1982-Dec.1983 (18 months)	Conditions and Development Impacts: Development Impact: (1) Improvement of urban facilities (station front plaza, road) (2) Renewal of urban functions (3) Improvement of housing environments (4) Establishment of urban development institutions/techniques Redevelopment of kampungs (residential areas for low income people) which accounts for 60% of total area/population of the country can be a way to solve urgent city problems regarding urban facilities, housing and population.						
	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: left;">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;">73.30</td> <td style="text-align: center;">8.24</td> <td style="text-align: center;">65.06</td> </tr> </table>						Total M/M	Japan
Total M/M	Japan	Field						
73.30	8.24	65.06						
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Topographic Survey	5.TECHNICAL TRANSFER				2.MAJOR REASONS FOR PRESENT STATUS		
12.EXPENDITURE	Total 204,981 (¥000) Contracted 189,767	Overseas training for counterpart staff.				3.PRINCIPAL SOURCE OF INFORMATION		
						①, ③		

和名 ジャカルタ住宅市街地再開発計画

[F/S,D/D]

# PROJECT SUMMARY (F/S)

Compiled Mar. 1990  
Revised Mar. 1995

ASE IDN/A 309/83

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT			
1. COUNTRY	Indonesia	1. SITE OR AREA				1. PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input checked="" type="checkbox"/> Discontinued or Cancelled		
2. NAME OF STUDY K-C-C Irrigation Development Project		Kopo, Cikande, Careng Districts, eastern part of North Banten (Investigated area 11,500 ha, Population 43,000)							
3. SECTOR Agriculture/General		2. PROJECT COST		Total Cost	Local Cost	Foreign Cost			
4. REFERENCE NO.		(US\$1,000)	1)	35,939	22,659	13,280			
5. TYPE OF STUDY F/S		US\$1=690Rp.		2)					
6. COUNTERPART AGENCY Ministry of Public Works, Directorate General of Water Resources Development				3)					
7. OBJECTIVES OF STUDY Irrigation development for the existing rainfall rice field		3. CONTENTS OF MAJOR PROJECT(S)				(Description) - This project were absorbed into Karian multipurpose dam plan. - This project was implemented with "North Banten Water Resources Development Project" as M/P and "K-C-C Irrigation Development Project" as F/S.  (FY1994 Domestic Survey) The project has not been implemented after the feasibility study.  (FY1994 Overseas Survey) This project was later absorbed into Karian multipurpose dam plan, but the dam is not constructed yet. According to the interview, K-C-C district is fertile and most adequate for rice paddies. However since the district is located in the west Java, much farmland has been transformed into industrial sites. F/S of dam construction in the North Banten was undertaken in 1994, however, its main purpose is to provide water supply to Jakarta rather than agricultural use.			
8. DATE OF S/W 1982		Imp. Period: Apr. 1984~Jul. 1987							
9. CONSULTANT(S) Nippon Koei Co., Ltd.  Mitsui Consultants Co., Ltd.		4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 17.40 EIRR2) EIRR3)			FIRR1) FIRR2) FIRR3)	
10. STUDY TEAM No. of Members 22 Period Jul. 1982-Jun. 1983 (12 months)		Conditions and Development Impacts: Conditions: Benefit is estimated as the difference of net annual income from the agricultural production between with-project and without-project conditions Development Impacts: Increase of production of paddy rice and paddy second crop Saving of foreign currency Increase of employment opportunity							
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER							
12. EXPENDITURE		Transfer of technology to counterpart personnel through the implementation of feasibility study.							
		Total	110,802 (¥000)					3. PRINCIPAL SOURCE OF INFORMATION	
		Contracted	115,957					①, ③	
								2. MAJOR REASONS FOR PRESENT STATUS	

和名 K-C-C 地区灌溉開発計画

[F/S,D/D]

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

Compiled Mar.1988  
Revised Dec.1994

ASE IDN/S 209B/84

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1.COUNTRY	Indonesia	1.SITE OR AREA		Jakarta City(emergency portion & Stage 2-Phase1)		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	Jakarta Water Supply Development Project	2.PROJECT COST	M/P 1) 1,854,000 Local Com	995,000 Foreign Cost	856,000			
3.SECTOR	Public Utilities/Water Supply	(US\$1,000)	2) 365,000	178,000	187,000	(Description) Feb.1985 OECF loan agreement on emergency plan (4,500 million yen). BUARAN-1 Dec.1985 OECF loan agreement (10,923 million yen). BUARAN-2 Jul.1987 D/D on emergency plan completed Oct.1987 Construction of BUARAN Treatment Plant No.1 started 1988-89 D/D on the first phase completed Dec.1990 Construction of Buaran Treatment Plant No.2 (phase I) started Dec.1990 OECF loan agreement (6,446 million yen). Distribution Pipes Networks May.1992 Construction of distribution pipes started Jul.1992 BUARAN Plant No. 1 completed Sep.1993 BUARAN Plant No. 2 to be completed Jun.1996 Distribution pipes to be completed  (FY1993 Overseas Survey) The construction of Buaran II is scheduled to complete in 1996.  (FY1994 Domestic Survey) No additional information.		
4.REFERENCE NO.		3.CONTENTS OF MAJOR PROJECT(S)						
5.TYPE OF STUDY	M/P+F/S	<M/P> 1. Emergency Plan 1-1 Rehabilitation & improvement construction project(1985-1990) 1) Replacement/installation of water meters 2) Rehabilitation of distribution pipelines to reduce the unaccounted-for-water 3) Leakage protection survey plan 2) Short term improvement plan/project(1985-1989) 1) Chlorine dosing facility improvement 2) Installation of distribution branch pipes 1-3 The Emergency plan/project 1) Construction of new water treatment plant and trunk main pipes to transmit water to existing service area 2. Expansion plan(3,000 l/s each) 2-1 West Tarum canal system 2-2 Cisadane river system 3. Project financed by the World Bank 3-1 Prompt execution of West Tarum canal expansion project 3-2 Prompt execution of transmission pipeline to convey water from new intake site to existing water treatment plant <P/S>Intake/ Eastside West Tarum Canal 3.2cu.m/s; Westside Cisadane river 3.2cu.m/s Raw water pipe/ Westside D:1,500,16.5km Treatment plant/ Eastside Buaran plant 3.0cu.m/s; Westside Lebadbulus plant 3.0cu.m/s Transmission main Eastside No.of pumps/ 6 pipe D:1,500-D:1,650 X 16.3km; Westside Gravity flow D:1,200 X 9.1km Distribution/ Eastside Reservoir X 2, pump X 6, main pipe D:300-D:1,800 X 115.1km Westside Reservoir X 2, pump X 5, main pipe D:300-D:1,800 X 84.9km  Imp. Period: Jul.1987-Dec.1993						
6.COUNTERPART AGENCY	Directorate General of Human Settlement (Cipta Karya), Ministry of Public Works							
7.OBJECTIVES OF STUDY	Water Supply implementation plan for the target year of 2005	4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)			5.80
8.DATE OF S/W	Feb.1983	10.STUDY TEAM No.of Members 9 Period Jun.1983-Mar.1984(18 months) Jun.1984-Mar.1985 Total M/M Japan Field 59.00 34.00 25.00						
9.CONSULTANT(S)	Nihon Suido Consultants Co., Ltd.							
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		Conditions and Development Impacts: <M/P>Based on the JABOTABEK Metropolitan Development Program, the Jakarta city development plan has been established. To meet the real condition of the city, M/P of water supply which was prepared in 1972 had to be revised based on the City development plan. The revised M/P proposes a water supply system for the future population of 12,000,000 at the target year of 2005,taking water not only from east side resources but also from west. <F/S><Conditions for IRR.> (1) 30 years starting from 1991(2) 1983's price level ; (3) Investment started in 1983 (4) Increase annually salable water rate to 7% in 2005 rate calculated. <Impacts>(1) Increased served population (2.4 - 5.4 mill persons) (2) Water source for residents of the North-Pat has been changed from groundwater/sales water to piped water; (3) Water pressure of the region has been increased; (4) Improved public health,sanitation and environmental condition; etc						
								12.EXPENDITURE
Total 314,862 (¥'000)		Carried out a training program in Japan for one counterpart for one month.		2.MAJOR REASONS FOR PRESENT STATUS				(1) Continuity; The delay of implementation of First phase plan(OECF loan 1975-82)resulted in the shortage of water which requires urgent implementation of next phase. (2) Priority; necessary to implement water supply facility urgently for the capacity.
Contracted 159,465				3.PRINCIPAL SOURCE OF INFORMATION		①, ②		

