

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

Compiled Mar.1988  
Revised Mar.1995

ASE IDN/S 211B/85

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Indonesia	1. SITE OR AREA	Brantas River Basin in East Java Province<M/P> Ngenjuk District, East Java Province<F/S>			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	Widas Flood Control and Drainage Project	2. PROJECT COST	M/P 1) 2,493,929 Local Cost 2) (US\$1,000) (US\$1=1,100Rp)	Foreign Cost	12,600	(Description)  <M/P>A feasibility study was subsequently undertaken. The Wonorejo multi-purpose dam proposed in the master plan study is under implementation with OECF financing. Sep.1991 OECF L/A (E/S 241 million yen) Jul.1992 D/D started (to be completed in May 1993)  <F/S>After F/S, the project was suspended. Note: The project will be taken up following the middle Reaches River Improvement project and Surabaya River Improvement Project are completed. A part of flood control works (Kedungsoko river and Lower Widas) was completed in 1991 by the ADB loan for Waru-Tori Irrigation Rehabilitation Project.  (FY1993 Overseas Survey) D/D stage has been done by Sinotech Consultant Limited of Taiwan, funded by the Asian Development Bank. The construction stage has not be implemented.  (FY1994 Domestic Survey) Situation of the project is same as that of FY1993 survey.	
3. SECTOR	Social Infrastructures/Water Resource Development		F/S 1) 22,700 2) 56,900 3)	10,100 29,900	27,000		
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)					
5. TYPE OF STUDY	M/P+F/S	<M/P> (1) Irrigated agriculture development (2) Water supply (3) Flood control (4) Dam and hydropower (5) Water shed conservation (6) Water management 16 projects are recommended <F/S> Irrigation Net irrigation area 2,599ha Main canal/2nd and 3rd canal 8km/98km Storage dam /place Flood Control Catchment area 1,538 sq.km Design Flood 25year flood Stretches to be improved 81.8km in total Retarding basin 3 places(23.5CM) Short-cut 1 place (2.9 km) Cost 1) pertains to irrigation and Cost 2) to flood control					
6. COUNTERPART AGENCY	Ministry of Public Works, Directorate General of Water Resources Development, Directorate of Rivers						
7. OBJECTIVES OF STUDY	Water supply Flood control Water management						
8. DATE OF S/W	Feb. 1984						
9. CONSULTANT(S)	Nippon Koei Co., Ltd. Nikken Consultants., Inc.	Imp. Period: Jul.1988-Jun.1994					
		4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 10.60 EIRR2) 12.00 EIRR3)	FIRR1) FIRR2) FIRR3)		
10. STUDY TEAM	No. of Members 16 Period Jul.1984-Mar.1986 (21 months)	Conditions and Development Impacts: <M/P> The Brantas river basin is one of the highly developed river basins in Indonesia, as a result of continuous technical and financial aid from Japan. The development, however, has brought increasing complexity of the needs and problems in the region. It is desired that technical and financial assistance be continued in the future as a model of river basin development in developing countries. <F/S> Irrigation development will increase crop production and improve farmers' living condition. Flood control by river channel improvement will decrease flood damage, stabilize the social condition and enhance the land use.					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY							
12. EXPENDITURE	Total 337,764 (¥'000) Contracted 323,985	5. TECHNICAL TRANSFER (1) OJT and seminars					
		2. MAJOR REASONS FOR PRESENT STATUS The project was decided by OECF, Japan. Shortage of fund.					
		3. PRINCIPAL SOURCE OF INFORMATION ①, ③					



# PROJECT SUMMARY (F/S)

Compiled Mar.1988

Revised Mar.1995

ASE IDN/S 327/85

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT				
1. COUNTRY	Indonesia	1. SITE OR AREA	JABOTABEK area (In and around the Kampung Bandan station area)			<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	Railway Improvement in Kampung Bandan Station Area	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost				
		(US\$1,000)	1) 6,600	1,900	4,700				
		(US\$1=1,088Rp)	2)						
			3)						
3. SECTOR	Transportation/Railway	3. CONTENTS OF MAJOR PROJECT(S)	(1) Shortcut line construction between the Eastern and the Western lines -- about 400m (2) Station construction --- about 650sq.m (3) Rearrangement of track alignment (4) Track raising in the project area: 50cm (5) Construction of station facilities, including a station building station plaza, platforms, and passageways (6) Related civil work, including drainage installation, and embankment reshaping. (7) Signalling: automatic block devices, color light signal system, relay interlocking devices. (8) Telecommunication: automatic exchange telephones, block telephones, public address equipment. (9) Electrification (10) Warehouse Removal			<b>(Description)</b> After the completion of the F/S, the D/D was carried out in 1988 by using OECF fund. Construction started in January 1991 by OECF financing. Because this project aims at creating a commuter transport route and is indispensable to the loop operation, the organizations concerned are promoting its implementation by recognizing its importance.  Mar.1987 OECF loan agreement (27,661 million yen) For the central line elevation (B Section) and the electrification of the Bekasi line, the improvement of the Kampung Pandang Station, and the purchase of two rolling stock  Dec.1987 OECF loan agreement (13,565 million yen) For the construction of the elevated bridge (A section)  Dec.1989 OECF loan agreement (10,381 million yen) For the construction of the elevated bridge (C Section) and the tracking & electrification of the entire elevated line  Sep.1991 OECF loan agreement (7,400 million yen) For the improvement of four stations and the procurement of training equipment  Sep.1992 OECF loan agreement (15,347 million yen) For signalling improvement of the East-West line, and the purchase of 24 cars  (FY1993 Overseas Survey) This project are under construction.  (FY1994 Domestic Survey) The construction to connect the Eastern and the Western lines was completed on Dec.1992. The signalling improvement work was also underway to be completed by March,1994. But its work still continues due to the flood intervention, aiming at tis completion by Feb.1995.			
4. REFERENCE NO.									
5. TYPE OF STUDY	F/S								
6. COUNTERPART AGENCY	Directorate General of Land Transport and Inland Waterways								
7. OBJECTIVES OF STUDY	Railway improvement in the Kampung Bandan station area								
8. DATE OF S/W	Jul.1982	Imp. Period: 1986-1989							
9. CONSULTANT(S)	Japan Railway Technical Service	4. FEASIBILITY AND ITS ASSUMPTIONS					Feasibility: Yes	EIRR1) 17.80 EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)
10. STUDY TEAM	No. of Members 11 Period Oct.1984-Jan.1986 (15 months)	Conditions and Development Impacts: Preconditions: Traffic was estimated for the years 1990,1995 and 2005 with the construction planned for 1988 & 1989. The start of the service was fixed for 1990.  Development Impacts: (1) Reduce the number of rolling stock required. (2) Distribute radial line passengers to their ultimate destinations. (i.e. densely populated city centers, of which many are located along the Eastern and the Western Lines). (3) Contribute to balanced city growth by encouraging development of the western and the eastern parts of the JABOTABEK area.							
	Total M/M	Japan					Field		
	44.19	16.60					27.59		
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER	(1) OJT: Guidance was rendered for each relevant technical field at site investigations. (2) Four counterparts received training in Japan. (3) Explanation of Study results to concerned persons.						
12. EXPENDITURE	Total 125,819 (¥'000) Contracted 124,527								
		2. MAJOR REASONS FOR PRESENT STATUS			(1) Significance of effects (2) Solid arrangements to promote the project: The Indonesian government established the PMG (an organization similar to the Japanese JRFC) and JARTS is supporting the project. (3) Special service consultants are also supporting the executing authorities. (4) This is one of indispensable subprojects in the JABOTABEK Railway Project which are required for establishment of modernized comuter				
		3. PRINCIPAL SOURCE OF INFORMATION							
					①, ②, ④				

和名 ジャカルタ大都市圏鉄道輸送計画 (カンボンバンダン駅地区改良計画)

(F/S,D/D)



# PROJECT SUMMARY (F/S)

Compiled Mar.1988

Revised Mar.1995

ASE IDN/S 326/85

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Indonesia	1.SITE OR AREA		Banten area, West Java Province		1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY Karian Multipurpose Dam Construction Project		2.PROJECT COST		Total Cost	Local Cost		
3.SECTOR Social Infrastructures/Water Resource Development				1) 282,000	169,470	112,530	
4.REFERENCE NO.				2)			
5.TYPE OF STUDY				3)			
6.COUNTERPART AGENCY Directorate Planning & Programming, Directorate General of Water Resources Development, Ministry of Public Works		3.CONTENTS OF MAJOR PROJECT(S) Karian dam, 60.5m high, rockfill 219 X 1000000 cu.m in off cap. Cilawan dam 36m high, rockfill 62 X 1000000 cu.m in off cap. Trans-basin tunnel, Karian-Cibeureum 1.5km long, 8cu.m/s in cap Trans-basin tunnel, Cilawan-Cicinta 1.9km long, 2.7cu.m/s in cap K-C-C irrigation facilities 10,300 ha River training 26km				(Description) The Indonesian government requested the OECF financing but did not get the approval.  Special Note: Cisadane River Basin Development Project, which is located to the east of the proposed Karian Multipurpose Dam, was implemented by the World Bank finance. Owing to the growing need to supply water to Jakarta, the possibility of sending raw water from Karian to Jakarta via Cisadane is now being reconsidered. JICA has agreed to undertake a feasibility study (Integrated Water Resource Development Project in Ciujung and Cidolian), starting from June 1993. The construction of the Karian Dam is being planned after the completion of the study.  (FY1993 Overseas Survey) - The main object of this project is irrigation of target area 35,000ha, but about 10,000ha within it were developed as industrial and housing area. So drastic review of landuer policy should be considered. - The above JICA's study (Ciujung - Cidurian Integrated Water Resources Development Study) is in progress. But a main object of the project is to supply water for industrial use to west Jakarta, Bugor and Tangerang (Jabatabeck)/  (FY1994 Domestic Survey) The proposed project has been reviewed by the Government considering the present economic situation in the study area. As a result, purpose of Karian and Cilawan dams has been changed from agricultural development in KCC area to municipal and industrial water supply in the north Banten and Jabotak areas. DGWR-D is carrying out the Ciujung-Cidurian IWR-D study in order to review and update the past plan.	
7.OBJECTIVES OF STUDY Optimum use of limited water resources		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 14.30 EIRR2) EIRR3)		
8.DATE OF S/W		Mar. 1984		Imp. Period: Jul.1988-Mar.1993			
9.CONSULTANT(S) Nippon Koel Co., Ltd. Mitsui Consultants Co., Ltd.		Conditions and Development Impacts:					
10.STUDY TEAM							
No.of Members 17							
Period Jul.1984-Jul.1985(0 months)							
Total M/M		Japan		Field		2.MAJOR REASONS FOR PRESENT STATUS	
79.35		26.04		53.31			
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY Analysis of water samples 404,000 Yen		5.TECHNICAL TRANSFER					
12.EXPENDITURE							
Total		200,442 (¥'000)		(1)OJT		3.PRINCIPAL SOURCE OF INFORMATION	
Contracted		200,692		(2)Use of local consultants		①, ③	

和名 カリアン多目的ダム建設計画

[F/S,D/D]

# PROJECT SUMMARY (F/S)

Compiled Mar. 1988

Revised Mar. 1995

ASE IDN/S 330/85

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Indonesia	1. SITE OR AREA	Medan, Semarang and Solo			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	Improvement Project of Telephone Network in Medan, Semarang and Solo	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost		
3. SECTOR	Communications & Broadcasting/Telecommunication		1) (US\$1,000)	156,211	139,803	(Description) Following the proposals of the study, 2 or 3 new exchanges were established. OECF loan was not approved, but based on the study, "Local Cable Network Expansion Project in Seven Cities" was identified with World Bank assistance during 1987-1989. This project includes Medan and Semarang. Medan: ADB finance Semarang: IBRD and own finance Solo: IBRD finance for the project to be scheduled.  (FY1993 Overseas Survey) No additional information.  (FY1994 Domestic Survey) No additional information.  (FY1994 Overseas Survey) Mar. 1992 ADB L/A signed (Telecom I (Total 318mUSD)) 1997 Construction to be completed Aug. 1998 ADB L/A signed (Telecom I (Total 610mUSD)) Mar. 1990 WB L/A signed (Telecom III (Total 698mUSD .350by WB loan)) 1994 Construction to be completed Jul. 1992 WB L/A signed (Telecom III (Total more than 571mUSD. 375 by WB loan)) 1998 Construction to be completed For the implementation of "Local Cable Network Expansion Project in Seven Cities" of WB, among the proposed projects, the Medan area part is used for ADB Telecom I and the Semarang and Solo area parts are used for WB Telecom III, IV as a reference. These projects are underway now.	
4. REFERENCE NO.			2) (US\$1=250Yen)				
5. TYPE OF STUDY	F/S	3. CONTENTS OF MAJOR PROJECT(S)	3)			(FY1994 Overseas Survey) Mar. 1992 ADB L/A signed (Telecom I (Total 318mUSD)) 1997 Construction to be completed Aug. 1998 ADB L/A signed (Telecom I (Total 610mUSD)) Mar. 1990 WB L/A signed (Telecom III (Total 698mUSD .350by WB loan)) 1994 Construction to be completed Jul. 1992 WB L/A signed (Telecom III (Total more than 571mUSD. 375 by WB loan)) 1998 Construction to be completed For the implementation of "Local Cable Network Expansion Project in Seven Cities" of WB, among the proposed projects, the Medan area part is used for ADB Telecom I and the Semarang and Solo area parts are used for WB Telecom III, IV as a reference. These projects are underway now.	
6. COUNTERPART AGENCY	POSTEL, PERUMTEL	Number of Telephone to be installed (for the year 2005)					
7. OBJECTIVES OF STUDY	To formulate long-term telephone network plans for three cities of Medan, Semarang and Solo with 2005 as final year.	(1) Medan 254,900 L.U. (2) Semarang 165,800 L.U. (3) Solo 52,800 L.U. The facility plan on this survey is the study of the development of cable network for customers and intermediate cable network, and the new facilitation of digital transmission facility to the intermediate line network, among the facility plans for REPELITA-IV.				2. MAJOR REASONS FOR PRESENT STATUS 1, Effectiveness 2, High priority of this project progressed the project.	
8. DATE OF S/W	Jun. 1984	Imp. Period: 1985-1990					
9. CONSULTANT(S)	Nippon Telecommunication Consulting Co., Ltd.	4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) FIRR1) 20.93 EIRR2) FIRR2) EIRR3) FIRR3)		3. PRINCIPAL SOURCE OF INFORMATION ①, ②, ③	
10. STUDY TEAM	No. of Members 18 Period Nov. 1984-Oct. 1985 (13 months)	Conditions and Development Impacts: Preconditions (1) Installation work be executed on a turn key bases. (2) Consultant be employed to expedite smooth progress of project implementation including detail design examination, bid evaluation, work supervision and acceptance inspection. (3) Cost of training for operation and maintenance of the facilities installed by this project be included in project cost (4) Rate of exchange to be used in cost calculation be US\$1=1,100 Rp.= 250 Yen					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER				3. PRINCIPAL SOURCE OF INFORMATION ①, ②, ③	
12. EXPENDITURE	Total 192,347 (¥'000) Contracted 121,348	(1) Trainee acceptance; 2 counterparts invited to Japan, and Training for a month. (2) On the job training (PERUMTEL counterparts)					