和名 ジャカルタ市水道整備計画

[M/P+F/S]



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

ASE IDN/S 208B/84

Compiled Mar.1988  
Revised Mar.1995

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT												
<b>1.COUNTRY</b>	Indonesia	<b>1.SITE OR AREA</b>	The entire country		<b>1.PRESENT STATUS</b> <input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Discontinued or Cancelled <input type="checkbox"/> Processing											
<b>2.NAME OF STUDY</b>	Five-Year Plan for the Integrated Development of Radio and Television Broadcasting	<b>2.PROJECT COST</b>	M/P 1) 923,600 Local Cost 2) Foreign Cost (US\$1,000) (US\$1=233.6Yen=934.F/S 1) 229,400 14,900 214,500 2) 3)	<b>(Description)</b> 1.The Government of Indonesia has formulated the Long-term Plan on broadcasting based on this M/P Study and is implementing several Projects as follows: (1) Enhancement of Radio and Television Network (Phase-I): Dec.1985 OECF L/A signed (6,507 million yen) Dec.1990 construction completed (2) Enhancement of Radio and Television Network (Phase-II): Dec.1987 OECF L/A signed (8,603 million yen) Dec.1992 Construction completed Phase I: Total cost US\$31.5 million of which, local cost US\$4.2 million Phase II: Total cost US\$55.5 million foreign and local costs financed by OECF (3) Television News and Program Total Editing and Dubbing System: Japanese Grant (502 MW), 1989 E/N, completed (4) In addition to above Projects, three projects were completed and three projects are on-going by loans from USA, UK and Austria. 2.From 1988 to 1990, further JICA M/P and F/S were carried out in order to review the existing Long-term Plan and also work out Short-term Plan of the Repelita V. (FY1993 Overseas Survey) The rehabilitation of Phase-I has been implemented in 1993-1995. (FY1994 Domestic Survey) No additional information.												
<b>3.SECTOR</b>	Communications & Broadcasting/(Comms. & Broad. in)General	<b>3.CONTENTS OF MAJOR PROJECT(S)</b>	<M/P>1) TV Republic Indonesia (National TV Station) 2) Radio Republic Indonesia(National Radio Station) <F/S>- Radio transmission (medium-wave, short-wave, FM): 54 new stations; rehabilitation of 23 stations; 26 sets of alternate equipment - TV transmission 50 new stations; 10 sets of equipment for replacement - Radio broadcasting facilities: 26 new studios; 99 studios for rehabilitation; OB van and 42-unit studio equipment 114 sets - TV broadcasting facilities: 9 new studios; 8 studios for rehabilitation; OB van and 16-unit studio equipment 67 sets													
<b>4.REFERENCE NO.</b>			Imp. Period: 1985 1988													
<b>5.TYPE OF STUDY</b>	M/P+F/S	<b>4.FEASIBILITY AND ITS ASSUMPTIONS</b>	Feasibility: Yes	EIRR1) 32.60 FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)												
<b>6.COUNTERPART AGENCY</b>	Directorate Gneral of Radio, Television and Film (RTP)	<b>10.STUDY TEAM</b>	<b>Conditions and Development Impacts:</b> Assumptions:<M/P,F/S> (1) annual economic growth rate of 5.0% - 6.0% after 1985 (6.0% during 1979 - 84); (2) annual population growth rate of 1.7% and the population of 200 million in 2000; (3) per capita income of US\$950 in 2000; and (4) No. of radio and TV sets in use is projected as follows: <table border="1"> <thead> <tr> <th></th> <th>1983</th> <th>1989</th> <th>2000</th> </tr> </thead> <tbody> <tr> <td>Radios</td> <td>250</td> <td>328</td> <td>462 (million sets)</td> </tr> <tr> <td>TV</td> <td>50</td> <td>84</td> <td>189 (million sets)</td> </tr> </tbody> </table> Development impacts:<M/P,F/S> (1) Closer integration of the population through increased access to broadcasting media; (2) improvement of school education, adult education and vocational training and human resource development; (3) stimulation of economic activities			1983	1989	2000	Radios	250	328	462 (million sets)	TV	50	84	189 (million sets)
	1983	1989	2000													
Radios	250	328	462 (million sets)													
TV	50	84	189 (million sets)													
<b>7.OBJECTIVES OF STUDY</b>	Formulation of a long-term development plan through 2000 and identification and evaluation of short-term development projects	<b>11.ASSOCIATED AND/OR SUBCONTRACTED STUDY</b>														
<b>8.DATE OF S/W</b>	Apr.1983	<b>12.EXPENDITURE</b>	Total 239,222 (¥000) Contracted 174,933													
<b>9.CONSULTANT(S)</b>	Integrated Technology Inc.	<b>5.TECHNICAL TRANSFER</b>	1)OJT; 2)Participation of the counterparts in the JICA training program; and 3)employment of local consultants													
		<b>2.MAJOR REASONS FOR PRESENT STATUS</b>	1.High priority: High priority has been given to the role of broadcasting to achieve the target of the National Development Plan. 2.Continuity: To continue the improvement of broadcasting with precedence of OECF finance in connection with previous projects in 1970s.													
		<b>3.PRINCIPAL SOURCE OF INFORMATION</b>	①, ②, ③, ④													

和名 ラジオ・テレビ放送総合開発5カ年計画

[M/P+F/S]

# PROJECT SUMMARY (F/S)

Compiled Mar.1990

Revised Mar.1995

ASE IDN/S 323/84

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Indonesia	1.SITE OR AREA				I.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 New Railway Line for Cengkareng Airport		Section between the center of Jakarta and Cengkareng Airport					
3.SECTOR Transportation/Railway		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost	
4.REFERENCE NO.		(US\$1,000)	1)	205,620	88,393	117,227	
5.TYPE OF STUDY F/S		2)					
6.COUNTERPART AGENCY Directorate General of Land Transport and Inland Waterways		3)					
7.OBJECTIVES OF STUDY Construction project for a new railway line between Cengkareng Airport and the center of Jakarta.		3.CONTENTS OF MAJOR PROJECT(S) New Railway Line for the airport (Route A:19.8km): It will be constructed between Cengkareng Airport and Jakarta station. (Detailed route:the airport -through the northwest Jakarta City - Kotaintan station-Pass over the being line around Kata Station - connect the central line at Jakarta station.) Construction cost:35,503 million yen. Rolliy stock cost ... 12,242 million yen. 1) Engineering/Truck construction:Base, elevated bridge, truck 2) Electrification:substation, distribution wire, lighting and electric facilities. 3) Signally and telecommunication construction:railroad crossing, lighting instrument, lighting line, truck circuit, telecommunication instrument, telecommunication line. 4) Station facilities: station, signal station 5) Airport station: Engineering, bridge, platform, building, truck 6) Compensation for removals.				(Description) This project is included in the JABOTABEK Project which is steadily in progress under the guidance of JARTS. Since the immediate objective of the JABOTABEK Project is the completion of a commuter railway, the implementation of this project including new line construction is behind the schedule. However, since this project is related to future plans of the Jakarta Kota area, it is necessary to harmonize with these plans especially the timing of respective implementation, in future.  (FY1993 Overseas Survey) No additional information.  (FY1994 Domestic Survey) Meanwhile, the Government of Indonesia is expecting that this new line construction project will be invested by private sector due to the fact that it has become possible for private sector to invest the railway development by the new railway Law revised in 1992.	
8.DATE OF S/W Jul.1982		Imp. Period:		1987-1991	1987-2006		
9.CONSULTANT(S) Japan Railway Technical Service		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 14.30 EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)	
10.STUDY TEAM No.of Members 18 Period Jul.1982-Aug.1984(24 months)  Total M/M                  Japan                  Field 80.38                          45.63                          34.75		Conditions and Development Impacts: (1) Preconditions -The foreign - currency portion is financed with overseas loans at 6% (with payments to begin after a 7-year deferral over a 20-year period in equal amounts). -The local-currency portion is financed with the national budget or loans in terms of rupees at 13.5% (with payments to begin after a 4-year deferral over a 6-year period in equal annual amounts). (2) Development impacts -Reduction in travel time to the airport via the new railway line. -Alleviation of road traffic congestion, resulting in time and fuel savings for road users.				2.MAJOR REASONS FOR PRESENT STATUS Implementation of this project is behind schedule, because the immediate objective of the JABOTABEK Railway Project is extremely limited.	
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER Site investigations were conducted with the cooperation of counterparts. Enough explanation of the results to counterparts and concerned personnels.					
12.EXPENDITURE Total                          802,886 (¥'000) Contracted                          803,484		3.PRINCIPAL SOURCE OF INFORMATION ①, ②					

和名 ジャカルタ大都市圏鉄道輸送計画 (チェンカレン空港鉄道新線計画)

(F/S,D/D)