# PROJECT SUMMARY (M/P)

Compiled Mar.1990  
Revised Mar.1995

ASE IDN/S 118/86

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDY RESULTS							
1.COUNTRY	Indonesia	1.SITE OR AREA	The entire 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	Long Term Planning for Development of Telecommunications System	2.PROJECT COST				Total Cost		Local Cost	Foreign Cost				
3.SECTOR	Communications & Broadcasting/(Comms. & Broad. in)General	(US\$1,000)	1) 346,283	314,623	31,660	(Description) Based on the recommendations of the study, the master plan study was undertaken by the JICA team on the long-term and medium-term plan for telecommunications network in Jabotabek area of Jakarta during 1988 - 1989.  Based on the master plan study, a JICA study on the 6th five-year plan for telecommunication development was undertaken in 1992.  (FY1994 Overseas Survey) Used as a reference for planning of REPELITA V, ADB Telecom I,II,WB Telecom III,IV. Used as a reference for planning of M/P parts of two JICA development studies (Long Term and Medium Term Plan for Telecom. Network in Jabotabek Area Long Term and Medium Term Plan for Telecom. Network in Surabaya and Surrounding Areas)							
4.REFERENCE NO.		2)											
5.TYPE OF STUDY	M/P	3.CONTENTES OF MAJOR PROJECT(S)											
6.COUNTERPART AGENCY	POSTEL, PERUMTEL	(1) Formulation of development goals up to the year 2004 (the ending year of the 7th national development plan) and identification of development strategies (2) Formulation of the basic plan on the scale of development (3) Financial and economic evaluation of the plan and project formation											
7.OBJECTIVES OF STUDY	Development of the telecommunication network and services up to the year 2004.	4.CONDITIONS AND DEVELOPMENT IMPACTS											
8.DATE OF S/W	Nov.1985	The proposed plan and projects will support the national economic and social development of the country by improving telecommunication services and the profitability of the telecommunication operations.											
9.CONULTANT(S)	Nippon Telecommunication Consulting Co., Ltd. Yachiyo Engineering Co., Ltd.	5.TECHNICAL TRANSFER											
10.STUDY TEAM	No.of Members 17 Period Jan.1986-Feb.1987(14 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;">38.27</td> <td style="text-align: center;">49.04</td> </tr> </table>	Total M/M	Japan	Field				38.27	49.04	(1) 2 counterparts were invited to Japan for the training on long-term telecommunication development planning (2) On the job training (PERUMTEL counterparts)			
Total M/M	Japan	Field											
	38.27	49.04											
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		3.PRINCIPAL SOURCE OF INFORMATION											
12.EXPENDITURE	<table style="width: 100%; border: none;"> <tr> <td style="text-align: right;">Total</td> <td style="text-align: right;">227,029 (¥'000)</td> </tr> <tr> <td style="text-align: right;">Contracted</td> <td style="text-align: right;">221,931</td> </tr> </table>	Total	227,029 (¥'000)	Contracted	221,931	①, ③, ④							
Total	227,029 (¥'000)												
Contracted	221,931												

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

Compiled Mar.1990  
Revised Mar.1995

ASE IDN/S 212B/86

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		Semarang, and its environs, Java Province					
Development Plan of the Port of Semarang (Phase-2)		2.PROJECT COST (US\$1,000)		M/P 1) 76,775 Local Cost	28,782 Foreign Cost	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled	
3.SECTOR				2) 94,938	47,993		
Transportation/Port		3.CONTENTS OF MAJOR PROJECT(S)				(Description) The project is under implementation with OECF loans.  Mar.1987 OECF E/S loan agreement (545 million yen) 1987 Part of the western breakwater (part of the Phase I project) was destroyed by high waves. Dec.1987 OECF loan agreement for emergency fortification of the western breakwater(726 million yen) Nov.1989 E/S of the Phase II completed. Sep.1991 OECF loan agreement Package 1, Phase II (7,530 million yen, excluding handling equipment) Oct.1992 OECF loan agreement Package 2, Phase II (3,590 million yen) Oct.1993 Package 1 (Phase II) construction to be started To be completed in Dec. 1995 Sep.1994 Package 2 (Phase II) construction to be started To be completed in Feb. 1996  (FY1994 Domestic Survey) No additional information.	
4.REFERENCE NO.		<M/P>The target year of this master plan for the following plans is 2005.					
5.TYPE OF STUDY		1)Land use plan					
6.COUNTERPART AGENCY		1)For Cargo Movement; International Terminal: 57.2 ha, Domestic Public Wharf: 64.8 ha, Distribution Area: 55.4 ha					
Directorate General of Sea Communication		2)For Industrial Activities Littoral Industry: 73.2 ha, Manufacturing Industry: 169.1 ha					
7.OBJECTIVES OF STUDY		3)For Business and Government Area Government Area:26.6 ha, Business Area: 13.6 ha					
F/S on the long-term and short-term development plan of Semarang Port		4)Others; Railway road area; 13.6 ha					
8.DATE OF S/W		2)Plan for improvement of facilities; General cargo berth 3,000 m, Container berth 280 m, Berth for iron & steel and scrap 400 m Widening and deepening of west channel. New center and east channel					
9.CONSULTANT(S)		<P/S>Urgent Development Plan toward 1990.					
Overseas Coastal Area Development Institute		(1)Required Berths - wharf for foreign trade -10m wharf: 345m -7.5m wharf: 100m - Passenger terminal: 150m (multi-purpose) - coal wharf: 150m - Fertilizer wharf: 150m - Wharf for steel materials: 100m (2)total required area; 199 ha (including new reclaimed land area 120ha) * the above cost is as of May 1991. A yen credit of about 8.9 billion yen(=US\$6.4 million) has been granted by OECF.					
10.STUDY TEAM		Imp. Period: Mar.1988-Oct.1990					
No.of Members 9		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 28.10 EIRR2) EIRR3)	2.MAJOR REASONS FOR PRESENT STATUS	
Period May.1985-Aug.1986(16 months)		Conditions and Development Impacts: <M/P>Semarang Port will be developed as a development center in the middle Java province, and industrial and economic development of the area will be promoted. <P/S>Conditions: 1)the project life is for 30 years from 1985 to 2014. 2)future cost includes port management and operation cost for phase I project.				3.PRINCIPAL SOURCE OF INFORMATION	
Total M/M 61.15							
Japan 35.60		Development Impacts: 1)Reduction in Transportation Cost: a)Saving Vessel's Waiting cost b)Saving Transshipment cost from Offshore Anchorage c)Saving Landhaul Cost from the Neighbouring Provinces 2)Saving Energy Cost by Changing from Petroleum to Coal 3)Development of regional economy of hinterland.					
Field 25.55		5.technical transfer					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		Counterpart training: Counterpart training on the methods of P/S, and visits to similar ports was conducted for three counterparts.					
Investigation for natural conditions 12,918,000 Yen							
12.EXPENDITURE							
Total 176,495 (¥'000)							
Contracted 172,629							

和名 スマラン港整備計画 (フェーズII)

(M/P+F/S)

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

Compiled Mar.1990  
Revised Mar.1995

ASE IDN/S 213B/86

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 checked="" type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled															
2.NAME OF STUDY	Airport Development Project in Central Java and Jogjakarta	1) Yogyakarta, 2) Surakarta																			
3.SECTOR	Transportation/Air Transportation & Airport	2.PROJECT COST			(Description) Suspended after the completion of F/S, and future prospects uncertain.  (FY1993 Overseas Survey) Because land acquisition of proposed site for Jogjakarta Airport is difficult, Surakarta Airport will be developed as an international airport. Surakarta and Jogjakarta will be connected by a toll road. Surakarta Airport will be developed as Central Java Airport.  (FY1994 Domestic Survey) No additional information.																
4.REFERENCE NO.		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 10%;">M/P 1)</th> <th style="width: 10%;">Local Cost</th> <th style="width: 10%;">Foreign Cost</th> </tr> <tr> <td>2)</td> <td></td> <td></td> </tr> <tr> <td>FS 1)</td> <td style="text-align: right;">92,000</td> <td style="text-align: right;">3,600</td> </tr> <tr> <td>2)</td> <td style="text-align: right;">47,000</td> <td style="text-align: right;">1,300</td> </tr> <tr> <td>3)</td> <td></td> <td></td> </tr> </table>					M/P 1)	Local Cost	Foreign Cost	2)			FS 1)	92,000	3,600	2)	47,000	1,300	3)		
M/P 1)	Local Cost	Foreign Cost																			
2)																					
FS 1)	92,000	3,600																			
2)	47,000	1,300																			
3)																					
5.TYPE OF STUDY	M/P+F/S	3.CONTENTS OF MAJOR PROJECT(S)																			
6.COUNTERPART AGENCY	Directorate General of Air communication	<M/P,F/S>    1) Jogjakarta    2) Surakarta Runway    2,500m X 45m    390 X 45m(Extension) (New construction) Apron    41,000sq.m    20,000sq.m Passenger 12,000sq.m    7,700sq.m Terminal Air Navigation(ILS CAT-1),Supply Management facilities Systems																			
7.OBJECTIVES OF STUDY	Airport facilities	Imp. Period:    .1991-.1994    .1990-.1993																			
8.DATE OF S/W	Feb.1985	4.FEASIBILITY AND ITS ASSUMPTIONS																			
9.CONSULTANT(S)	Pacific Consultants International	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 10%;">Feasibility:</th> <th style="width: 10%;">EIRR1)</th> <th style="width: 10%;">13.90</th> <th style="width: 10%;">FIRR1)</th> </tr> <tr> <td>Yes/No</td> <td>EIRR2)</td> <td>14.00</td> <td>FIRR2)</td> </tr> <tr> <td></td> <td>EIRR3)</td> <td></td> <td>FIRR3)</td> </tr> </table>			Feasibility:	EIRR1)	13.90	FIRR1)	Yes/No	EIRR2)	14.00	FIRR2)		EIRR3)		FIRR3)					
Feasibility:	EIRR1)	13.90	FIRR1)																		
Yes/No	EIRR2)	14.00	FIRR2)																		
	EIRR3)		FIRR3)																		
10.STUDY TEAM	No. of Members    11 Period Aug.1985-Nov.1986(16 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;">77.12</td> <td style="text-align: center;">41.42</td> <td style="text-align: center;">35.70</td> </tr> </table>	Total M/M	Japan	Field	77.12	41.42	35.70	Conditions and Development Impacts: <M/P>Impacts: Trunk line network which connects several regions will be developed by improving Yogyakarta and Surakarta airports as one of transportation facilities improvement plan in Central Java region especially in the Southern area, where transport network requires improvement. <F/S>IRR Calculation: Future traffic volume was forecast for the target year 2000 and 2010. Project life is estimated for 15 years after commencement of the construction up to 2010 Impact: Trunk line network which connects several regions will be developed by improving Yogyakarta and Surakarta airports as one of transportation facilities improvement plan in Central Java region especially in the southern area, where transport network requires improvement.													
Total M/M	Japan	Field																			
77.12	41.42	35.70																			
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER																			
12.EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">Total</td> <td style="width: 10%;">233,054 (¥'000)</td> </tr> <tr> <td>Contracted</td> <td>221,324</td> </tr> </table>	Total	233,054 (¥'000)	Contracted	221,324	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">(1) Demand forecast technique, seminar on using computer</td> <td style="width: 10%;">(2) Training on execution method of air passenger flow survey</td> <td style="width: 10%;">(3) Overseas training on airport planning</td> <td style="width: 10%;">(4) Employment of local consultants for soil/topo survey work</td> </tr> </table>			(1) Demand forecast technique, seminar on using computer	(2) Training on execution method of air passenger flow survey	(3) Overseas training on airport planning	(4) Employment of local consultants for soil/topo survey work									
Total	233,054 (¥'000)																				
Contracted	221,324																				
(1) Demand forecast technique, seminar on using computer	(2) Training on execution method of air passenger flow survey	(3) Overseas training on airport planning	(4) Employment of local consultants for soil/topo survey work																		
		2.MAJOR REASONS FOR PRESENT STATUS																			
		3.PRINCIPAL SOURCE OF INFORMATION																			
		①、②																			

# PROJECT SUMMARY (F/S)

Compiled Mar. 1990  
Revised Mar. 1995

ASE IDN/S 331/86

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="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	Surabaya-Banjarmasin Submarine Cable Project	Surabaya and Banjarmasin																				
3. SECTOR	Communications & Broadcasting/Telecommunication	2. PROJECT COST		Total Cost	Local Cost	Foreign Cost																
4. REFERENCE NO.		(US\$1,000)	1)	57,000	2,000	55,000																
5. TYPE OF STUDY	F/S	(US\$1=125Yen)	2)																			
6. COUNTERPART AGENCY	POSTEL, PERUMTEL	3)	3. CONTENTS OF MAJOR PROJECT(S)																			
7. OBJECTIVES OF STUDY	To examine technical and economical/financial Feasibilities of Surabaya-Banjarmasin submarine cable project	(1) Optical Fiber Submarine Cable System(280M bit/s) Optical fiber submarine cable(390 km), submersible repeaters, Terminal equipment, power supply equipment (2) Digital Microwave Radio System (3) Power Supply Equipment Engine generator for large capacity, three diesel engine generators (4) Buildings and Site Land <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;"></td> <td style="width: 20%; text-align: center;">[Station Buid.]</td> <td style="width: 20%; text-align: center;">[Site Land]</td> <td style="width: 20%; text-align: center;">[Access Road]</td> </tr> <tr> <td>Bumi Anyar</td> <td style="text-align: center;">104sq.m</td> <td style="text-align: center;">1,200sq.m</td> <td style="text-align: center;">not necessary</td> </tr> <tr> <td>Murbulungan</td> <td style="text-align: center;">15sq.m</td> <td style="text-align: center;">300sq.m</td> <td style="text-align: center;">Ground leveling for about 50m is necessary.</td> </tr> <tr> <td>Takisung</td> <td style="text-align: center;">104sq.m</td> <td style="text-align: center;">1200sq.m</td> <td style="text-align: center;">not necessary</td> </tr> </table> (5) Ocean Earthing (6) Stacking					[Station Buid.]	[Site Land]	[Access Road]	Bumi Anyar	104sq.m	1,200sq.m	not necessary	Murbulungan	15sq.m	300sq.m	Ground leveling for about 50m is necessary.	Takisung	104sq.m	1200sq.m	not necessary	(Description)  Jan.1987 OECF loan agreement (7,946 million yen) Detailed design undertaken by KDD. Dec.1989 Construction contract signed May 1990 Construction started Feb.1992 Construction completed  (FY1993 Overseas Survey) Completed.
	[Station Buid.]	[Site Land]	[Access Road]																			
Bumi Anyar	104sq.m	1,200sq.m	not necessary																			
Murbulungan	15sq.m	300sq.m	Ground leveling for about 50m is necessary.																			
Takisung	104sq.m	1200sq.m	not necessary																			
8. DATE OF S/W	Feb.1985	Imp. Period: Apr.1984-Dec.1996																				
9. CONSULTANT(S)	Nippon Telecommunication Consulting Co., Ltd. Kokusai Denshin Denwa Co, Ltd. Sanyo Hydrographic Survey Co., Ltd.	4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 18.90 EIRR2) EIRR3)	FIRR1) 17.10 FIRR2) FIRR3)																
10. STUDY TEAM	No. of Members 30 Period Dec.1985-Aug.1986(9 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;">48.42</td> <td style="text-align: center;">21.13</td> <td style="text-align: center;">27.29</td> </tr> </table>	Total M/M	Japan	Field	48.42	21.13	27.29	Conditions and Development Impacts: Conditions: IRR calculated based on: (1) 3,960 ch(280 Mbps) Submarine cable system (2) System life time; 25 years  Development Impacts: (1) Improvement in toll traffic between Kalimantan and Jawa Island. (2) Expansion of ground transmission system. (3) Introduction of new technology. (4) Improvement and expansion of telecommunication system.				2. MAJOR REASONS FOR PRESENT STATUS										
Total M/M	Japan	Field																				
48.42	21.13	27.29																				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER				(1) Alternative route for Kalimantan-Java (2) Digitalization and expansion of 2nd Java-Bali Route																
12. EXPENDITURE	Total 247,184 (¥000) Contracted 236,165	(1) Trainee acceptance; 2 counterparts studied marine cable system (2) On the job training (PERUMTEL counterparts)				3. PRINCIPAL SOURCE OF INFORMATION																
						①, ②, ③, ④																