# PROJECT SUMMARY (F/S)

Compiled Mar.1986  
Revised Mar.1995

ASE IDN/S 324/84

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																
1.COUNTRY	Indonesia	1.SITE OR AREA		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">2.PROJECT COST</td> <td style="width: 15%; text-align: center;">1)</td> <td style="width: 15%; text-align: center;">Total Cost</td> <td style="width: 15%; text-align: center;">Local Cost</td> <td style="width: 15%; text-align: center;">Foreign Cost</td> </tr> <tr> <td style="text-align: center;">(US\$1,000)</td> <td style="text-align: center;">2)</td> <td style="text-align: center;">435,714</td> <td style="text-align: center;">97,337</td> <td style="text-align: center;">338,377</td> </tr> <tr> <td style="text-align: center;">US\$1=980Rp.</td> <td style="text-align: center;">3)</td> <td></td> <td></td> <td></td> </tr> </table>		2.PROJECT COST	1)	Total Cost	Local Cost	Foreign Cost	(US\$1,000)	2)	435,714	97,337	338,377	US\$1=980Rp.	3)				<p>1.PRESENT STATUS</p> <p> <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                 </p>	
2.PROJECT COST	1)	Total Cost	Local Cost			Foreign Cost																
(US\$1,000)	2)	435,714	97,337	338,377																		
US\$1=980Rp.	3)																					
2.NAME OF STUDY		3.CONTENTES OF MAJOR PROJECT(S)																				
Grade Separated Crossing in Manggarai Station, Improvements on Merak Line and Track Addition and Other Improvements on Tangerang Line		<p>(1)Grade separation of Manggarai station:</p> <p>1)Station Facilities: station building, passageway, platform, platform shed; 2)Railway Structure: reinforced concrete(RC) viaduct, RC box culvert, new bridge, embankment and RC retaining wall; 3)Drainage Facilities: 4)Electric, Signalling and Telecommunication facilities.</p> <p>Track addition on (2) the Merak Line and (3) the Tangerang Line</p> <p>1st Stage: Rehabilitation</p> <ul style="list-style-type: none"> <li>- Rehabilitation of the track and road level crossings.</li> <li>- Replacement of the R3 rail to R14A rail(Merak Line)</li> <li>- Replacement of 25kg/m rail to UIC54 rail (Tangerang Line)</li> </ul> <p>2nd Stage: Expansion</p> <ul style="list-style-type: none"> <li>- Improvement of electric, signalling and telecommunication.</li> </ul> <p>3rd Stage:Track Doubling</p> <ul style="list-style-type: none"> <li>- Track addition and completion of rehabilitation work.</li> <li>- Improvement of access roads to the stations and station front plazas.</li> </ul>		<p>(Description)</p> <p>1) Grade separation of Manggarai station After the completion of the F/S, the D/D was carried out in 1988 using OECF funds. Although efforts are being made to procure funds for starting the construction, the final decision has not yet been made concerning the financing. This project is an important element of the JABOTABEK Project. However, because the objective of the entire project has been scaled down, implementation of this project has been delayed.</p> <p>2) Track addition of the Merak line After the completion of the F/S, D/D was carried out in 1987 by using the fund from France. Line reinforcement (signalling, electrification, etc.) under the single-track system is now in progress, while track improvement was completed.</p> <p>3) Track addition of the Tangerang line Like the case of 2) above, D/D was carried out in 1987 by using the fund from France. As for the construction, track improvement alone was completed by using internal funds.</p> <p>(FY1993 Overseas Survey) The construction is schedule to complete in 1991.</p> <p>(FY1994 Domestic Survey) Track addition of the Merak line The test run by electric railcar was conducted on May.1994. The actual operation service, however, is not started yet due to the incomplete status of signalling system. The construction of the system is now underway and is planned to be completed by 1995. Track addition of the Tangerang line The program to develop a new single track with electrification as well as automatic signalling system along the existing track, is now under progress. The procurement of the materials for this is to be done through French fund. Their installation is to be completed by 1997 using the government budget.</p>																		
3.SECTOR		4.FEASIBILITY AND ITS ASSUMPTIONS																				
Transportation/Railway		<p>Imp. Period: 1987-1989</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Feasibility:</td> <td style="width: 15%; text-align: center;">EIRR1)</td> <td style="width: 15%; text-align: center;">37.20</td> <td style="width: 15%; text-align: center;">FIRR1)</td> </tr> <tr> <td style="text-align: center;">Yes</td> <td style="text-align: center;">EIRR2)</td> <td style="text-align: center;">24.80</td> <td style="text-align: center;">FIRR2)</td> </tr> <tr> <td></td> <td style="text-align: center;">EIRR3)</td> <td style="text-align: center;">23.20</td> <td style="text-align: center;">FIRR3)</td> </tr> </table> <p>Conditions and Development Impacts:</p> <p>[Preconditions] In accordance with the master plan for JABOTABEK railway improvement, the level crossings of the Central line and the Eastern and the Western lines are to be removed. The demand forecast for the years up to 2000 and the train planning are based on the M/P.</p> <p>[Development impacts] (1)An increase in the number of trains and promotion of railway improvement. (2)The track addition of the Merak and Tangerang lines can become a main power for promoting the development of the regions along the routes. (3)Reduction of travel time. (4)Alleviation of road traffic congestion due to frequent services of the railway system.</p>		Feasibility:	EIRR1)	37.20	FIRR1)	Yes	EIRR2)	24.80	FIRR2)		EIRR3)	23.20	FIRR3)	<p>2.MAJOR REASONS FOR PRESENT STATUS</p> <p>(1)Size of project impact (2)Continuous factors over time and relationship with other projects: This is an essential project for increasing the number of trains. (3)As described above, although this project is an important element of the JABOTABEK Project, its implementation is a little behind schedule due to the scale down of the objective of the JABOTABEK Project.</p>						
Feasibility:	EIRR1)	37.20	FIRR1)																			
Yes	EIRR2)	24.80	FIRR2)																			
	EIRR3)	23.20	FIRR3)																			
4.REFERENCE NO.		5.TECHNICAL TRANSFER																				
5.TYPE OF STUDY		<p>(1)OJT: Investigations were conducted together with counterparts. (2)Two trainees were received. (3)Explanation of the results to concerned persons.</p>		<p>3.PRINCIPAL SOURCE OF INFORMATION</p> <p>①, ②, ④</p>																		
6.COUNTERPART AGENCY		6.STUDY TEAM																				
Directorate General of Land Transport and Inland Waterways		<p>No.of Members 17</p> <p>Period Jul.1983-Jun.1984(11 months)</p> <table style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <tr> <td style="width: 33%; text-align: center;">Total M/M</td> <td style="width: 33%; text-align: center;">Japan</td> <td style="width: 33%; text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">58.75</td> <td style="text-align: center;">32.28</td> <td style="text-align: center;">26.47</td> </tr> </table>		Total M/M	Japan	Field	58.75	32.28	26.47	<p>7.OBJECTIVES OF STUDY</p> <p>Grade separation of Manggarai station Track addition of the Merak line Track addition of the Tangerang line</p>												
Total M/M	Japan	Field																				
58.75	32.28	26.47																				
7.OBJECTIVES OF STUDY		8.DATE OF S/W																				
Grade separation of Manggarai station Track addition of the Merak line Track addition of the Tangerang line		Jul.1982		<p>9.CONSULTANT(S)</p> <p>Japan Railway Technical Service</p>																		
8.DATE OF S/W		9.CONSULTANT(S)																				
9.CONSULTANT(S)		10.ASSOCIATED AND/OR SUBCONTRACTED STUDY		<p>11.ASSOCIATED AND/OR SUBCONTRACTED STUDY</p>																		
10.ASSOCIATED AND/OR SUBCONTRACTED STUDY		12.EXPENDITURE																				
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		<p>Total 166,572 (¥'000)</p> <p>Contracted 165,140</p>		<p>12.EXPENDITURE</p>																		
12.EXPENDITURE		13.OTHER INFORMATION																				
13.OTHER INFORMATION																						