和名 スラバヤ-バンジャルマシン海底ケーブル建設計画

{F/S,D/D}

# PROJECT SUMMARY (M/P)

Compiled Mar.1990

Revised Mar.1995

ASE IDN/S 119/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS								
1.COUNTRY	Indonesia	1.SITE OR AREA	Jakarta metropolitan 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	Arterial Road System Development Study in Jakarta Metropolitan Area	2.PROJECT COST	(US\$1,000)	1)	Total Cost	Local Cost	Foreign Cost						
3.SECTOR	Transportation/Road		US\$1=1,648Rp.	2)									
4.REFERENCE NO.		3.CONTENTENTS OF MAJOR PROJECT(S)			(Description) Japanese Government mission visited Indonesia in 1988 and agreed to carry out a feasibility study. The JICA contact mission was to be sent in Feb.1989, but the formal request from the Indonesian Government had been held up awaiting the adjustment between the Ministry of Public Works and the municipal government of Jakarta City and the clearance on the project's relationship with the on-going mass transit system development. The Indonesian Government requested JICA for the feasibility study in 1992, and the F/S on the East-West corridor and the North-South corridor began in March, 1993.  (FY1993 Overseas Survey) (1) The local government refers the study to prepare the detailed plan. (2) Arterial Road proposals were put into the feasibility study level. (3) Related agencies have intergrated mass transportation system proposals into total proposal. (4) IBRD and other government agencies utilized data and development concepts for other transportation project. (5) Private sector utilized the study result for its MRT proposals.  (FY1994 Domestic Survey) F/S study by JICA has completed in Jan.1995.								
5.TYPE OF STUDY	M/P	7 types of arterial road development programs were recommended from the viewpoint of future urban formulation and transportation development strategies.											
6.COUNTERPART AGENCY	Ministry of Public Works	1) Medium/Mass Transportation Corridor Development Program 6 routes (595,560 million) 2) Major Arterial Street Development Program: 7 routes (240,957 million) 3) Arterial Street Development Program in the Newly Urbanized Area 22 routes (18,424 million) 4) Present Traffic Problem Oriented Program: 12 routes (354,454 million) 5) East-West Connection Improvement Program: 2 routes (38,363 million) 6) North-South Axis Strengthening Program: 2 routes (40,685 million) 7) Freeway Development Program: 5 routes (1,665,089 million)											
7.OBJECTIVES OF STUDY	Arterial Road System Development Study in Jakarta Metropolitan Area.	Total Cost: 3,253.5 billion Rupiah Note: Investment costs are in 1987 price.											
8.DATE OF S/W	Jun.1984	4.CONDITIONS AND DEVELOPMENT IMPACTS											
9.CONSULTANT(S)	Pacific Consultants International	Development Impacts: 1) The east-west corridor including medium/mass transit would establish the desirable urban structure. 2) Increasing transportation capacity of the north-south axis, which is congested with excessive traffic demand, would increase transportation efficiency. 3) Giving higher accessibility between C.B.D. and activity centers would enhance center development. 4) Proper arrangement of arterial streets/collector streets/local streets would form desirable urban units.											
10.STUDY TEAM	No.of Members 15 Period Nov.1984-Sep.1987(35 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;">265.66</td> <td style="text-align: center;">95.19</td> <td style="text-align: center;">170.47</td> </tr> </table>	Total M/M	Japan	Field				265.66	95.19	170.47			
Total M/M	Japan	Field											
265.66	95.19	170.47											
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Person Trip Survey												
12.EXPENDITURE	<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: center;">798,675 (¥'000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">791,363</td> </tr> </table>	Total	798,675 (¥'000)	Contracted	791,363	5.TECHNICAL TRANSFER							
Total	798,675 (¥'000)												
Contracted	791,363												
		(1) JICA's training for counterpart staff on urban traffic planning; (2) Ministry of Public Works employed most of the graduate students who worked for the survey											
					2.MAJOR REASONS FOR PRESENT STATUS								
					3.PRINCIPAL SOURCE OF INFORMATION								
					①, ②								

名称 ジャカルタ首都圏幹線道路網整備計画

(M/P, Basic Study, Other)

# PROJECT SUMMARY (M/P)

Compiled Mar.1990

Revised Mar.1995

ASE IDN/S 121/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS																
1.COUNTRY	Indonesia	1.SITE OR AREA	Whole country of Indonesia			1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued														
2.NAME OF STUDY	Future Demand of the Inter-Island Traffic	2.PROJECT COST				(US\$1,000)	1) Total Cost 800	2) Local Cost Foreign Cost	(Description) Based on the findings of the study, the Directorate General of Air Communication (DGAC) requested to the Japanese Government a M/P study on the rehabilitation of major airports and the study was completed in 1991. Other related requests were as follows. - DGAC requested a master plan study on national telecommunication system development. - DGAC requested OECF for the study on Ujung Pandang Airport Development. - BSTP and IPTN (an Indonesian airplane manufacturer) are considering to request a study on feeder air routes. - DGAC requested OECF for the study on Surabaya Airport Development. - OECF signed L/A on Engineering Services for Surabaya Airport Construction Project. (519 million yen) in Nov.1992. By this loan, engineering services on terminal, guidance approach and flight assistance facility are conducted.  (FY1993 Overseas Survey) Following 3 airports are in execution - Surabaya - Balikpapan - Vjun Pandang  (FY1994 Domestic Survey) The situation is same as FY1993.												
3.SECTOR	Transportation/Air Transportaion & Airport	3.CONTENTES OF MAJOR PROJECT(S)	Indonesia was divided into 7 regions (primary zones) in order to forecast inter-regional traffic demand. The main objective is to derive and present the future development project and the direction for introduction of appropriate aircraft types. To this end, a methodology was used that the primary zones were subdivided into 181 zones to make a detailed demand forecast. According to this detailed demand forecast, realistic new-air routes were extracted and incorporated with the existing air network to forecast the future air passenger traffic. At the same time, the study incorporated the study of airport facilities, air navigational system, telecommunication system as well as fundamental specifications into the analysis of demand forecast of appropriate aircraft(seat number, operational cost, airports to be used and routes distance) were carried out and fed back to the future air traffic demand forecast, taking into account the characteristics of the air routes.																		
4.REFERENCE NO.		4.CONDITIONS AND DEVELOPMENT IMPACTS				10 routes for 1994 and 10 for 2004 as the realistic new trunk routes and 13 routes for 1994 and 19 routes for 2004 as the realistic new feeder routes were selected by extracting the O-D data for passengers and cargo of major airports, local airports, trunk routes and feeder routes. It is the first time for Indonesia to conduct such a soft-ware study as this kind, and the Study was appreciated to be attributable to the development plan for an aeronautical system as a whole. Since this kind of study is essential prior to plan to develop an airport, the Study would have a great impact on the other transport system than the air. It is assumed that more soft-ware projects of this kind will be generated in future.															
5.TYPE OF STUDY	M/P	10.STUDY TEAM								11.ASSOCIATED AND/OR SUBCONTRACTED STUDY											
6.COUNTERPART AGENCY	Assessment and Application of Technology (BBTP)	No.of Members 11 Period Dec.1986-Mar.1988(16 months)											12.EXPENDITURE								
7.OBJECTIVES OF STUDY	Air Transport	Total M/M Japan Field 61.14 14.10 47.04														5.TECHNICAL TRANSFER Counterparts of BBTP, IPTN and DGCA positively joined in the study work in the process of the work. The trainees were sent to Japan at the BBTP's expence in addition to JICA C/P training.					
8.DATE OF S/W	Jun.1986	2.MAJOR REASONS FOR PRESENT STATUS																	3.PRINCIPAL SOURCE OF INFORMATION ①, ②		
9.CONSULTANT(S)	Nippon Koei Co., Ltd. Central Consultant, Inc.	It has been a common practice for any developed country in the world to plan an aeronautical development under a basic plan in view of soft-ware study before carrying out development of an airport. It is assumed that there become a tendency also in Indonesia to carry out a development project under such a concept.																			
10.STUDY TEAM		3.PRINCIPAL SOURCE OF INFORMATION																			
No.of Members 11 Period Dec.1986-Mar.1988(16 months)																					
Total M/M Japan Field 61.14 14.10 47.04																					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY																					
12.EXPENDITURE																					
Total 218,319 (¥'000)																					
Contracted 171,077																					

和名 島嶼間交通需要予測

[M/P, Basic Study, Other]

# PROJECT SUMMARY (M/P)

Compiled Mar.1990  
Revised Mar.1995

ASE IDN/S 120/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS																													
1.COUNTRY	Indonesia	1.SITE OR AREA	Two Kabupatens of Serang and Pandeglang and the Krakatau Islands of Kab.Lampung Selatan			1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued																											
2.NAME OF STUDY	Regional Development Project in the Western Part of Java	2.PROJECT COST				<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">Total Cost</td> <td style="width: 15%; text-align: center;">Local Cost</td> <td style="width: 15%; text-align: center;">Foreign Cost</td> </tr> <tr> <td>(US\$1,000)</td> <td>1)</td> <td style="text-align: center;">7,000</td> <td style="text-align: center;">6,150</td> <td style="text-align: center;">850</td> </tr> <tr> <td></td> <td>2)</td> <td style="text-align: center;">133,700</td> <td style="text-align: center;">96,600</td> <td style="text-align: center;">37,100</td> </tr> </table>					Total Cost	Local Cost	Foreign Cost	(US\$1,000)	1)	7,000	6,150	850		2)	133,700	96,600	37,100	(Description)  The Directorate General of Tourism(DGT) is examining the possibility of obtaining OECF financing and/or private sector investments. Actually, small-scale tourism development projects are carried out by private investors.  (FY1993 Overseas Survey) Difficulty in land preparation caused delay of tourist resort development. Based on the study, the government has continued to develop in frastructure in these areas. (access road and electricity).  (FY1994 Domestic Survey) Car parking, open picnic space, camunity hall and commercial facilities, etc, were developed by the Indonesian Government budget and private investment.										
		Total Cost	Local Cost	Foreign Cost																														
(US\$1,000)	1)	7,000	6,150	850																														
	2)	133,700	96,600	37,100																														
3.SECTOR	Tourism/(Tourism in)General	3.CONTENTS OF MAJOR PROJECT(S)	Following six(6) projects were proposed as promising tourism projects for the period through 2010. (1) Old Banten Site (Priority project) - Main facilities: Restoration of the old moats, Museum, Bird sanctuary, Heritage garden, etc. - Construction cost: Rp. 11.5 billion (2) Beach Resort(priority project) - Main facilities: Marina, International standard hotels & condominiums, Golf ground, etc. - Development cost: Rp.219 billion (total) (Stage 1: Rp.115 billion/ Stage 2: Rp.104 billion) (3) Tropical Marine Park - Main facilities: Aquarium, Dolphin show pool, Maritime museum, etc. (4) Ujung Kulon and Krakatan Islands - Main facilities: Guest house, Jetties, Observation towers, Camping grounds, Sea garden, etc. (5) Country park - Main facilities: Camping site, Sports fields, Gymnasium, Model farm, etc. (6) Kur Park - Main facilities: Hotel & Restaurant, Swimming pool, Open air theater, etc.																															
4.REFERENCE NO.		4.CONDITIONS AND DEVELOPMENT IMPACTS				Development Impacts: (1)Foreign exchange earning, (2)Recreational benefits for people, (3)Improvement of living standard of the people.  Old Banten Site -Foreign exchange earning: Rp.5.4 million (in the operation year of 1994) Rp.8 million (in the target year of 2010) -Job opportunity: About 1 million men-days (construction period) 273 persons (operation period) -Multiplier effects: Rp.20 billion (investment inducing effects) Rp.76.1 billion (income generating effects)  Beach Resort -Foreign exchange earning: US\$9.2 million (1995) US\$68.4 million (2010) -Job opportunity: 7 million men-days (construction period) 2,443 persons (operation period) -Multiplier effects: Rp.374.6 billion (investment inducing effects) Rp.6,923.0 billion (income generating effects)																												
5.TYPE OF STUDY	M/P	5.TECHNICAL TRANSFER							(1) On the job training for local counterparts (2) Training in Japan for 4 principal counterparts (3) Conduct of tourism resources survey by entrusting it to the local																									
6.COUNTERPART AGENCY	Development of Tourism,Post and Tele-communication,Directorate General of Tourism	6.MAJOR REASONS FOR PRESENT STATUS										In the original plan of Repelita V prepared by the Deptment of Tourism, the top priority are given to the present projects.																						
7.OBJECTIVES OF STUDY	Formulation of a Master Plan of tourism projects to promote regional development	3.PRINCIPAL SOURCE OF INFORMATION													①, ②																			
8.DATE OF S/W	Feb.1986																																	
9.CONSULTANT(S)	Nippon Koei Co., Ltd. Mitsubishi Research Institute																																	
10.STUDY TEAM	No.of Members 12 Period Jul.1986-Feb.1988 (20 months)																																	
	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">Total M/M</td> <td style="width: 33%;">Japan</td> <td style="width: 33%;">Field</td> </tr> <tr> <td style="text-align: center;">89.94</td> <td style="text-align: center;">39.66</td> <td style="text-align: center;">50.28</td> </tr> </table>	Total M/M																									Japan	Field	89.94	39.66	50.28			
Total M/M	Japan	Field																																
89.94	39.66	50.28																																
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY																																		
12.EXPENDITURE	Total 273,586 (*000) Contracted 265,285																																	

# PROJECT SUMMARY (M/P)

Compiled Mar.1991

Revised Mar.1995

ASE IDN/A 103/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDY RESULTS					
1.COUNTRY	Indonesia	1.SITE OR AREA	Soybean ----- East Java Potato ----- West Java		1.PRESENT STATUS <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued				
2.NAME OF STUDY	Multiplication and Distribution of Improved Soybean Seed and Seed Potato	2.PROJECT COST	Total Cost	Local Cost		Foreign Cost			
3.SECTOR	Agriculture/General		(US\$1,000)	1)	4,730				
4.REFERENCE NO.			(US\$1=148 yen in 1987)	2)	11,486				
5.TYPE OF STUDY	M/P	3.CONTENTES OF MAJOR PROJECT(S)		(Description) Improvement of the farm for foundation seed potatoes was completed with the FY1992 grant aid of Japan. The Ministry of Agriculture has been keen to implement the soybean seed project by Japanese assistance. A JICA expert has been examining the necessary steps toward implementation.  (FY1993 Overseas Survey) The outputs of the masterplan is utilized as basic concepts for the next step of project formulation/preparation Oct. 1993. Preliminary study for the Multiplication and Distribution of High Quality Soybean Seed (JICA)  Jan. 1994 Study for the Multiplication and Distribution of High Quality Soybean Seed (JICA)  (FY1994 Domestic Survey) No information.  (FY1994 Overseas Survey) [potatoes] Japanese Grant Aid:Pilot project of better seed multiplication and distribution(E/N 1990). Project Type Technical Cooperation:Training project of Indonesian seed multiplication. [soybeans] 1994:Basic design study for soybean project. The Indonesian government requested Soybean Project. Responding to the request, the Japanese government dispatched a JICA expert, a preliminary-study mission for multiplication and distribution of high-quality soybean seed in October 1993, and the study mission in January 1994. A basic design study for the Soybean Project has been conducted since November 1994.					
6.COUNTERPART AGENCY	Crop production Bureau, Ministry of Agriculture	To reinforce followings in order to produce seeds for soybeans and potatoes 1.Fostering seed producing farmers 2.Improving seed processing and storage facilities 3.Promoting seed distribution 4.Strengthening administration system for seed multiplication and distribution 1) Field for foundation seed/registered seed 2) Seed inspection 3) Training activities (Note) Cost1) is for soybeans and Cost 2 for potatoes							
7.OBJECTIVES OF STUDY	Multiplication and distribution of improved Soybean Seed and Seed Potato	4.CONDITIONS AND DEVELOPMENT IMPACTS							
8.DATE OF S/W	Mar.1987	Conditions: 1.Pertinent organization and disposition of personnel 2.Financial assistance(Raise operating fund) 3.Administrative Coordination(Research & Administration) 4.Securing necessary land Development Impacts: 1.Increase of agricultural production and resultant increase of farmers' income by the introduction of better seeds and their stable supply (ordinary farmers and seed producing farmers) 2.Contribute to the self-sufficiency of food							
9.CONSULTANT(S)	Overseas Merchandise Inspection Co., Ltd.								
10.STUDY TEAM	No.of Members 6 Period Jul.1987-Sep.1987(3 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;">24.24</td> <td style="text-align: center;">8.49</td> <td style="text-align: center;">15.75</td> </tr> </table>					Total M/M	Japan	Field	24.24
Total M/M	Japan	Field							
24.24	8.49	15.75							
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER							
12.EXPENDITURE	Total 73,445 (¥'000)	(1)OJT (2)Training in Japan (3)Seminars/Lectures		2.MAJOR REASONS FOR PRESENT STATUS As the result of this study, the project for potatoes started ahead soybeans. After its completion the project for modernization of soybean seed production is to start.					
	Contracted			3.PRINCIPAL SOURCE OF INFORMATION ①, ②, ③					

和名 主要食用作物生産振興計画

{M/P,Basic Study,Other}



# PROJECT SUMMARY (F/S)

Compiled Mar.1990  
Revised Mar.1995

ASE IDN/S 333/87

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 Trans-Sumatera Terrestrial Digital Transmission System		Jakarta and Padang, Medan and Banda Aceh						
3. SECTOR Communications & Broadcasting/Telecommunication		2. PROJECT COST		Total Cost	Local Cost	Foreign Cost		
		(US\$1,000)	1)	61,000	100	60,900		
		(US\$1=125Yen)	2)					
			3)					
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)				(Description) After the completion of the study, the Government of Indonesia did not apply to an OECF loan. The project is being implemented by French financing.  (FY1994 Overseas Survey) Being implemented by French loan (Jakarta-Medan) Jul.1993      Construction completed		
5. TYPE OF STUDY		Contents      Scale Digitalization of Switching system      2,690 L.U.(1994) Digitalization of Transmission system      same above  For this Project, it seems to be better to implement the digitalizing of the basic transmission link in Sumatera deviding into the following tasks: *The section connecting Jakarta-Padan-Medan: the service started on 1975. Before the life exhausted, a number of circuits will be lack: required number of circuits upto 1994 was 2,690. All of existing analog circuit lines should be displaced to degital circuits until 1994: required number of circuits will be 5,125 until the year of 1999. *The section connecting Medan and Banda Aceh: the service started on 1982. In the past few years, there were no shortage of circuits. The life of the system seems to be much longer. *To duplicate the routes.						
6. COUNTERPART AGENCY								
7. OBJECTIVES OF STUDY		To verify technical and economic feasibility for trans-Sumatra Terrestrial Digital Transmission System and links major cities in Sumatra island and Jakarta						
8. DATE OF S/W		Imp. Period: 1989-1991						
9. CONSULTANT(S)		4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility:	EIRR1)      23.00      FIRR1)      25.00			
Nippon Telecommunication Consulting Co., Ltd. Yachiyo Engineering Co., Ltd. Nippon Sogo Architects and Engineers				Yes	EIRR2)      FIRR2)			
				EIRR3)	FIRR3)			
10. STUDY TEAM		Conditions and Development Impacts: Assumption is to put practical use of existing route, JKT-MDN(1994) and MDN-BNA. The digitalization of telecommunication network for Sumatra island corresponds to possible all new services. In order to plan the duplex routes, following matters should be considered: 1) Accessibility from the viewpoint of transportation, 2) Accessibility from the viewpoint of exchanging stations, and 3) Geographic conditions. Both of Eastern and Western routes have been planned aiming to fulfil above mentioned conditions. However, in case of the Western Route, it may not be able to pick up easily the exchanges better than aforementioned secondary center(SC). The Eastern Route has inferior accessibility of transportation, and have unfavourable geographical conditions. Additionally, both Routes may need tremendous amount of investment. By means of duplication of the routes. 1) the liability of the network will be improved. 2) It becomes possible to distribute traffics to the high usage rings and the duplicated routes. After the completion of digitalization of the existing systems, the duplication works should be carried on prior for the routes in the sections which have a large bulk of the subscriber long distance dialing (SLDD) traffic.						
No. of Members      13 Period      Jan.1987-Mar.1988 (14 months)  Total M/M      Japan      Field 39.39      17.16		5. TECHNICAL TRANSFER						2. MAJOR REASONS FOR PRESENT STATUS
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY						(1) Effectiveness (2) High priority		
12. EXPENDITURE		(1) Trainee Acceptance: 3 counterparts studied in Japan on digitalization telecommunications Network. (2) On the job training (PERUMTEL counterparts).				3. PRINCIPAL SOURCE OF INFORMATION		
Total      145,950 (¥000) Contracted      140,023						①, ②, ③		



# PROJECT SUMMARY (M/P)

Compiled Mar.1990  
Revised Mar.1995

ASE IDN/S 122/88

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS		
1. COUNTRY	Indonesia	1. SITE OR AREA	Ujung Pandang City and its adjacent area, South Sulawesi			1. PRESENT STATUS	<input type="checkbox"/> In Progress or In Use <input checked="" type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Ujung Pandang Area Highway Development Study	2. PROJECT COST					
3. SECTOR	Transportation/Urban Transportaion		(US\$1,000)	1)	144,194	(Description) Road rehabilitation in Ujung Pandang City area was included in the project list for the loan of OECF in 1991. Indonesian Government ranks the project low in priority.  (FY1993 Overseas Survey) The priority of the project has been low.  (FY1994 Domestic Survey) No additional information.	
4. REFERENCE NO.			US\$1=Rp1,731	2)			
5. TYPE OF STUDY	M/P	3. CONTENTS OF MAJOR PROJECT(S)					
6. COUNTERPART AGENCY	Directorate General of Highways, Ministry of Public Works	The study proposed a master plan for traffic control in Ujung Pandang City and the development of radial roads.					
7. OBJECTIVES OF STUDY	Road network development	1. Short-term Plan (total cost Rp19,261 million) Road Widening (15.850m); Intersction Imprv.(19 locations); Road Rehab.(14 routes); Pedestrian Facillies Imprv.(29 routes); Bus Facilities Imprv.(196 locations); Becak Transport Imprv.(2 routes); and Traffic Regulation Imprv.(4 locations)					
8. DATE OF S/W	Jun.1987	2. Long-term Plan 1st Stage (up to 1994) (total cost Rp58,395 million) Inner Ring Road Constr.(9.95km); Jl. Gowa Jaya Widening (27km); Jl. Gowa Raya Widening (6.55km); Jl. Toll Road Widening (11.5km); and Industrial Access Road Constr. (3.25km) (Total 58.25km)					
9. CONSULTANT(S)	Central Consultant, Inc. Chodai Co., Ltd.	3. Long-term Plan, 2ndt Stage (up to 2009) (total cost Rp171,944 million) Inner Ring Road Constr.(9.95km); Middle Ring Road Constr.(12.95km); Outer Ring Road Constr.(17.1km); Central Radial Road Constr.(8.75km); South Radial					
10. STUDY TEAM	No. of Members 9 Period Nov.1987-Mar.1989 (16 months)	4. CONDITIONS AND DEVELOPMENT IMPACTS					
	Total M/M          Japan          Field	The residential areas have been sprawling toward the outlying areas of the city, but the development of necessary infrastructure has been inadequate relative to the rapid increase of the population. The proposed project will contribute effectively to the development of residential areas. The project will also provide the functional linkages between the port, the industrial estate and the airport, thereby contributing the growth of the Ujung Pandang area.					
	50.39          8.24          42.15						
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER			2. MAJOR REASONS FOR PRESENT STATUS		
12. EXPENDITURE	Total          167,217 (¥000) Contracted          160,498				3. PRINCIPAL SOURCE OF INFORMATION		Indonesian Government ranked low with this project.
		On-the-job training for the counterparts on the computerized method of traffic demand projection.			①, ②		

和名 ウジュンパングン都市圏道路網整備計画

[M/P,Basic Study,Other]

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

Compiled Mar.1990  
Revised Mar.1995

ASE IDN/S 214B/88

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Indonesia	1.SITE OR AREA	Bandung (study area of 1,771 sq.km)			1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY	Flood Control Plan of the Upper Citarum Basin	2.PROJECT COST (US\$1,000)	M/P 1) 72,868 2) 90,321	Local Cost	18,161 Foreign Cost	54,707	(Description)  Dec.1990 OECF loan agreement signed (21.5 billion yen) Part of the loan to be used for engineering services. Jul.1991 - Sep. 1992 D/D undertaken Nov.1992 I/P for construction prepared. Nov.1993 OECF L/A signed (3,165 million yen) (Flood control Project of the Upper Citarum Basin (I)) This loan is to be used for flood control and consulting services.  (FY1993 Overseas Survey) The above project is planned to be started from August 1994. Then after the project is implemented, Jatuhur Authority (Perum Otorita Jatuhur) is planned to maintain and operate it.  (FY1994 Domestic Survey) The implementation of the project has been started by means of above-mentioned OECF loan. A consultant is now carrying out the administration of construction works and the detail design for the part of upper stream of the river.
3.SECTOR	Social Infrastructures/River & Erosion Control	US\$1=Rp.2014=133.5y	F/S 1) 90,321 2) 45,923 3) 44,399				
4.REFERENCE NO.		3.CONTENTS OF MAJOR PROJECT(S)					
5.TYPE OF STUDY	M/P+F/S	<M/P>1. Outline of the Plan: River improvement by dredging/excavation was proposed for the Citarum River system, from Curug Jompong Fall(downstream end) to the upstream end of the maximum flood area in 1986, including the Cisangkuy, Citarik and Cikeruh rivers. 2. Short Term Program(1992-1995) (Rp. 101.7 billion). An urgent project including the river improvements of Citarum River from Curug Jompong to Sapan(center of flood area) and Cisangkuy River with the design flood of 5 years return period, land use regulation and flood forecasting / warning system was proposed. 3. Long Term Program(1996-2005). (Rp.150 Billion) River improvement of the all rivers, with the design flood of 20 years return period, from Curug Jompong to upstream end of the flood area was proposed. <F/S>-River improvement of the Citarum and Cisangkuy rivers from Curug Jompong to Sapan in order to reduce the flood damage in the area from Dayeuh Kolot to Sapan where properties concentrate. - Flood forecasting/ warning system for the remaining flood-risk area. The major project works, according to the detailed design results made in September 1992, are as follows: 1) River Improvement Works(Citarum River 30.6km, Cisangkuy River 6.9km) - Dredging/excavation : 6,030,000 cu.m   - Bank protection : 7.9 km - Bridge : 11 places   - Inspection/maintenance road : 71 km - Land acquisition : 169 ha   - Compensation : 634 houses 2)Telemetering System Works - Six telemetering station at the existing water level gauging stations. - One master station   - Monitoring equipment in the existing station.					
6.COUNTERPART AGENCY	Directorate of Rivers(DOR), Directorate General of Water Resource Development (DGWRD)						
7.OBJECTIVES OF STUDY	Formulation of a master plan through 2005 and identification and evaluation of urgent flood control projects						
8.DATE OF S/W	Dec.1986						
9.CONSULTANT(S)	Pacific Consultants International						
		Imp. Period: 1990-1995					
		4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 14.10 EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)		
10.STUDY TEAM	No. of Members 11 Period May.1987-Dec.1988 (20 months)	Conditions and Development Impacts:  <Conditions>1. Benefit is flood damage reduction by lowering flood water level and expressed by the difference in flood damage between without and with the river improvement. 2. Tangible benefits include the flood damage reduction in house, factory, commercial building, paddy field, fish pond, public facility, etc. 3. Base costs are expressed under the socio-economic conditions prevailed in Nov.1991(M/P), and 1987(F/S). 4. Annual O/M cost is assumed to be 0.5% of the construction cost for 50 years after completion of the project works. <Effects> By the river improvement, the maximum flood area of 7,249 ha (by 1.5 year flood) is expected to be reduced to 900 ha by 20 years and to 3,160 ha by 5 year flood. The results are as follows: EIRR: 11.6%, B/C : 1.18, NPV : Rp.131 billion(M/P) EIRR: 15.3%, B/C : 1.96, NPV : Rp.121.5 billion(F/S) Average annual flood damage reduction is estimated to be Rp.42.9 billion.					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Geological survey Installation of hydrological meters						
12.EXPENDITURE	Total 203,741 (¥'000) Contracted 187,711	5. TECHNICAL TRANSFER 1) Participation of 3 counterparts in the JICA training program 2) OJT and a seminar					
		2.MAJOR REASONS FOR PRESENT STATUS					
		3.PRINCIPAL SOURCE OF INFORMATION ①, ③, ④					

和名 チタルム川上流域洪水防衛計画

[M/P+F/S]

# PROJECT SUMMARY (F/S)

Compiled Mar.1990  
Revised Mar.1995

ASE IDN/S 335/88

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Indonesia	1. SITE OR AREA	Southeastern slope (550 sq.km) of Mt. Galunggung, Kabupaten Tasikmalaya, West Java Province			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	Disaster Prevention Project in the Southeastern Slope of Mt. Galunggung	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost		
3. SECTOR	Social Infrastructures/River & Erosion Control		1) 66,205	30,591	35,614	(Description) DGWRD is considering the possible application for OECF financing. (Related Information) In order to maintain the spare capacity of the sand pockets, the Indonesian Government is excavating the accumulated sediment in the sand pocket and transporting these as aggregate construction materials to Jakarta by Indonesia State Railways (PJKA) (as privatization project). However, in order to not sufficient the capacity of railway transportation, JICA dispatched the short term experts for the technical transfer of the implementation planning of such capacity in August 1991. According to the report of JICA Short Term Experts, PURUMKA is considering the actual plan of the implementing transport capacity.  (FY1993 Overseas Survey) 1. Now, sand excavation in Mt. Galunggung is significantly increased because of high demand (about 40,000m <sup>3</sup> /day) and best quality of its sand. Sand are transported ainly by trucks, which quantitatively larger than wagon trains. 2. Positive responses have been gained from local people because of new family income and safety from disastere. 3. D/D of drainage tunnel in being conducted by PT Virama Karya and financed by APEN. BUT the implementation is suspended due to bridget constraint. 4. Since M/P were not conducted, it is recommended that furture M/P should accommodate demand of say 25 or 30 years ahead, in cojunction with integrated rivew basin development.  (FY1994 Domestic Survey) No additional information.	
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)	2) (US\$1,000)				
5. TYPE OF STUDY	F/S		3)				
6. COUNTERPART AGENCY	Directorate General of Water Resource Development	1) Maintenance of sand pockets (as expansion of the height of wall for existing 12km long sand pocket)					
7. OBJECTIVES OF STUDY		2) Stabilization of river channels within the sand pockets (to construct for 12km expansion of the existing dike)					
8. DATE OF S/W	Mar. 1987	3) Construction of 34 Sabo dams in the southern slope					
9. CONSULTANT(S)	Yachiyo Engineering Co., Ltd.	4) Drainage works for the crater lake (to construct new 2m 700m long tunnel)					
10. STUDY TEAM	No. of Members 12 Period Jun. 1987-Nov. 1988 (18 months)	5) Establishment of the early warning and evacuation system					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Topographic survey (vertical and cross 115km); boring (1=200m); survey of riverbed materials (20 samples)	4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1 10.90 EIRR2 EIRR3	FIRR1 FIRR2 FIRR3		
12. EXPENDITURE	Total 238,944 (¥000) Contracted	Conditions and Development Impacts: The project will reduce the damages caused by volcanic debris and floods, and contribute to the improvement of land use and living environment for the local inhabitants, creation of employment, and regional economic growth.					
		5. TECHNICAL TRANSFER	OJT on river and erosion control.			2. MAJOR REASONS FOR PRESENT STATUS	
						3. PRINCIPAL SOURCE OF INFORMATION	①, ③

和名 ガルンゲン火山防災計画

(F/S,D/D)