# PROJECT SUMMARY (F/S)

Compiled Mar. 1988  
Revised Mar. 1995

ASE IDN/S 325/84

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT																
1. COUNTRY	Indonesia	1. SITE OR AREA			1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled															
2. NAME OF STUDY	Volcanic Debris Control and Water Conservation Project in the Southeastern Slope of Mt. Semeru	Lumajan, East Java																			
3. SECTOR	Social Infrastructures/River & Erosion Control	2. PROJECT COST			(Description)																
4. REFERENCE NO.		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;">Total Cost</td> <td style="width: 10%;">Local Cost</td> <td style="width: 10%;">Foreign Cost</td> </tr> <tr> <td>(US\$1,000)</td> <td style="text-align: center;">1) 44,990</td> <td style="text-align: center;">24,400</td> <td></td> </tr> <tr> <td>(US\$1=240Yen)</td> <td style="text-align: center;">2)</td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">3)</td> <td></td> <td></td> </tr> </table>						Total Cost	Local Cost	Foreign Cost	(US\$1,000)	1) 44,990	24,400		(US\$1=240Yen)	2)				3)	
	Total Cost	Local Cost	Foreign Cost																		
(US\$1,000)	1) 44,990	24,400																			
(US\$1=240Yen)	2)																				
	3)																				
5. TYPE OF STUDY	F/S	3. CONTENTS OF MAJOR PROJECT(S)			The project is under implementation with the OECF financing.  Oct. 1983 OECF loan agreement signed (2,808 million yen) For emergency measures (river channel deepening 0.7 km, embankment 111 km, 2 check dams) Apr. 1990 Construction completed Aug. 1991 Additional construction completed  Total cost: US\$21.18 million (US\$1=230yen) Local cost: US\$ 8.97 million (US\$1=Ro.650)  *Contents of OECF Loan 1. River Bed Excavation(0.7km) 2. Construction of river dyke(111km) 3. Construction of Sabo Dam(2 places)  (FY1994 Domestic Survey) In Feb. 1994, a large scale eruption of Mt. Semeru volcano gave a large amount of accumulation of earth and sand(about 14M11 m3) at the upstream of Rivers Jari and Kediri. In order to implement counter measures for this, the implementation plan of the OECF Loan Project has been preparing.																
6. COUNTERPART AGENCY	Directorate General of Water Resources Development, Ministry of Public Works	(1) The First Priority Project (A) Sediment Control Facility Project Check Dam (3), Diversion channels(length of 1.3km) Sand Pocket(1), Intake and channel(1) (B) Debris Flow Warning System Project - Information Collection System: 1 small radar rain gauge station, 8 telemeter rainfall stations, 6 telemeter water level stations, 4 debris flow sensing stations, 2 debris flow visual measuring stations, 1 repeater station. - Information Processing System: information processing center. - Public Information System: 11 speaker station (2) The Second Priority Project: Check Dam(6), Sand Pocket(2) (3) Water conservation plan: Intake facilities, Groundwater Exploitation Facility, 2 Water Conveyance Facilities, Hydro-electric Power Station, Cultivated Paddy Field.																			
7. OBJECTIVES OF STUDY	F/S for the project to prevent the volcanic debris flow in the southeastern slope of Mt. Semeru.	Imp. Period: Apr. 1987-Mar. 1992  4. FEASIBILITY AND ITS ASSUMPTIONS <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;">Feasibility:</td> <td style="width: 10%;">EIRR1)</td> <td style="width: 10%;">8.90</td> <td style="width: 10%;">FIRR1)</td> </tr> <tr> <td></td> <td style="text-align: center;">Yes</td> <td style="text-align: center;">EIRR2)</td> <td style="text-align: center;">5.30</td> <td style="text-align: center;">FIRR2)</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">EIRR3)</td> <td></td> <td style="text-align: center;">FIRR3)</td> </tr> </table>						Feasibility:	EIRR1)	8.90	FIRR1)		Yes	EIRR2)	5.30	FIRR2)			EIRR3)		FIRR3)
	Feasibility:	EIRR1)	8.90	FIRR1)																	
	Yes	EIRR2)	5.30	FIRR2)																	
		EIRR3)		FIRR3)																	
8. DATE OF S/W	Dec. 1981	Conditions and Development Impacts: Conditions: Assumed damaged areas were classified into five phases and that the damage ratio was decided for the deposited sediment of each probability year. And agricultural production, living assets, production activities, public facilities, cost for removing sediment were counted as direct damage, and cost for urgent relief of sufferers as indirect damage.  Development impacts: The area of 25.29 sq. km would be mitigated from damage with the mitigated amount of 19,824 X 10 Rp. (price as of 1982) was expected. As far as lives of people concerned, 15,000 at project(1)A, 40,700 at project (1)B, and 19,000 at project(2) can be saved by these projects.  *EIRR 3) 8.7-16.2%																			
9. CONSULTANT(S)	Yachiyo Engineering Co., Ltd.	5. TECHNICAL TRANSFER Accepted six trainees																			
10. STUDY TEAM	No. of Members 18 Period Mar. 1982-Dec. 1984 (34 months)  <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;">Japan</td> <td style="width: 10%;">Field</td> </tr> <tr> <td>Total M/M</td> <td style="text-align: center;">93.87</td> <td style="text-align: center;">79.66</td> </tr> <tr> <td style="text-align: center;">173.53</td> <td></td> <td></td> </tr> </table>		Japan	Field			Total M/M	93.87	79.66	173.53			2. MAJOR REASONS FOR PRESENT STATUS (1) Scale of effect: Debris flow disaster occurred in May 1981 in the project site (2) Priority : Priority was particularly high as a urgent measure against disaster (3) Strength of propelling agency : Backed up by River Bureau, Ministry of Public Works								
	Japan	Field																			
Total M/M	93.87	79.66																			
173.53																					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Preparation of Topographic Maps	3. PRINCIPAL SOURCE OF INFORMATION ①, ④																			
12. EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;">528,821 (¥'000)</td> </tr> <tr> <td>Total</td> <td></td> </tr> <tr> <td>Contracted</td> <td style="text-align: center;">512,040</td> </tr> </table>		528,821 (¥'000)	Total		Contracted	512,040														
	528,821 (¥'000)																				
Total																					
Contracted	512,040																				

# PROJECT SUMMARY (F/S)

ASE IDN/S 322/84

Compiled Mar.1986  
Revised Mar.1995

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Indonesia	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 Nusa Tenggara Area Terrestrial Transmission Network Project		Nusa Tenggara Area					
3.SECTOR Communications & Broadcasting/Telecommunication		2.PROJECT COST		Total Cost	Local Cost	(Description) Suspended after the completion of F/S. In view of the delayed implementation of the transmission system between Java and Bali which has the higher priority than this project, the Indonesian government put off its request for OECF financing.  (FY1993 Overseas Survey) No additional information.  (FY1994 Domestic Survey) No additional information.  (FY1994 Overseas Survey) Being implemented by French loan as a part of WB Telecom IV. French constructor uses this JICA study as a reference for their D/D. French project includes Bali-Nusa Tenggara section (this section is not included in JICA study) 1992 France L/A signed (145.0mFF) 1995 Construction to be completed	
4.REFERENCE NO.				26,154	3,345		
5.TYPE OF STUDY F/S		3.CONTENTS OF MAJOR PROJECT(S)					
6.COUNTERPART AGENCY Ditjen Postel		1.Main microwave system (1) 6GHz: 960ch-60Mbit/s Transmission system (2) 2GHz: 60ch/120ch-4/8Mbit/s					
7.OBJECTIVES OF STUDY To formulate the Nusa Tenggara Area Terrestrial Transmission Network Construction plan and evaluate its feasibility		2.Spur microwave system (1) 800MHz,120ch analog Transmission system (2) 400MHz,analog construction					
8.DATE OF S/W Apr.1983		Imp. Period: 1986-1995					
9.CONSULTANT(S) Nippon Telecommunication Consulting Co., Ltd.		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)	17.70
10.STUDY TEAM		Conditions and Development Impacts: Construction works: Turn key system Development Impacts:For the system to satisfy circuit requirement expected in the year 2010.					
No.of Members 13 Period Aug.1983-Feb.1984(6 months)		1)Financial Analysis Surface Transmission Lines Construction: IRR:6.9%(PlanA),10.0%(PlanB),5.7%(PlanC) Profit Rates of Owned Capital: 12.5%(PlanA),17.7%(PlanB) Notes)PlanA(Project Life of 15years),PlanB(20years),PlanC(Submarine cable) Therefore,PlanB seems to have feasibility from the financial viewpoints as the value is better compare with the case that PURUMTEL borrows loan from the local institutions.					
Total M/M                  Japan                  Field 21.90                  14.99		2)Economic Analysis EIRR of PlanB is 10.7% which shows that this Project has feasibility from economical viewpoint. And taking into consideration that the influential economic effectiveness of the Project,the implementation of this Project will contribute quite a lot for the economic development of this Area.					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER				2.MAJOR REASONS FOR PRESENT STATUS  Delay of related project; concrete project- Jawa-Bali terrestrial transmission project,Trans-Sumatra terrestrial project,Trans Sulawesi terrestrial project,relation of this project. High Priority than this project.	
12.EXPENDITURE		On-job-training was conducted for the counterpart staff of RERUMTEL.					
Total                          91,955 (¥'000)						3.PRINCIPAL SOURCE OF INFORMATION ①, ②, ③	
Contracted                  83,601							