# PROJECT SUMMARY (F/S)

Compiled Mar.1990  
Revised Mar.1995

ASE IDN/S 334/88

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Indonesia	1. SITE OR AREA	Ocean Area between Kalimantan and Sulawesi in regard to the Submarine Cable Construction Project			1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input checked="" type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Kalimantan-Sulawesi Submarine Cable System	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost		
3. SECTOR	Communications & Broadcasting/Telecommunication		1) 66,702	1,213	65,489	(Description) The Government of Indonesia is planning to apply of OECF financing in the future.  (FY1994 Overseas Survey) Because of the traffic increase of Kalimantan-East Java and Sulawesi (includes east Indonesia)-East Java, the route was rearranged (from Surabaya to Ujung Pandang, branching to Banjarmasin). Being promoted by WB loan. Jun.1995 EDC to be scheduled Mar.1996 Construction to be started 1999 Construction to be completed	
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)	2) 2)				
5. TYPE OF STUDY	F/S		3) 3)				
6. COUNTERPART AGENCY	Directorate General of Posts and Telecommunication (POSTEL) Perum, Telekomunikasi Headquarters (PERUMTEL)		This transmission system is to connect both toll line exchange stations in Banjarmasin, Kalimantan Is. and Ujung Pandang, Sulawesi Is. And it is planned to apply the backhole microwave sub-system(----) on the ground surface and the optical submarine sub-system(====) at the bottom of the sea. Four(4) transmission routes have been planned as shown below: 1. Banjarmasin---Takisung====Lamalaka-----Ujung Pandang, 2. Banjarmasin---Takisung====Balang-----Ujung Pandang, 3. Banjarmasin---Takisung====Bojo Pare Pare---Ujung Pandang, 4. Banjarmasin---Lemaru=====Towaja-----Ujung Pandang.				
7. OBJECTIVES OF STUDY	Execution of Ocean Survey (Phase 2) based on S/W and study Results of Phase 1 of this project	8. DATE OF S/W	Imp. Period: 1989-1993				
9. CONSULTANT(S)	Nippon Telecommunication Consulting Co., Ltd. Sanyo Hydrographic Survey Co., Ltd.	4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 20.08 EIRR2) EIRR3)	FIRR1) 18.14 FIRR2) FIRR3)		
10. STUDY TEAM	No. of Members 21 Period Aug.1987-Oct.1988 (15 months)	Conditions and Development Impacts: Conditions of IRR Calculation: Adoption of cable route between Banjarmasin(Kalimantan) and Ujung pandang(Sulawesi) as the Kalimantan-Sulawesi Submarine Cable System Development Impacts: It is expected to promote digitalization for transmission paths and switching facilities on the Indonesia whole networks					
	Total M/M          Japan          Field 64.20                  42.60          21.60	2. MAJOR REASONS FOR PRESENT STATUS (1) Effectiveness (2) High priority					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		3. PRINCIPAL SOURCE OF INFORMATION ①, ②, ③					
12. EXPENDITURE	Total 286,857 (¥'000) Contracted 278,840	5. TECHNICAL TRANSFER					

和名 カリマンタンスラウェシ海底ケーブル建設計画 (フェーズI及びII)

[F/S,D/D]



# PROJECT SUMMARY (F/S)

ASE IDN/A 310/88

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				1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled	
2.NAME OF STUDY		Tambusai District, Kampar Regency, Riau Province, Sumatra Island						
Batang Kumu Irrigation Project in Riau Province		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost		
		(US\$1,000)	1) 43,000	18,600	23,900			
		2)						
		3)						
3.SECTOR		3.CONTENTES OF MAJOR PROJECT(S)				(Description) (FY1994 Domestic Survey) No additional information.  (FY1994 Overseas Survey) Indonesia started an assessment of environment impact study in the project area and requested D/D to the Japanese government in 1990. The project was rethought later because of an addition of the transmigrantion plan. Then D/D and the first-stage construction were requested again to Japan. Indonesia also applied to the World Bank in 1994.		
Agriculture/General		Wet season paddy: 7,300 ha Dry season paddy: 3,100 ha Upland crops in dry season: 2,700 ha The following facilities will be constructed to attain the foregoing target. Head work: W=50m, H=5.5m Flood gate: 14m x 3 nos Head reach: 2.6 km Main canal: 25.6 km Secondary canal: 50.1 km Secondary drainage canal: 56.5 km Tertiary canal: 496 km Tertiary drain: 102 km Farm road: 146 km						
4.REFERENCE NO.								
5.TYPE OF STUDY		F/S						
6.COUNTERPART AGENCY		Directorate General of Water Resources Development, Ministry of Public Works						
7.OBJECTIVES OF STUDY		F/S						
8.DATE OF S/W		Nov.1984						
9.CONULTANT(S)		Japan Irrigation and Reclamation Consultants Co,						
		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 12.70 EIRR2) EIRR3)			FIRR1) FIRR2) FIRR3)
10.STUDY TEAM		Conditions and Development Impacts: It is expected that the project will stabilize the regional economy in the project area including transmigrantion area settled since 1981, by introducing irrigation facilities and will also support the transmigrantion program and regional development in the province. In addition, the project will contribute to the increase of self-sufficiency of rice in the province.						
		11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.technical transfer		2.MAJOR REASONS FOR PRESENT STATUS		
		Topographic Survey Geological Survey		(1) On the Job Training (2) Overseas Training		To promote the transmigrantion scheme and to maintain national self-sufficiency of rice.		
12.EXPENDITURE						3.PRINCIPAL SOURCE OF INFORMATION		
		Total	212,093 (¥'000)				①, ③	
		Contracted	171,000					

# PROJECT SUMMARY (M/P)

Compiled Mar.1991  
Revised Mar.1995

ASE IDN/S 125/89

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS		
1. COUNTRY	Indonesia	1. SITE OR AREA	Four provinces of northern Sumatra (Aceh, North Sumatra, West Sumatra and Riau)			1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Integrated Regional Development Plan for the Northern Part of Sumatra	2. PROJECT COST				(US\$1,000)	1) Total Cost 3,069,000
3. SECTOR	Development Plan/Integrated Regional Development Plan	3. CONTENTS OF MAJOR PROJECT(S)	Considering the largeness of the region and limited financial resources, the team chose to focus on some selected areas. Eleven such priority areas are identified from among 24 subregions through a potential evaluation and strategic considerations. A multisector program is then formulated for each of the 11 priority areas and termed the Integrated Development Program (IDEP). Many other sectoral projects which do not make up an IDEP but is needed from the regional standpoint are also identified and outlined. In total: 11 IDEPs On average, Each covers 10,000 sq.Km and one million population, Consists of 30 to 40 sectoral projects. 430 Sectoral Projects (291 IDEP components)				
4. REFERENCE NO.		4. CONDITIONS AND DEVELOPMENT IMPACTS	(1) The macroeconomic framework for plan: GDP growth rate (non-oil/gas) is 5.7% (88-93), 6.5% (93-98); population growth will remain higher than the national average; the total investment required is US \$77 billion, 65% of which will be financed by private sources. (2) As a result, per capita GDP will grow faster than the national average while east-west disparities will reduce in the region. The five objects will be attained. 1) Center for food production 2) Promotion of exports and tourism 3) Center for manufacturing 4) Reception of immigrants 5) Integrated regional economy				
5. TYPE OF STUDY	M/P	10. STUDY TEAM	No. of Members 18 Period Mar.1988-Mar.1990 (25 months)				
6. COUNTERPART AGENCY	Directorate General of Human Settlements, Ministry of Public Works	11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Complication of land use maps				
7. OBJECTIVES OF STUDY	Long-term planning (1989-2008) and preparatory study of priority projects	12. EXPENDITURE	Total 428,345 (¥'000) Contracted 427,744				
8. DATE OF S/W	Jan.1988	3. PRINCIPAL SOURCE OF INFORMATION	①, ③				
9. CONSULTANT(S)	International Development Center of Japan Nippon Koei Co., Ltd.	2. MAJOR REASONS FOR PRESENT STATUS	(1) Enthusiasm among Indonesian officials (2) Timely proposal of the IDEP approach as a prospective countermeasure to the sectoral approach (3) Team's effort to facilitate policy dialogue				
		5. TECHNICAL TRANSFER	(1) Five workshops held to discuss each report. (2) Study tour for 6 officials. (3) A lecture for counterparts on how to carry out planning practice.				





# PROJECT SUMMARY (M/P)

Compiled Mar.1991  
Revised Mar.1995

ASE IDN/A 105/89

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 checked="" type="checkbox"/> Delayed <input type="checkbox"/> Discontinued		
2.NAME OF STUDY	Improvement of Rice Post Harvest and Marketing in Farmer Groups	Java Barat, Java Timur, Lampung and Sulawesi Selatan Provinces							
3.SECTOR	Agriculture/Agricultural Processing	2.PROJECT COST		Total Cost	Local Cost	Foreign Cost			
4.REFERENCE NO.		(US\$1,000)	1)	210,000		210,000			
5.TYPE OF STUDY	M/P	US\$1=Rp1,850	2)						
6.COUNTERPART AGENCY	Directorate General of Food Crops Agriculture, Ministry of Agriculture (DGPCA)	3.CONTENTS OF MAJOR PROJECT(S)				(Description) No information is available. (FY1993 Overseas Survey) - The Government thinks investment cost in Farm Roads and Drainage Canals too expensive. - The Government requested foreign aid for the project, but it was not accepted. - The study should be modified suitably with the present situation. (FY1994 Domestic Survey) - Waiting for the official request from the Indonesian Government after suitable modification. (FY1994 Overseas Survey) - Indonesian Side wants to implement this project.			
7.OBJECTIVES OF STUDY	Formulation of the Pilot Plan of Rice-Post Harvest and Marketing in Farmer Group	Pilot Plans Pilot Area							
8.DATE OF S/W	Jun.1988	1. Location	Telagasari Cadas	Bagor (desa)	Mattiro Bulu Kertajaya			Trimurjo Selorejo	
9.CONSULTANT(S)	Nippon Koei Co., Ltd.	2. Paddy field	119	109	105			157 (ha)	
10.STUDY TEAM	No. of Members 6 Period Nov.1988-Oct.1989 (12 months)	3. Nos. of Farm	172	363	87			254 Family	
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	None	4. Cropping Intensity							
12.EXPENDITURE	Total 85,077 (¥'000) Contracted 80,374							Wet season	100%
		5. TECHNICAL TRANSFER						2.MAJOR REASONS FOR PRESENT STATUS	
		Technology transfer to counterparts in the course of the study. Training in Japan.							
		4.CONDITIONS AND DEVELOPMENT IMPACTS						3.PRINCIPAL SOURCE OF INFORMATION	
		Conditions: 1. Financial Support by the Government 2. Intensive Investment in Farm Roads and Drainage Canals Development Impacts: After the implementation of the pilot plan, harvesting and processing losses will be reduced considerably through improvement of post harvest activities. Harvesting cost will also be reduced in significantly by the introduction of improved harvesting system i.e. reaping by organized laborers under cash payment system and effective threshing works by pedal and power threshers through farmer groups' custom service.							
		10. STUDY TEAM				①, ②, ③			
		Total M/M Japan Field 29.05 11.09 17.96							

和名 収穫後処理及び流通改善計画

{M/P, Basic Study, Other}

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

Compiled Mar.1991

Revised Mar.1995

ASE IDN/S 215B/89

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT						
1. COUNTRY	Indonesia	1. SITE OR AREA	Within ex-airport project site: 133 hectare Outside ex-airport project site: 4 site 19 hectare		1. PRESENT STATUS <input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input checked="" type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled					
2. NAME OF STUDY	Kemayoran Urban Housing Development Project	2. PROJECT COST	M/P 1) 120,137 Local Cost 2) Cost	120,137 Foreign Cost						
3. SECTOR	Social Infrastructures/Urban Planning & Land Development	3. CONTENTS OF MAJOR PROJECT(S)	US\$1=Rp.1,741=128ye FS 1) 3,889      3,889 2) 3)		(Description) 1. Part of the development/redevelopment of the ex-airport site commenced in 1989 by local funds. Housing development on 133 ha will be implemented by Perumnas (Indonesian Housing Cooperation). 2. Sites A and B located in the ex-airport site will be implemented in accordance with the results of this study. 3. Indonesian side is now considering the implementation of Sites C, D, E and F. In particular, Site F is feasible if the recommended renewal method is applied.  (FY1993 Overseas Survey) In response to the request by Indonesian Government, OECF dispatched as appraisal mission on the project, which was expected to be the first loan in the housing sector. However, insufficient preparation of the Directorate General lowered its priority. The land price at the site, a former airport, is skyrocketing now. The Government held an exposition at a different site from site D. There is still a slight chance to apply for OECF loan. However, the private sector will develop the site, comprising mainly upper-class residences and low cost housings, by itself.  (FY1994 Domestic Survey) No additional information.					
4. REFERENCE NO.		<M/P> (1) Development Plan within ex-airport area (a) for low income group (b) for general use (totalled to 14,500 units) (c) for urban amenities and infrastructure arrangement (2) Housing renewal plan in neighborhood area of ex-airport (3) Development of methodology of urban renewal  The M/P assumes that the housing development be implemented with the available local funds and that the accruing benefits of the development (including the income of land sales) favorably stimulate housing improvement efforts in the neighboring areas.								
5. TYPE OF STUDY	M/P+F/S									
6. COUNTERPART AGENCY	Directorate General of Human Settlements Ministry of Public Works	<P/S> Housing renewal on total 3.5 ha. of Case Study Sites D located in the vicinity of the ex-airport including 635 houses for low income group.								
7. OBJECTIVES OF STUDY	Conduct of Feasibility Study on Urban Housing and Urban Renewal									
8. DATE OF S/W	Apr. 1988	Imp. Period: 1989-1990      1995-1999								
9. CONSULTANT(S)	Yachiyo Engineering Co., Ltd. JCP Co., Ltd.	4. FEASIBILITY AND ITS ASSUMPTIONS Feasibility: Yes EIRR1) 19.00      FIRR1) 23.90 EIRR2)              FIRR2) EIRR3)              FIRR3)								
10. STUDY TEAM	No. of Members 12 Period Jul. 1988-Mar. 1990 (20 months)  <table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">74.18</td> <td style="text-align: center;">9.52</td> <td style="text-align: center;">64.66</td> </tr> </table>	Total M/M	Japan	Field		74.18	9.52	64.66	Conditions and Development Impacts: <M/P> 1. Promotion of Jakarta City to the direction of east 2. To assure to stickness to urban development plan caused by increase of supply of housing 3. Effective use of land within Jakarta City 4. Contribution to prevention of disasters of urban area 5. Promotion of inhabitants' participation at urban development 6. Dissemination of method of urban renewal <P/S> 1. 120 ha. housing development: Increase in housing stock at the center of the city. Reinforcement of urban functions of Jakarta city. 2. Renewal of surrounding: Safeguarding ex-airport development, increase in housing stock, enhancing urban functions by intensive land use, contributing to the prevention of urban disaster. 3. Enlightenment of community participation by demonstrating actual sample of urban renewal. 4. Application of developed renewal methodology to other urban areas and other cities.	
Total M/M	Japan	Field								
74.18	9.52	64.66								
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	(1) Detailed Survey of existing physical & socio-economic conditions. (2) Four editions of slides synchronized with	5. TECHNICAL TRANSFER								
12. EXPENDITURE	<table style="width: 100%; border: none;"> <tr> <td style="text-align: right;">Total</td> <td style="text-align: right;">267,007 (¥'000)</td> </tr> <tr> <td style="text-align: right;">Contracted</td> <td style="text-align: right;">246,728</td> </tr> </table>	Total	267,007 (¥'000)	Contracted	246,728	1. Development of methodology of urban renewal, and urban housing renewal. 2. Seminar was held in Jakarta on the implementation of urban renewal project, with the attendance of about 100 people. 3. Acceptance of trainees: 2 trainees				
Total	267,007 (¥'000)									
Contracted	246,728									
		2. MAJOR REASONS FOR PRESENT STATUS								
		3. PRINCIPAL SOURCE OF INFORMATION								
		①, ③								

和名 クマヨラン地区都市・住宅再開発計画

[M/P+F/S]

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

Compiled Mar.1991  
Revised Mar.1995

ASE IDN/S 216B/89

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Indonesia	1.SITE OR AREA		Throughout Indonesia		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	Integrated Radio and Television Servicing System Project	2.PROJECT COST (US\$1,000)	M/P 1) 155,071 2) Local Cost	26,108 Foreign Cost	128,963		
3.SECTOR	Communications & Broadcasting/Broadcasting	3.CONTENTES OF MAJOR PROJECT(S)		<M/P>The following projects will be suggested by the year of 1999. (1) Rehabilitation of 8 High Radio Stations (2) Rehabilitation of 5 TV transmitting stations (3) Establishment of a Maintenance System (7 maintenance bases) (4) Improvement of Engineering Communication Network (48 radio stations, 100 TV stations) (5) Introduction of TV Up-Links (2 TV stations) (6) Improvement of Programme Transmission Lines (48 radio stations) (7) Additional Construction of MW facilities at SW-Only stations (10 stations) (8) Rehabilitation of studies at Regional Radio Stations (22 stations) (9) Improvement of RN-I Network (10 stations) (10)Improvement of TVN-I Network (50 stations) <F/S> (1) Rehabilitation of 8 High Radio Stations (2) Rehabilitation of 5 TV transmitting stations (3) Establishment of a Maintenance System (Maintenance Center) (4) Improvement of Radio Programme Transmission Line, Engineering Communication Network and Introduction of TV Up-Links (5) Additional Construction of MW Facilities at SW-only stations (5 stations) (6) Rehabilitation of studies at Regional Radio Stations (4 stations)		(Description)  The Government of Indonesia has reviewed the Long-Term Plan drawn up in 1984 based on the result of this Study Report. Currently, a few projects below are under implementation: (1)Rehabilitation of Radio and Television Network (Phase-I): OECF Loan (7,478 million yen), 1990 L/A (2)OECF signed L/A on Phase-II Project of the same title (708 million yen) in Nov. 1993. (3)In addition, three projects in the Repelita V financed by UK and Austria are now under implementation. (As of Dec. 1992)  *Contents of OECF Loan The facility renovation and rehabilitation of radio broadcasting station:10 stations The facility renovation of radio broadcasting studio:10stations The facility renovation of TV broadcasting studio:3stations The establishment of maintenance center:3centers  (FY1994 Domestic Survey) Phase-1 Nov.,1991 Contract for Consulting Services, Jan.,1993 Contract for Equipment Supply, Sep.,1994 Final Handing-over, successively under Operatin & Maintenance Services. Phase-2 Dec.,1993 Contract for Consulting Services, successively under: Contract for Direct Appointment Portion and Preparation for the Bid for International Competitive Bid portion.  (FY1993 Overseas Survey) Dec.1996 scheduled to be completed  (Please turn over)	
4.REFERENCE NO.		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes EIRR1) 11.70    FIRR1) EIRR2)            FIRR2) EIRR3)            FIRR3)			
5.TYPE OF STUDY	M/P+F/S	Imp. Period: 1992-1994		Conditions and Development Impacts: <Impacts>(1) Restoration and maintenance of broadcasting functions, and an increasing of broadcasting service by establishment of maintenance system. (2) Qualitative and quantitative improvement of broadcasting network. (3) Enrichment of broadcast programme. (4) With achievement of efficient management and financial stability, Indonesia's broadcasting can be expected to take another great leap toward its ultimate goals set for the year 2000 and beyond. <Conditions> It is estimated that about 84 million people are bestowed benefit directly by this improvement plan. The investment cost of whole projects to achieve the plan totals 107.5 billion Rp, and as the total number of households is about 3,919 Rp, the cost per household is about 2,743 Rp. It seems that this amount is not so large to enjoy good quality broadcasting. Broadcasting service can obtain income only after the total system is established. Distribution of income for partial improvement of the system is difficult. Evaluation is only for EIRR but not for FIRR.			
6.COUNTERPART AGENCY	RTP, Ministry of Information	10.STUDY TEAM		2.MAJOR REASONS FOR PRESENT STATUS 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.			
7.OBJECTIVES OF STUDY	Feasibility Study Covering Repelita V	11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		3.PRINCIPAL SOURCE OF INFORMATION ①, ③, ④			
8.DATE OF S/W	Nov.1988	12.EXPENDITURE					
9.CONSULTANT(S)	Integrated Technology Inc. Yachiyo Engineering Co., Ltd.	Total 154,474 (¥'000)					
		Contracted 142,842					
		Technical and Management transfer are done in the following items. (1)Measurement of Field Strength, (2)Organization and Management, (3)Programme Transmission by Satellite etc. And Training in Japan was done in November,1989 (analysis technique of Study Result (2persons)).					

### III. PRESENT STATUS OF STUDIED PROJECT

#### (DESCRIPTION)

The Government of Indonesia has reviewed the Long-Term Plan drawn up in 1984 based on the result of this Study Report. Currently, a few projects below are under implementation:

- (1) Rehabilitation of Radio and Television Network  
(Phase-I): OECF Loan (7,478 million yen), 1990 L/A
- (2) OECF signed L/A on Phase-II Project of the same title (708 million yen) in Nov. 1993.
- (3) In addition, three projects in the Repelita V financed by UK and Austria are now under implementation. (As of Dec. 1992)

#### \*Contents of OECF Loan

The facility renovation and rehabilitation of radio broadcasting station: 10 stations

The facility renovation of radio broadcasting studio: 10 stations

The facility renovation of TV broadcasting studio: 3 stations

The establishment of maintenance center: 3 centers

#### (FY 1994 Domestic Survey)

Phase-1

Nov., 1991 Contract for Consulting Services,

Jan., 1993 Contract for Equipment Supply,

Sep., 1994 Final Handing-over, successively under Operatin & Maintenance Services.

Phase-2

Dec., 1993 Contract for Consulting Services, successively under Contract for Direct Appointment Portion and Preparation for the Bid for International Competitive Bid portion.

#### (FY 1993 Overseas Survey)

Dec. 1996 scheduled to be completed

#### (FY 1994 Overseas Survey)

(F/S)

Dec. 1990 OECF L/A signed (Rehabilitation of Radio & Television Network Ph. I (7,180m Yen))

Sep. 1995 (Construction already completed, advisory service to be completed in Sep. 1995)

Dec. 1993 OECF L/A signed (Rehabilitation of Radio & Television Network Ph. II (710m Yen))

Oct. 1996 Construction to be completed

(M/P)

Nov. 1990 UK L/A signed (Improvement of Radio SW-Transmitter for Radio National Service (9.0mPds.))

Jan. 1995 Construction to be completed

Dec. 1990 Austria L/A signed (Improvement of Radio Broadcasting Facilities for RRI Regional Stations (241m.ATS))

Mar. 1998 Construction to be completed

Sep. 1992 Austria L/A signed (Improvement of Radio Stations of the Broadcasting Station in Jakarta and Regional Broadcast Centers and OB-Vans (310m.ATS))

Dec. 1997 Construction to be completed

# PROJECT SUMMARY (F/S)

ASE IDN/S 338/89

Compiled Mar.1991  
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	Route area between Cikampek-Cirebon and surrounding area			1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input checked="" type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled							
2.NAME OF STUDY	Cikampek-Cirebon Tollway Project	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description)  (FY1993 Overseas Survey) Feb.1991 Request to OECF Aug.1992 OECF did not approve to finance it. IBRD agreed the finance, but the realization has delayed. 1993 Indonesia Highway Corporation conducted D/D for one section between Cirebon-Palimanan by its own budget. Jun.1994 IHC will construct the section  IHC announced the other section to be invested by BOT scheme. It remains the possibility to utilize the IBRD finance to the section.  May.1995 Cirebon-Palimanan section will be completed. Jan.1996 The construction Palimanan-Cikampek section will start. Mar.1998 Palimanan-Cikampek section will be completed.  Basically, the project scale and components are as same as JICA study.  (FY1994 Domestic Survey) Divided into each section, waiting for a consultant to implement it using IBRD fund.								
		(US\$1,000)	510,000	299,000	211,000									
3.SECTOR	Transportation/Road	3.CONTENTS OF MAJOR PROJECT(S)	The tollway has planned as a 4-lane divided highway covering the whole length. Between Cikampek and Cirebon and widened to a 6-lane at inner lanes at the final stage. The construction is to be divided into nine(9) sections taking into consideration operation for hauling, excavation and filling, accessibility to each section, and proper work volume.  Package A: Cikampek interchange(I.C.)- Subang I.C. L=36.9km (Section 1-2) Package B: Subang I.C. - Dawuan I.C. L=53.5km (Section3-5) Package C: Dawuan I.C. - East Cirebon L=53.9km (Section 6-9)  Construction cost (x 1,000US\$) 1) Initial 4 lanes 435,000 2) Additional 2 lanes 75,000 Total 510,000											
4.REFERENCE NO.		8.DATE OF S/W	Mar.1988		Imp. Period:	1991~1997								
5.TYPE OF STUDY	F/S	9.CONULTANT(S)	Pacific Consultants International Yachiyo Engineering Co., Ltd. Pasco International Inc.		4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 32.28   FIRR1) 23.80 EIRR2)            FIRR2) EIRR3)            FIRR3)							
6.COUNTERPART AGENCY	Bina Marga Jisa Marga	10.STUDY TEAM	No.of Members 19 Period Sep.1988-Mar.1990(1 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;">79.09</td> <td style="text-align: center;">14.20</td> <td style="text-align: center;">64.89</td> </tr> </table>		Total M/M	Japan	Field	79.09	14.20	64.89	Conditions and Development Impacts: Conditions: 1. Expressway standard with full access control as a part of the Trans-Jawa Tollway network. 2. Viable alternative to existing national roads for through traffic from Central and East Java to Jakarta and westwards. 3. Location of interchanges are to be in selected the areas where the population is estimated to be more than 50,000 within the sphere of influence of the interchange, and 2) minimal traffic requirement for the interchange demand to approximate to 3,000 vehicles per day(basic standard employed in Japan).  Development Impact: 1) Relieving existing roads for local traffic use and providing easy accessibility to regional development centers. 2) Increasing benefits to road users. 3) Increasing the incentive development impact for the area surrounding interchanges. (i.e. Cikampek, Subang, Cirebon and etc.) In particular, Cirebon is a coastal city with a high potential for development.			
Total M/M	Japan	Field												
79.09	14.20	64.89												
7.OBJECTIVES OF STUDY	To determine feasibility of constructing tollway	11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Topographic mapping work		5. TECHNICAL TRANSFER	The traffic survey and engineering site survey were performed with Indonesian counterparts. A staff of Bina Marga visited Japan for participation in a training program in July 1989.								
12.EXPENDITURE	Total 395,190 (¥000) Contracted 383,604	2.MAJOR REASONS FOR PRESENT STATUS		3.PRINCIPAL SOURCE OF INFORMATION										
				①, ②										

# PROJECT SUMMARY (F/S)

Compiled Mar.1991  
Revised Mar.1995

ASE IDN/A 311/89

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 Industrial Plantation Forest Development Plan in South Sumatra Area		Benakat Area in South Sumatra Province					
3.SECTOR Forestry/Forestry & Forest Conservation		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost	
4.REFERENCE NO.		(US\$1,000)	1)	32,742	12,454	20,288	
5.TYPE OF STUDY		US\$1=1,780Rp.		2)			
6.COUNTERPART AGENCY Ministry of Forestry				3)			
7.OBJECTIVES OF STUDY This feasibility study is prepared to clarify the financial and economic feasibility of this plan in order to contribute to the promotion of industrial plantation development and the improvement of the planning capability.		3.CONTENTES OF MAJOR PROJECT(S) Study Area : Approximately 50,000 ha Operation site : Approximately 43,000 ha Planting site : Approximately 27,000 ha Planting species : A.mangium and other 2 species (Short rotation : 8 years), P.canescens and other 2 species (Long rotation : 20 years, 35 years) Nurseries and offices : 3 places, 9.5ha Forest road : Approximately 560 km in length				(Description) The counterpart agency has been implementing the project. (FY1994 Domestic Survey) The project is underway. (FY1994 Overseas Survey) P.T. Musi Hutan Persada, joint enterprise between a state-owned company and a private company, has been conducting the project from 1991 to 1997 to supply raw materials for pulp and paper industries. The area planned in F/S expanded from 50,000ha to 300,000ha. Planting species became mostly acacia for pulp, although they were included wood for general construction use in the F/S.	
8.DATE OF S/W		Imp. Period:					
9.CONSULTANT(S) Japan Forest Technical Association		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 14.31 EIRR2) EIRR3)	FIRR1) 9.45 FIRR2) FIRR3)	
10.STUDY TEAM No. of Members 9 Period Nov.1988-Mar.1990 (17 months)		Conditions and Development Impacts: Precondition : Planting will be completed in 8 years with mechanical afforestation method based on the results of Project-type technical cooperation in this area. (considering the rotation of planting trees, security of labour force and need of early forestation in grasslands) Development Impacts: To contribute to developing the Industrial Plantation Project in Indonesia; To develop local forestry and forest product industry; To conserve soils; To stabilize agricultural products; and To increase local inhabitants' income.				2.MAJOR REASONS FOR PRESENT STATUS According to the Fifth 5 year Development Plan (Repelita 1989/90-1993/94), the enlargement of re-afforestation and the increase of timber production have been proposed in the forestry sector. 4.4 million ha of industrial plantations are planned during 15 years.	
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY Preparation of topographic maps and cartographic works on thematic maps		5. TECHNICAL TRANSFER 1. To accept four trainees 2. On the job training 3. Seminar					
12.EXPENDITURE						3.PRINCIPAL SOURCE OF INFORMATION ①, ③	
Total		200,913 (¥'000)					
Contracted		195,973					

和名 産業造林計画

(F/S,D/D)

# PROJECT SUMMARY (M/P)

Compiled Mar.1992  
Revised Mar.1995

ASE IDN/S 126/90

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS	
1.COUNTRY	Indonesia	1.SITE OR AREA	Selected 10 Airports		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2.NAME OF STUDY Airport Maintenance and Rehabilitation		2.PROJECT COST			(Description) (FY1993 Overseas Survey) - Somepart of the project has been implemented after the study.  - Other implementatn program are scheduled in the fiscal year of 1994/95.  - Continuation of the study will be programmed in the next fiscal year using local budget.  (FY1994 Domestic Survey) - In November 1993, the OECF Loan Agreement was concluded for the partial development of 30 airports, procurement of airport maintenance equipment and air navigation facilities etc. (approx Yen 7 billion.) - At first, the Engineering Services for Airports at Palembang and Gorontalo, and the procurement of airport maintenance equipment will be commenced in 1995.	
		(US\$1,000)	1)	Total Cost 70,000		
3.SECTOR Transportation/Air Transportaion & Airport		3.CONTENTES OF MAJOR PROJECT(S)				
4.REFERENCE NO.		Project of maintenance and rehabilitation in 10 airports. 1.Gunung Sitoli: Overlay of runway, taxiway, apron, installation of air conditioning, provision of mower and tractor; 2.Palembang: Overlay of runway, finishing of PAX Bldg., provision of handy mower; 3.Semarang: Expansion of PAX Bldg., provision of mower, tractor, handy mower and sweeper; 4.Pontianak: Extension of runway and PAX Bldg., taxiway overlay, installation of air conditioning, provision of handy mower and sweeper. 5. Sampit: Overlay of runway, installation of air conditioning, provision of mower, tractor, handy mower and dump truck; 6.Ambon: Overlay of runway, taxiway and apron, installation of air conditioning, provision of mower, tractor and handy mower; 7. Ternate: Expansion of PAX Bldg. runway extension, installation of security equipment and air conditioning provision of mower and handy mower; 8.Mataram: Overlay of apron, installation of security equipment and air conditioning, expansion of runway and apron provision of sweeper; 9.Bima: Extension of runway, provision of dyke, overlay of taxiway and apron, installation of security equipment and air conditioning, provision of mower, tractor and handy mower; 10. Merauke: Overlay of runway, overlay of taxiway and apron, expansion of apron and PAX Bldg., installation of provision of mower, handy mower, sweeper and dump truck.				
5.TYPE OF STUDY					M/P	
6.COUNTERPART AGENCY					Directorate General of Air Communications (DGAC)	
7.OBJECTIVES OF STUDY					Preparation of master plan for maintenance and rehabilitation for 10 airports selected from 20 etc.	
8.DATE OF S/W					Oct.1989	
9.CONSULTANT(S)		4.CONDITIONS AND DEVELOPMENT IMPACTS				
Pacific Consultants International		Implementation of maintenance and rehabilitation for 10 selected airports will contribute to the following effects: 1.Gunung Sitoli: Safe aircraft operation, improvement of service level promotion of tourism development. 2.Palembang Sitoli: Safe air transportation 3.Semarang: Ditto, removal of factors restraining air traffic demand 4.Pontianak: Ditto, removal of factors restraining air traffic demand 5.Sampit: Ditto 6.Ambon: Ditto 7.Ternate: Ditto, promotion of unrestricted air transport; contribute to reduce regional disparity. 8.Mataram: Ditto, Ditto, Tourism development. 9.Bima: Ditto 10.Merauke: Ditto, Contribute to regional economy				
10.STUDY TEAM					2.MAJOR REASONS FOR PRESENT STATUS	
No.of Members 11					As one of the basic policies of the Government of Indonesia, effective utilization of existing facilities and improvement on maintenance work are considered important.	
Period Jan.1990-Mar.1991(15 months)						
Total M/M		Japan 31.00				
		Field 33.00				
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER			3.PRINCIPAL SOURCE OF INFORMATION	
-Topographic Survey -Soil Investigation -Building Survey		1.Invitation of Trainee Mr.Inan Soelvan (DGAC) 1990 October 2.Seminar in Indonesia 1991 February			①, ②	
12.EXPENDITURE						
Total 270,849 (¥'000)						
Contracted 249,000						