和名 ヌサテンガラ電気通信網整備計画

(F/S,D/D)

# PROJECT SUMMARY (M/P)

Compiled Mar.1988  
Revised Mar.1994

ASE IDN/S 115/85

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDY RESULTS																														
1. COUNTRY	Indonesia	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	Master Plan on the Development of Aids to Navigation System	the entire country				(Description)  1) Several of lighthouses and floating signals were installed by the fund provided by the British Government  2) Radio-wave signals were installed by the fund provided by the United States(35 beacon stations in addition to the on-going installations)  (FY1993 Overseas Survey) The plan has been implemented as follows:  - Completed The Maritime Telecommunication System Project Phase I in 1985. - Completed The Maritime Telecommunication System Project Phase II in 1989. - Completed The Maritime SAR-Communication System Project Phase I in 1991. - The Maritime Telecommunication System Development Project Phase III under construction and expected to be completed in 1996.																														
3. SECTOR	Transportation/Marine Transportation & Ships	2. PROJECT COST		Total Cost    Local Cost    Foreign Cost																																
4. REFERENCE NO.		(US\$1,000)		1)            464,741            106,283            358,458																																
5. TYPE OF STUDY	M/P	(US\$1=230Yen)		2)																																
6. COUNTERPART AGENCY	Directorate General of Sea Communications	3. CONTENTS OF MAJOR PROJECT(S)																																		
7. OBJECTIVES OF STUDY	Formulation of a long-term development plan through 2000 and identification of short-term projects through 1989	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 30%;"></th> <th style="width: 35%; text-align: center;">Long-term</th> <th style="width: 35%; text-align: center;">Short-term</th> </tr> </thead> <tbody> <tr> <td>Light-wave signals</td> <td></td> <td></td> </tr> <tr> <td>Lighthouses(land)</td> <td style="text-align: center;">190</td> <td style="text-align: center;">69 (35)</td> </tr> <tr> <td>Floating lighthouses(sea)</td> <td style="text-align: center;">11</td> <td style="text-align: center;">2</td> </tr> <tr> <td>light signals</td> <td style="text-align: center;">335</td> <td style="text-align: center;">131 (81)</td> </tr> <tr> <td>Floating-type light signals</td> <td style="text-align: center;">18</td> <td style="text-align: center;">8</td> </tr> <tr> <td>Floats</td> <td style="text-align: center;">350</td> <td style="text-align: center;">249 (222)</td> </tr> <tr> <td>Radio-wave signals</td> <td></td> <td></td> </tr> <tr> <td>Medium-wave beacon stations</td> <td style="text-align: center;">39</td> <td style="text-align: center;">17</td> </tr> <tr> <td>Radar beacon stations</td> <td style="text-align: center;">67</td> <td style="text-align: center;">28 (8)</td> </tr> </tbody> </table>						Long-term	Short-term	Light-wave signals			Lighthouses(land)	190	69 (35)	Floating lighthouses(sea)	11	2	light signals	335	131 (81)	Floating-type light signals	18	8	Floats	350	249 (222)	Radio-wave signals			Medium-wave beacon stations	39	17	Radar beacon stations	67	28 (8)
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8. DATE OF S/W	Jul.1983	Note: Figures in parentheses indicate the units which were being installed during the study.																																		
9. CONSULTANT(S)	Japan Association for Aids to Navigation	4. CONDITIONS AND DEVELOPMENT IMPACTS																																		
10. STUDY TEAM	No. of Members    14 Period Feb.1984-Mar.1985(14 months)	The project will ensure the safe passage of vessels, raise the efficiency of ship operations, reduce marine accidents and thereby contribute to the growth of shipping industry and fisheries.																																		
	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 30%;"></th> <th style="width: 35%; text-align: center;">Japan</th> <th style="width: 35%; text-align: center;">Field</th> </tr> </thead> <tbody> <tr> <td>Total M/M</td> <td style="text-align: center;">77.44</td> <td style="text-align: center;">14.94</td> </tr> <tr> <td></td> <td style="text-align: center;">62.50</td> <td></td> </tr> </tbody> </table>						Japan	Field	Total M/M	77.44	14.94		62.50																							
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11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER				2. MAJOR REASONS FOR PRESENT STATUS																														
12. EXPENDITURE	Total            233,087 (¥'000) Contracted       177,574	Participation of the counterparts in the JICA training program				1)The 4th national development plan gave high priority on the development of sea communication and related infrastructure. 2)The Government of Indonesia applied for OECF finance on light-wave and radio-wave signal facilities, but the application was not successful due to the limit on project loans.																														
						3. PRINCIPAL SOURCE OF INFORMATION																														
						①②																														