和名 地方空港整備計画

(M/P,Basic Study,Other)





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

Compiled Mar.1992  
Revised Mar.1995

ASE IDN/S 218B/90

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT			
1.COUNTRY	Indonesia	1.SITE OR AREA	Surabaya and its surrounding area (GRRBANGKERTOSUSILA) and Jombang			1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input checked="" type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled		
2.NAME OF STUDY	Long-Term and Medium-Term Plan for Telecommunications Network in Surabaya and Surrounding Areas	2.PROJECT COST	M/P 1) 854,000 Local Cost	Foreign Cost	24,120				
3.SECTOR	Communications & Broadcasting/Telecommunication		(US\$1,000) 2) 27,560	3,440		(Description)  A part of proposed project (some sections of junction network in Surabaya multi-exchange area and some sections of trunk network) is scheduled to be implemented in order to achieve the targets at the end of Repelita V (1994).  Oct. 1992 OECF loan agreement signed (2,941 million yen)  A consulting contract between P.T. TELKOM (EX-PERUNTEL) and NTC in association with PT. WIDYA DUTA INFORMINDO (LOCAL CONSULTANT) was signed in Mar. 1993.  Implementation Schedule 1) Tender (Invitation-Negotiation): beginning of 1994 2) Contract and start of implementation: Mid.1994 3) Completion of construction: Mid. 1995  The request of the assistance by Government of Japan is being prepared to implement the remaining portion of the project.			
4.REFERENCE NO.		3.CONTENTS OF MAJOR PROJECT(S)	<M/P> Long-term plan (2004) : - Surabaya Multi-Exchange Area 1)Expansion of Surabaya multi-exchange area 2)Provision of Telephone Exchange capacity up to 408000 line unit (Telephone Density: 8.0/100) 3)Establishment of Route Diversity Configuration for Junction Network Surrounding Area 1)Improvement of Telephone Density in Kabupaten capitals up to 8.0/100 inhabitants 2)Provision of Automatic Telephone Service to all villages (DESA).  <F/S> 1. Expansion of Junction Network in Surabaya Multi-exchange Area 1) Fiber-optic transmission system : 13 new sections, expansion of 13 existing sections.(140 Mbit/s) 2) Microwave system upgraded : 1 hop (87 bit/s to 34 Mbit/s system) 2. Improvement of Trunk Network 1) Installation of new microwave link : 1.5 Ghz 8 Mbit/s system; 5 hops. 2 Ghz 34 Mbit/s system; 4 hops 2) Microwave system upgrading : 4 hops (8 Mbit/s to 34 Mbit/s system) 3. Improvement of Rural Area Network 9 base stations, 64 radio subscriber terminals, 1,700 subscribers.						
5.TYPE OF STUDY	M/P+F/S								
6.COUNTERPART AGENCY	Directorate General Posts and Telecommunications								
7.OBJECTIVES OF STUDY	The long-term and medium-term plan for telecommunications network in Surabaya and surrounding areas	8.DATE OF S/W	Jun.1988					2.MAJOR REASONS FOR PRESENT STATUS  Urgent implementation is required to achieve the targets of the end of Repelita V (1994).	
8.DATE OF S/W	Jun.1988	9.CONSULTANT(S)	Nippon Telecommunication Consulting Co., Ltd.						
9.CONSULTANT(S)	Nippon Telecommunication Consulting Co., Ltd.	Imp. Period:	.1992-.1994					3.PRINCIPAL SOURCE OF INFORMATION  ①, ③, ④	
10.STUDY TEAM	No. of Members 7 Period Sep.1988-Dec.1990(13 months)	4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 14.85 EIRR2) EIRR3)	FIRR1) 14.05 FIRR2) FIRR3)				
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	None.	10.STUDY TEAM	Conditions and Development Impacts:  <M/P> Telephone supply strategy applied in this Study is based on the supply difference between Jakarta and Surabaya. The supply difference as of the end of Repelita V in telephone density will be kept up to the year 2004 to stop a magnification of the difference. The implementation of the proposed master plan is anticipated to give a variety of impacts on socioeconomy of the study area, especially on the following aspects: -Regional Development   -Urban and Industrial areas   -Rural areas <F/S>1. The project proposed in this Study is formulated based on the completion of on-going projects on the basis of the scope of work "TELECOM III". 2. The project should be implemented coordinated with telephone exchange digitalization program in the objective area. 3. The implementation of proposed project is anticipated to give a variety of impacts on socioeconomy of the objective area, especially following aspects.						
12.EXPENDITURE	Total 202,367 (¥000) Contracted 185,234	11.ASSOCIATED AND/OR SUBCONTRACTED STUDY						5. TECHNICAL TRANSFER  1) OJT was conducted for the counterparts during the field survey. 2) Technology transfer was conducted through local consultants employed. 3) Training was conducted in Japan accepting 2 counterpart as trainees during home study period of the Study Team. 4) Contents of DR/R was	
		12.EXPENDITURE							

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

Compiled Mar.1992  
Revised Mar.1995

ASE IDN/A 201B/90

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Indonesia	1. SITE OR AREA	Kabupaten Asahan in North Sumatra Province<M/P> Silau-Bunut Area in Kabupaten Asahan, North Sumatra Province<F/S>		
2. NAME OF STUDY	Master Plan Study on Lower Asahan River Basin Development	2. PROJECT COST			
3. SECTOR	Agriculture/General		(US\$1,000) 2) 8,900	4,300	(Description) Detailed design of the project is under consideration by the Indonesian Government for the OECF loan.  (FY1994 Domestic Survey) No additional information.  (FY1994 Overseas Survey) D/D for flood control of the Lower Asahan River, a part of the project, was undertaken by OECF E/S loan (L/A: March 1987, 628 million yen). According to interviews the Indonesian government requested D/D and construction of irrigation facilities in Silau-Bunut district to Japan and later to the World Bank in 1994. This project is not listed on the Blue Book this year.
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)	US\$1.00=1,770Rupiah F/S 1) 8,900	4,300	
5. TYPE OF STUDY	M/P+F/S	<M/P> Among study area of 6,000 km <sup>2</sup> , the following ten projects are formulated: (i) Silau-Bunut rehabilitation irrigation project (14,300ha) (ii) Padang Mahondang irrigation extension project (6,200ha) (iii) Kanopan left bank drainage improvement project (4,300ha) (iv) Small-scale irrigation package project (7,200ha) (v) Aek Natas irrigation project (4,200ha) (vi) Aek Naetek irrigation project (3,500ha) (vii) Kualuh right bank irrigation project (2,400ha) (viii) Tambun Tulang swamp development project (5,800ha) (ix) Simpang Empat swamp development project (2,800ha) (x) Leldong-Asahan swamp development project (45,600ha) <F/S> 1. Construction of an inter-basin water transfer canal from the Silau to the Bunun 2. Construction of an integrated diversion weir on the Silau 3. Rehabilitation of 3 existing weirs on the Silau 4. 60km rehabilitation and 110km construction of irrigation canal 5. Rehabilitation/New construction of drainage canal of 180km 6. Construction of farm road network (about 350km) 7. Construction of on-farm facilities (about 9,500ha) 8. Construction of flood protection dike (34km)	2) 4,300	5,600	
6. COUNTERPART AGENCY	Directorate General of Water Resources Development, Ministry of Public Works		3) 2)		
7. OBJECTIVES OF STUDY	Formulation of agricultural development master plan in line with the flood control projects In-depth study on top priority project selected in the Master Plan Study				
8. DATE OF S/W	Jul.1984				
9. CONSULTANT(S)	Nippon Koei Co., Ltd. Nikken Consultants., Inc. Yachiyo Engineering Co., Ltd.				
10. STUDY TEAM	No. of Members 9 Period Jun.1989-Jun.1990 (13 months)	4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 13.20 EIRR2) EIRR3)	
	Total M/M 56.19    Japan 20.63    Field 35.56	5. TECHNICAL TRANSFER		FIRR1) FIRR2) FIRR3)	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	1. Geological/soil mechanical survey 2. Topographic survey				
12. EXPENDITURE	Total 255,621 (¥'000) Contracted 171,668				

# PROJECT SUMMARY (F/S)

Compiled Mar.1992  
Revised Mar.1995

ASE IDN/S 339/90

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 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 Bogor-Bandung Road Project		West Java Province, Java Island, Indonesia				(Description)																							
3.SECTOR Transportation/Road		2.PROJECT COST																											
4.REFERENCE NO.		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%;">1)</td> <td style="width: 15%;">Total Cost</td> <td style="width: 15%;">Local Cost</td> <td style="width: 15%;">Foreign Cost</td> <td style="width: 15%;"></td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">337,380</td> <td style="text-align: center;">132,140</td> <td style="text-align: center;">205,240</td> <td></td> </tr> <tr> <td></td> <td>2)</td> <td colspan="4"></td> </tr> <tr> <td></td> <td>3)</td> <td colspan="4"></td> </tr> </table>					1)	Total Cost	Local Cost	Foreign Cost				337,380	132,140	205,240			2)						3)				
	1)	Total Cost	Local Cost	Foreign Cost																									
		337,380	132,140	205,240																									
	2)																												
	3)																												
5.TYPE OF STUDY F/S		3.CONTENTES OF MAJOR PROJECT(S)				<p>The Indonesian Government has shown a strong interest in this F/S as a countermeasure to the existing Puncak traffic congestion, and a spur to the lagging development in the neighboring Sukabumi region where the potential for tourism and industrial activities is high. But at present the Government identifies projects eligible for foreign aid as those of national high priority, and projects that will contribute to the stable and uniform development among the country's regions and ensure a balanced investment policy amongst them.</p> <p>Therefore, the tendency is that profitable projects should, as much as possible be executed applying the BOT method. However, in the case of road projects, even if the F/S confirms a high EIRR, the profits will be disseminated in the development effects, etc., resulting in a low FIRR. Therefore, in order to encourage the application of BOT method, it is necessary to improve the FIRR by adopting favourable conditions for soft loan, taxation system, subsidies, etc., all combined.</p> <p>Concerning the road widening projects, the low project cost suggests that it be included in a regional road development package to be financed by Yen credit.</p> <p>F/S showed that even with soft loan FIRR is low and to promote BOT method many issues must be resolved before construction, indicating a long delay in implementation.</p> <p>Under these circumstances the Indonesian Government is presently considering whether to adopt the BOT method for this project.</p> <p>Ministry of Public Works shall request the Engineering Services Loan of Japanese Government in 1992/93 fiscal year through BAPPENAS of Indonesia Economic Development Authority.</p> <p>(FY1994 Domestic Survey) The Gov't of Indonesia will carry out this work with the measure of BOT.</p>																							
6.COUNTERPART AGENCY Directorate General of Highways Ministry of Public Works		<p>1) Construction of new road that shall include the extension of the Jagorawi Toll Road and link the main cities of West Java Province; Cibadak, Sukabumi, and Cianjur. The new road, length 100m, shall terminate at the new Cikempek-Padalarang Toll Road. Project cost is US\$ 324 million.</p> <p>The new Bogor-Bandung Road is recommended to be constructed as a four lane access controlled road in its final form. However, by taking into account the expected growth of traffic demand and the balance between cost and benefit as major factors, the construction is recommended to be implemented in three phases as follows:</p> <p>1) Extension of the Jagorawi tollroad until Sukabumi with a two lane access controlled road; 2) Extension of the same road until Citatah with a two lane access controlled road. The whole of the Bogor-Bandung Road is temporarily connected by the end of this phase with a two lane access controlled road; 3) Widening of the Bogor-Bandung Road to a four lane road at the section between Ciawi and Sukabumi. Widening of the rest, namely the section between Sukabumi and Citatah, is recommended to be taken into account the traffic demand build up.</p> <p>2) Widening of the existing 15km-long road connecting Puncak Pass with Jagorawi Toll Road. Project cost: US\$ 13 million. The Program recommended consists of the spot improvement at several locations such as Taman Safari Intersection and Cibulan Market; the improvement of road cross section such as paved hard shoulder, introduction of climbing lanes and clearly</p>																											
7.OBJECTIVES OF STUDY Development of road network to serve the increasing traffic demand and regional development.		Imp. Period: 1991--2010																											
8.DATE OF S/W Nov.1988		4.FEASIBILITY AND ITS ASSUMPTIONS																											
9.CONSULTANT(S) Yachiyo Engineering Co., Ltd. Oriental Consultants Co., Ltd. Kokusai Kougyo Co., Ltd.		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%;">Feasibility:</td> <td style="width: 15%;">EIRR1)</td> <td style="width: 15%;">17.80</td> <td style="width: 15%;">FIRR1)</td> <td style="width: 15%;"></td> </tr> <tr> <td></td> <td>Yes</td> <td>EIRR2)</td> <td style="text-align: center;">27.00</td> <td>FIRR2)</td> <td style="text-align: center;">8.80</td> </tr> <tr> <td></td> <td></td> <td>EIRR3)</td> <td></td> <td>FIRR3)</td> <td></td> </tr> </table>							Feasibility:	EIRR1)	17.80	FIRR1)			Yes	EIRR2)	27.00	FIRR2)	8.80			EIRR3)		FIRR3)					
	Feasibility:	EIRR1)	17.80	FIRR1)																									
	Yes	EIRR2)	27.00	FIRR2)	8.80																								
		EIRR3)		FIRR3)																									
10.STUDY TEAM		<p>Conditions and Development Impacts:</p> <p>The traffic demand along the road linking two of West Java Province's major cities, Bogor and Bandung, is very high. However, the present road network is poor, and the mixture of slow traffic related to daily activities of roadside settlements with the long-distance traffic along the only road linking the new cities creates traffic congestions and slow travelling speeds. The potential of this project area, which is very close to Jakarta, are high in terms of tourism, agriculture and industry, but the development has so far been slow. Furthermore, the project is necessary to meet the increased demand in the flow of people and goods between the two cities and their surrounding areas.</p> <p>Conditions of EIRR: 1)Base Year: 1989, 2)Project Life: 2010-2040 30years after completion of the construction in the third phase, 3)Analysis Period: 1993-2040, 4)Prices: 1989 prices in economic terms, 5)Residual value: None</p> <p>Conditions of FIRR: 1)Toll rates: Passenger cars 60Rp/km, Truck and bus 90Rp/km, 3% increase/year, 2)interest rate: 5%/year, 3)Repayment conditions Grace period:full construction period (5 years), Installment period: 25 years.</p>																											
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER																											
12.EXPENDITURE		<p>This Study was undertaken in close cooperation with the Indonesian Counterpart Team, and the relationship between high service level roads and regional development was the subject of examination and discussion at a seminar held in Jakarta at the close of the Study.</p>																											
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Total</td> <td style="width: 15%;">295,047 (¥'000)</td> <td colspan="4"></td> </tr> <tr> <td>Contracted</td> <td>278,120</td> <td colspan="4"></td> </tr> </table>		Total	295,047 (¥'000)					Contracted	278,120					2.MAJOR REASONS FOR PRESENT STATUS															
Total	295,047 (¥'000)																												
Contracted	278,120																												
		3.PRINCIPAL SOURCE OF INFORMATION																											
		①																											