# PROJECT SUMMARY (M/P)

Compiled Mar.1988  
Revised Mar.1995

ASE IDN/S 116/85

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS																																																									
1. COUNTRY	Indonesia	1. SITE OR AREA	North Sumatra		1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued																																																								
2. NAME OF STUDY	Lower Asahan River Basin Development	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) Jan.1987 OECF loan agreement signed (E/S, 628 million yen) Mar.1988-Feb.1990 E/S completed.  Note: This study is the Phase I of the lower Asahan River basin development. The study on Phase II (irrigation development) was already completed by JICA (Agriculture, Forestry and Fisheries Development Program). The Phase I project was included in the application list for the FY1991 OECF Yen Credit, but not approved.  (FY1993 Overseas Survey) 1. Physical implementation of the project has not been conducted yet. Japanese Government would like to see promulgation of land use and spatial planning first before proceed to finance the project.  2. Significant decreasing of Toba lake water level about 10.0 meters in 1986 due to lesser inflow with larger out flow are importune. A review study should be cacucted to identify. The extent the water level decreasing. The plan may probably charge.  3. Bapperhas (National Planning Board) suggested to re-evaluate and postpone this project.  (FY1994 Domestic Survey) The government of North Sumatra Province started the preparatory work for land acquisition.																																																								
3. SECTOR	Social Infrastructures/Water Resource Development	(US\$1,000)	1) 33,200	8,450	24,750																																																									
4. REFERENCE NO.		(US\$1=250Yen)	2)																																																											
5. TYPE OF STUDY	M/P	3. CONTENTS OF MAJOR PROJECT(S)																																																												
6. COUNTERPART AGENCY	IFU	In Land and water resources is the lower Asahan river basin, master plan for flood control sector was firely formulated. Secondly irrigation development plan were formulated under the condition of completion of flood control works. (1) Master plans of flood control sector Bunut project: 34km of channel improvement, Rp 12,600 M of Const cost Asahan/Silau project: 64km of channel improvement, 18km of new dyke Rp 63,500M const cost. Kualuh project: 46km of channel improvement, Rp 20,500M (2) Urgent flood control project (for 10 year design flood) Asahan / Silau project: 57km of channel improvement, Rp 36,500M of const cost. (3) Sila-Bunut rehabilitation irrigation project Net irrigation area: 10,300 ha Const cost: Rp.157,310M (const. cost was estimated at 1985 price)																																																												
7. OBJECTIVES OF STUDY	Flood Control	4. CONDITIONS AND DEVELOPMENT IMPACTS																																																												
8. DATE OF S/W	Jun.1984	Flood control of lower reaches of the Asahan river Expected benefit and internal rate of return for the projects are as shown below: (1) Master plans of flood control sector																																																												
9. CONSULTANT(S)	Nippon Koei Co., Ltd. Yachiyo Engineering Co., Ltd. Nikken Consultants., Inc.	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"></td> <td style="width: 20%; text-align: center;">flood cont benefit</td> <td style="width: 10%;"></td> <td style="width: 10%; text-align: center;">IRR</td> </tr> <tr> <td></td> <td style="text-align: center;">(Million Rp.)</td> <td></td> <td style="text-align: center;">(%)</td> </tr> <tr> <td>Bunut Flood cont. project</td> <td style="text-align: right;">12,600</td> <td></td> <td style="text-align: right;">11.9</td> </tr> <tr> <td>Asahan / Silau flood cont project</td> <td style="text-align: right;">63,500</td> <td></td> <td style="text-align: right;">14.3</td> </tr> <tr> <td>Kualuh flood cont. project</td> <td style="text-align: right;">20,500</td> <td></td> <td style="text-align: right;">12.3</td> </tr> <tr> <td>(2) Urgent flood control project</td> <td style="text-align: right;">flood cont beenefit</td> <td></td> <td style="text-align: right;">IRR</td> </tr> <tr> <td></td> <td style="text-align: center;">(Million Rp)</td> <td></td> <td style="text-align: center;">(%)</td> </tr> <tr> <td>asahan / Silau Flood cont. project</td> <td style="text-align: right;">5,100</td> <td></td> <td style="text-align: right;">12.4</td> </tr> <tr> <td>(3) Silan-Bunut rehabilitation irrigation project</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Irrigation benefit (Rp.M)</td> <td style="text-align: right;">: 15,600</td> <td></td> <td></td> </tr> <tr> <td>Flood control benefit (Rp.M)</td> <td style="text-align: right;">: 7,970</td> <td></td> <td></td> </tr> <tr> <td>Negative benefit (Rp.M)</td> <td style="text-align: right;">: 665</td> <td></td> <td></td> </tr> <tr> <td>IRR(%)</td> <td style="text-align: right;">: 13.2</td> <td></td> <td></td> </tr> <tr> <td colspan="4">(Benefit was estimated at 1985 price)</td> </tr> </table>				flood cont benefit		IRR		(Million Rp.)		(%)	Bunut Flood cont. project	12,600		11.9	Asahan / Silau flood cont project	63,500		14.3	Kualuh flood cont. project	20,500		12.3	(2) Urgent flood control project	flood cont beenefit		IRR		(Million Rp)		(%)	asahan / Silau Flood cont. project	5,100		12.4	(3) Silan-Bunut rehabilitation irrigation project				Irrigation benefit (Rp.M)	: 15,600			Flood control benefit (Rp.M)	: 7,970			Negative benefit (Rp.M)	: 665			IRR(%)	: 13.2			(Benefit was estimated at 1985 price)					
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10. STUDY TEAM	No. of Members 15 Period Oct.1984-Sep.1985 (12 months)																																																													
	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Total M/M</td> <td style="width: 30%;">Japan</td> <td style="width: 30%;">Field</td> </tr> <tr> <td style="text-align: center;">61.42</td> <td style="text-align: center;">10.03</td> <td style="text-align: center;">51.39</td> </tr> </table>	Total M/M	Japan	Field	61.42	10.03	51.39																																																							
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11. ASSOCIATED AND/OR SUBCONTRACTED STUDY																																																														
12. EXPENDITURE		5. TECHNICAL TRANSFER																																																												
Total	287,881 (¥'000)	The report was proposed by both Japanese consultants and Indonesian consultants																																																												
Contracted	187,300																																																													
					2. MAJOR REASONS FOR PRESENT STATUS																																																									
					Early implementation has been not realized owing to the financial condition.																																																									
					3. PRINCIPAL SOURCE OF INFORMATION																																																									
					①, ③, ④																																																									

和名 アサハン河下流域開発計画

[M/P, Basic Study, Other]

# PROJECT SUMMARY (M/P)

Compiled Mar.1988  
Revised Mar.1995

ASE IDN/S 117/85

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS						
1. COUNTRY	Indonesia	1. SITE OR AREA	Whole country		1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued					
2. NAME OF STUDY	Rural Telecommunications Network	2. PROJECT COST	Total Cost    Local Cost    Foreign Cost (US\$1,000)            1)    5,200,000 2)    10,746,363		(Description) Based on the master plan, a JICA study on the 5th five-year plan for telecommunication development was undertaken in 1992.  (FY1993 Overseas Survey) - This M/P is referred for Replita V through VI. It was also used as basic data of demand foreseeing.  (FY1994 Overseas Survey) This study was used as a reference for planning of the 5th five-year plan and also provided the basic principal for the projects (ADB Telecom I, II, WB Telecom III, IV) which were implemented at the same period. Moreover, this principal will be used for the 5th five-year plan for telecommunication development (JICA Development Study).						
3. SECTOR	Communications & Broadcasting/Telecommunication	3. CONTENTS OF MAJOR PROJECT(S)									
4. REFERENCE NO.		Facilitation of new telephone exchanges of 947,500 units. Remaining from Phase III    194,500 units Planning for Phase IV        750,000 units									
5. TYPE OF STUDY	M/P	Facilitation of new telex exchanges of 19,450 units. Remaining from Phase III    3,400 units Planning for Phase IV        16,050 units									
6. COUNTERPART AGENCY	POSTEL, PERUMTEL										
7. OBJECTIVES OF STUDY	To establish long term plan for the Rural Telecommunication Network										
8. DATE OF S/W	Mar. 1984	4. CONDITIONS AND DEVELOPMENT IMPACTS									
9. CONSULTANT(S)	Nippon Telecommunication Consulting Co., Ltd.	(1) The telephone demand in the year 2000 is estimated to be 1,364,000 L.U. in Kabupatens, and 3,534,000 L.U. in urban areas (Kotamadya). (2) The network improvement and expansion in Phase 2 (Repelita V: 1989-1993) will be in some 140 Kabupatens covering IKK and Kecamatan. (3) During Repelitas VI and VII, the network improvement and expansion will be carried out in the remaining 246 Kabupatens covering IKK and Kecamatan and also villages.									
10. STUDY TEAM	No. of Members    17 Period    Jun. 1984-Aug. 1985 (14 months)										
		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%; text-align: center;">Total M/M</td> <td style="width: 15%; text-align: center;">Japan</td> <td style="width: 15%; text-align: center;">Field</td> </tr> <tr> <td></td> <td style="text-align: center;">42.34</td> <td style="text-align: center;">30.30</td> </tr> </table>		Total M/M			Japan	Field		42.34	30.30
Total M/M	Japan	Field									
	42.34	30.30									
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY					2. MAJOR REASONS FOR PRESENT STATUS						
12. EXPENDITURE	Total            191,396 (¥'000) Contracted      175,738	5. TECHNICAL TRANSFER			3. PRINCIPAL SOURCE OF INFORMATION						
		(1) 2 counterparts were invited to Japan for the training in general telecommunication and radio systems. (2) On the job training (PERUMTEL counterparts)			①, ②, ③						



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

Compiled Mar. 1988

Revised Mar. 1995

ASE IDN/S 210B/85

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Indonesia	1. SITE OR AREA	Ujung Pandang		<b>1. PRESENT STATUS</b> <input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input checked="" type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Ujung Pandang Water Supply Development Project	2. PROJECT COST	M/P 1) 233,000 Local Cost 2) (US\$1,000) Cost F/S 1) 72,000 2) 35,000 3)	<b>(Description)</b> Feb. 1987 OECF E/S loan agreement (701 million yen) Jun. 1987-May 1988 D/D of the first phase completed Jul. 1988 OECF loan agreement on rehabilitation (1,364 million yen) Jul. 1990 Rehabilitation started Sep. 1992 Rehabilitation completed  (FY1993 Overseas Survey) - Design capacity was changed from 500 l/s to 1000 l/s. In order to meet the water demand rapidly increased.  - Location of treatment plant was changed from Manggasa to Somba Opu due to the soil condition.  - Implementation of raw water transmission pipeline was shifted to the Bili-Bili Multipurpose dam project under the Dir.Gen. of Raw Water Resources to avoid the heavy burden for PDAM Ujung Pandang.  (FY1994 Domestic Survey) Construction supervision works started in Nov. 1994.	
3. SECTOR	Public Utilities/Water Supply	3. CONTENTS OF MAJOR PROJECT(S)	<M/P>First phase plan: two 500 l/s water treatment plants taking raw water from Jeneberang river, transmission/distribution pipes, and rehabilitation. Second phase plan: two 1,000 l/s water treatment plants taking raw water from Billi-Bili Dam to be constructed in the future, as well as transmission/distribution pipes. <F/S>Contents Intake facility 1.1cu.m/s, pipe-dl, 100X20.5km (intake, grit chamber, raw-trans-pipe) Treatment facility 1cu.m/s, (new water treatment plant, receiving well, sedimentation tank, filtration basin, water reservoir) Distribution facility No. of pump: 6 (distribution pump, main/branch pipes) Pipe D300-D1,000X51km D150-D250X82km D50-D100X255km Total 338km, public tap 1,600 Rehabilitation Transmission canal, treatment plant, distribution pipes		
4. REFERENCE NO.		4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes EIRR1) FIRR1) 6.00 EIRR2) FIRR2) 12.30 EIRR3) FIRR3)		
5. TYPE OF STUDY	M/P+F/S	10. STUDY TEAM	<b>Conditions and Development Impacts:</b> <Conditions> <M/P> [Year] 1983 1990 1995 2000 2005 Population (x1,000) 768 927 1,050 1,171 1,286 Served population (x1,000) 262 695 840 995 1,157 Water Requirements (1,000 cu.m/day) 17 70 107 146 188 <F/S>IRR was calculated considering: (1) 30 years of operation period of plant starting from 1992 (1st phase) (2) Use the present water tariff (3) Salable water rate of 80% in 1990 increased from 50% in 1985 (4) Investment for rehabilitation started in 1985 <Impact><M/P, F/S> (1) Most of people can rely on water system will increase the served population to 800,000 from the present of 300,000 (2) Enhance the development of industries, harbors and others (3) Improvement of health/sanitation/environmental condition (4) Increase of employment opportunity		
6. COUNTERPART AGENCY	Directorate General of Human Settlement (Cipta Karya), Ministry of Public Works	11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	<b>5. TECHNICAL TRANSFER</b> Carried out a training program for two counterparts for the subjects of water intake, treatment and leakage detection		
7. OBJECTIVES OF STUDY	M/P with target year of 2005, and F/S for one phase of two phases	12. EXPENDITURE	<b>3. PRINCIPAL SOURCE OF INFORMATION</b> ①, ②, ④		
8. DATE OF S/W	Mar. 1984	Imp. Period: Oct. 1987-Dec. 1992			
9. CONSULTANT(S)	Nihon Suido Consultants Co., Ltd.	<b>2. MAJOR REASONS FOR PRESENT STATUS</b> <M/P> 1. Priority was high as the city has been developing as center of industry and commerce in the Sulawesi region. 2. Water supply is a basic human needs for improvement of sanitary and environmental condition. <F/S> High priority: Promotion of industrial location through sufficient supply of industrial water.			
Total M/M Japan Field 137.50 47.50 89.50		Total 224,197 (¥'000) Contracted 387,627			

和名 ウジュンパンダン市水道整備計画

[M/P+F/S]