和名 ボゴールーバンドン道路整備計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

Compiled Mar. 1992  
Revised Mar. 1995

ASE IDN/S 340/90

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 checked="" type="checkbox"/> Delayed or Suspended <input type="radio"/> Partially Completed <input type="checkbox"/> Discontinued or Cancelled <input type="radio"/> Implementing <input type="radio"/> Processing																			
2. NAME OF STUDY Maintenance Dredging in the Access Channel of Banjarmasin Port		South Kalimantan																								
3. SECTOR Transportation/Port		2. PROJECT COST		Total Cost	Local Cost	Foreign Cost																				
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S) First-stage Plan aiming the year 1995 Comprehensive Plan aiming the year 2000  Siltation counter measures: Both sides of the access channel Length: 11km (7km First-stage) Effective planning and management of maintenance dredging. Arrangement of navigational aids and procurement of pilot boat.		1)	14,100	37,000																				
5. TYPE OF STUDY				F/S		2)																				
6. COUNTERPART AGENCY Directorate General of Sea Communication						3)																				
7. OBJECTIVES OF STUDY Development of siltation counter measures in the access channel and effective planning and management of maintenance dredging		(Description)  No action has been taken toward implementation. (FY1994 Domestic Survey) No additional information.																								
8. DATE OF S/W						Nov. 1987																				
9. CONSULTANT(S) Overseas Coastal Area Development Institute Nippon Tetrapod Co., Ltd.		4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) 13.20 EIRR2) EIRR3)	FIRR1) 5.00 FIRR2) FIRR3)																				
10. STUDY TEAM		Imp. Period: 1993-2000  Conditions and Development Impacts: (First-stage) <table style="width: 100%; border: none;"> <tr> <td style="width: 30%;"></td> <td style="width: 35%; text-align: center;">Without Case Depth/6m, Width/100m</td> <td style="width: 35%; text-align: center;">With Case Depth/6m, Width/100m</td> </tr> <tr> <td>Channel Size</td> <td style="text-align: center;">5.1 million c.m.</td> <td style="text-align: center;">3.5 million c.m.</td> </tr> <tr> <td>Annual Maintenance</td> <td></td> <td></td> </tr> <tr> <td>Dredging Volume</td> <td></td> <td></td> </tr> <tr> <td>Unit Cost</td> <td></td> <td></td> </tr> <tr> <td>- Economic Price</td> <td style="text-align: center;">1.9 US\$/c.m.</td> <td style="text-align: center;">1.9 US\$/c.m.</td> </tr> <tr> <td>- Nominal Price</td> <td style="text-align: center;">0.7 US\$/c.m. - 1.9 US\$/c.m. (1996 - 2025)</td> <td style="text-align: center;">0.7 US\$/c.m. - 1.9 US\$/c.m. (1996 - 2025)</td> </tr> </table>					Without Case Depth/6m, Width/100m	With Case Depth/6m, Width/100m	Channel Size	5.1 million c.m.	3.5 million c.m.	Annual Maintenance			Dredging Volume			Unit Cost			- Economic Price	1.9 US\$/c.m.	1.9 US\$/c.m.	- Nominal Price	0.7 US\$/c.m. - 1.9 US\$/c.m. (1996 - 2025)	0.7 US\$/c.m. - 1.9 US\$/c.m. (1996 - 2025)
	Without Case Depth/6m, Width/100m	With Case Depth/6m, Width/100m																								
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11. ASSOCIATED AND/OR SUBCONTRACTED STUDY Geodeta Berlian Center p.t.		5. TECHNICAL TRANSFER 1. Seminars in Indonesia: Large Scale Seminar (Once), Small Scale Seminar (Three times), Training for the Survey Equipment (Two times) 2. Counterpart Training in Japan: No. of counterparts: 2 persons. Period: 11/1989-12/1989																								
12. EXPENDITURE						<table style="width: 100%; border: none;"> <tr> <td style="width: 15%;">Total</td> <td style="width: 15%;">855,401 (¥000)</td> </tr> <tr> <td>Contracted</td> <td></td> </tr> </table>				Total	855,401 (¥000)	Contracted														
Total	855,401 (¥000)																									
Contracted																										
		2. MAJOR REASONS FOR PRESENT STATUS The project cost is too large. The privatization of the Port Authority and the Dredging Corporation is being considered.																								
		3. PRINCIPAL SOURCE OF INFORMATION ①																								

和名 バンジャルマシンの港航路維持・浚渫計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

Compiled Mar. 1992

Revised Mar. 1995

ASE IDN/A 312/90

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT							
1. COUNTRY	Indonesia	1. SITE OR AREA	14,800ha on the Selagan River in kec. Muko-Muko Utara, Kab. Bangkulu Utara, Bengkulu Province.			1. PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled						
2. NAME OF STUDY	Air Selagan Irrigation Project	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost								
3. SECTOR	Agriculture/General		1) 37,325	9,842	27,483	(Description) Directorate General of Water Resources Development, Ministry of Public Works, is making preparations to apply for an OECF Loan on detailed design and construction.  (FY1994 Domestic Survey) No additional information.  (FY1994 Overseas Survey) GOI has requested loan to the World Bank. This project is listed in the Blue Book of 1994. Many parts of the study area has been changed to plantation after the study, therefore, the result of F/S cannot be utilized without re-design in order to implement D/D.							
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)	2)										
5. TYPE OF STUDY	F/S		3)			(FY1994 Overseas Survey) GOI has requested loan to the World Bank. This project is listed in the Blue Book of 1994. Many parts of the study area has been changed to plantation after the study, therefore, the result of F/S cannot be utilized without re-design in order to implement D/D.							
6. COUNTERPART AGENCY	Directorate of Irrigation II, Directorate General of Water-Resources Development, Ministry of Public Works.	The Project is mainly for irrigation and drainage to the paddy field 4,200ha and Plantation area, 2,750ha for oil palm and corn in the existing and additional transmigration area and included the following contents. (1) Construction of weir, (2) Construction of irrigation and drainage facilities, (3) Construction of inspection roads and connecting roads, (4) Construction of tertiary networks, (5) Reclamation of new farm lands, (6) Construction of O & M facilities and, (7) Construction of small-scale hydro-power station.											
7. OBJECTIVES OF STUDY	To conduct a feasibility study on the irrigation Project of the Air Selagan area, about 23,000ha.					8. DATE OF S/W	Feb. 1989	Imp. Period: 1991-1996		2. MAJOR REASONS FOR PRESENT STATUS  To realize an economic stability of the farmers in the Area to encourage the transmigration scheme and to keep self-sufficiency of rice in national level.			
9. CONSULTANT(S)	Japan Irrigation and Reclamation Consultants Co, Nippon Koei Co., Ltd.	4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 12.70 EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)	3. PRINCIPAL SOURCE OF INFORMATION  ①, ③							
10. STUDY TEAM	No. of Members 10 Period Aug. 1989-Nov. 1990 (15 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;">40.91</td> <td style="text-align: center;">16.94</td> <td style="text-align: center;">23.97</td> </tr> </table>	Total M/M	Japan	Field	40.91			16.94	23.97	Conditions and Development Impacts: The Project is not only for irrigation and drainage for paddy cultivation and oil palm and corn plantation in the transmigration area, but also for small scale hydro-power generation, flood protection work, domestic water supply, etc. Therefore, it is especially necessary to pay the attention to the followings. (1) It is expected that additional transmigration is implemented on schedule (2) Coordination among authorities concerned and among related projects around the site. It is strongly expected that the Project is urgently implemented for the emergent transmigrants from Kedung Ombo in the Central Java especially. To promote agricultural development in the study area situated in the agricultural region (northern part of the province) contemplated by the Provincial Government is not only to contribute the economic stabilization of the transmigrants and local people in the study area, but also to imply the realization of a strong impact of the agricultural development to the region in the neighborhood.			
Total M/M	Japan	Field											
40.91	16.94	23.97											
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Survey, Geological Investigation, Soil Mechanical Tests, Installation of Hydroclimatological Observation Equipments and	5. TECHNICAL TRANSFER	Provision of transfer of technology to Indonesian counterpart personnel in the course of the Study.			3. PRINCIPAL SOURCE OF INFORMATION  ①, ③							
12. EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: right;">148,867 (¥000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: right;">143,474</td> </tr> </table>	Total	148,867 (¥000)	Contracted	143,474							3. PRINCIPAL SOURCE OF INFORMATION  ①, ③	
Total	148,867 (¥000)												
Contracted	143,474												
						3. PRINCIPAL SOURCE OF INFORMATION  ①, ③							

和名 アイルスラガン灌漑開発計画

[F/S,D/D]

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

Compiled Mar.1993  
Revised

ASE IDN/S 220B/91

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1. COUNTRY	Indonesia	1. SITE OR AREA	Integrated river basins between Belawan and Padang rivers of approx. 5,800km <sup>2</sup>			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	Belawan-Padang Integrated River Basin Development	2. PROJECT COST (US\$1,000)	M/P 1) 390,390 2) 28,721	Local Cost Foreign Cost	71,383 11,540	65,408 17,181	(Description)  A part of the proposed project, the Deli river improvement has been undertaken by the Local Government with financial assistance from ADB.  The remaining components of Percut river improvement, Medan Floodway and the dam are to be included in the 1993 OECF loan application.  (FY 1993 Overseas Survey) 1. Ular river improvement proposed in M/P was implemented, found by OECF loan. The flood area were dramatically reduced but flood itself is still happening. 1989. 12. OECF loan L/A (21.5 billion Yen) Part of the loan to be used for Flood control and irrigation of Ular river. Today new problem, sedimentation and erosion, were indentified. 2. River water pollution is now happening in some rivere due to untreated waste water resulting from industries. Especially Deli-percut river is serious.	
3. SECTOR	Social Infrastructures/River & Erosion Control	3. CONTENTS OF MAJOR PROJECT(S)	<M/P> (1995-2010): Total implementation costs Rp 761.26 bil. 1. Flood Control Plan River improvements on Belawan, Deli-Percut, Serdang, Belutu and Padang Rivers (total 174.7km), Floodway (3.8km), etc. 2. Water Utilization Plan (1) Lausimeme Dam: Reservoir capacity 33.40 million cu.m (2) Namobatang Dam: 14.60 million cu.m (3) Belumai Sluice Way * Both dams are to serve two functions of flood control and water supply to the Medan Area. <F/S> Proposed Projects: 1) Deli-Percut River Flood Control and Water Supply Project (1) Deli River Improvement 37.4km Design Discharge 460cu.m/s (2) Percut River Improvement 28.0km Design Discharge 300cu.m/s (3) Medan Floodway 3.8km Design Discharge 120cu.m/s (4) Lausimeme Dam Rockfill type (Height 74.5m; Cap. 34 million cu.m) 2) Padang River Improvement Project River Improvement 29.5km Design Discharge 630cu.m/s The EIRRs shown below, 1) is for Deli-Percut River Flood Control, 2) for Deli-Percut River Water Supply Project (14.35% for the two combined), and 3) for Padang River Improvement Project.					
4. REFERENCE NO.								
5. TYPE OF STUDY	M/P+F/S							
6. COUNTERPART AGENCY	Directorate of Planning & Programming, Directorate General of Water Resources Development, Ministry of Public Works							
7. OBJECTIVES OF STUDY	1) To formulate a Master Plan of integrated river basin development of the integrated river basins from Belawan to Padang, focusing on flood control and water utilization; and 2) To conduct a Feasibility Study on urgent projects based on ranking of priority.							
8. DATE OF S/W	Nov. 1989							
9. CONSULTANT(S)	CTI Engineering Co., Ltd. Pasco International Inc.							
		Imp. Period:		1995-2000    1995-2002				
		4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 17.90 EIRR2) 9.90 EIRR3) 11.86	FIRR1) FIRR2) FIRR3)			
10. STUDY TEAM	No. of Members 17 Period Mar. 1990-Mar. 1992 (24 months)	Conditions and Development Impacts: Assumptions: 1) Project scale M/P Deli-percut (100 years) Other rivers (30 years) P/S Deli-percut (30 years) Padang (10 years) 2) Based on the projected population for 2010 in the study area and the standards for Repelita V set by the General Directorate of Human Settlements, the water demands (cu.m./day) are estimated as follows: Population (,000)    Water Demand (cu.m./day) Medan 2,679    597,723 Tebing Tinggi 173    38,639 Other eight river basins 2,753    127,440 Impacts: 1) Flood damage in Medan and its vicinities will be mitigated for floods of less than a 30-year return period. In the year 2000, the total municipal water demand of Medan City and a part of irrigatin water can be met by the proposed project. 2) Flood control capacity of Padang River will be upgraded from a 2-year to a 10-year return period, and Tebing Tinggi City will also be relieved from flood damage.						
						2. MAJOR REASONS FOR PRESENT STATUS		
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Construction of Hydrological Stations; Bed Material and Suspended Load Survey; Water Quality Survey; and Geological and Soil Mechanics							
12. EXPENDITURE	Total 531,233 (¥000) Contracted 507,837					3. PRINCIPAL SOURCE OF INFORMATION		
						①③④		

和名 ブラワン-パダン統合河川流域開発計画

(M/P+F/S)

# PROJECT SUMMARY (F/S)

Compiled Mar. 1993

Revised Mar. 1995

ASE IDN/S 341/91

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 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 Surabaya - Mojokerto Toll Road Project		Area between Surabaya-Mojokerto corridor and surrounding area									
3. SECTOR Transportation/Road		2. PROJECT COST (US\$1,000)		Total Cost 199,370	Local Cost 96,370	Foreign Cost 103,000					
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)		(Description) Bina Marga intends to implement the project by the BOT (Build, Operate and Transfer) method. (FY1993 Overseas Survey) Investors are to prepare D/D and financial source. Investor has been undecided. (FY1994 Domestic Survey) Under negotiation between the Indonesian government and a private investor who submitted a proposal of BOT formula.							
5. TYPE OF STUDY		F/S									
6. COUNTERPART AGENCY Bina Marga Jasa Marga		The Surabaya - Mojokerto Toll Road will constitute a part of the future Trans Java Tollway System. The start point of the Project is Surabaya Junction which connects the Project Toll Road with the existing Surabaya - Gempol Toll Road, and the end point is Mojokerto Interchange, connection with the existing Mojokerto Bypass, located about 3km southeast of Mojokerto City. (1) Length of Project Toll Road: 38.32km, including 4.06km of bridge/viaduct sections (2) Number of Lanes: 4 lanes in initial stage and 6 lanes in ultimate stage (Bridge/viaduct sections will be constructed with full 6 lanes in the initial stage) (3) Design Speed: 120km/hr (100km/hr for Surabaya side stretch as an urban toll road) (4) Width: Lane width=3.6m, Median width=5.5m, Outer shoulder width=3.0m, Inner shoulder width=1.5m (5) Major Bridges: Porong River Bridge (length 145m) and Surabaya River Bridge (length 140m). Both bridges are 3-span continuous PC box girder bridges with caisson foundation. (6) Number of Interchanges: 5 interchanges including those at start and end points. (7) Toll Levy System: Distance-proportional system (flat traffic toll levy system for the section between Surabaya JC and Surabaya Inner Ring Road) (8) Pavement Structure: Asphalt concrete, total pavement thickness = 67cm (9) Initial Investment Cost: 391,575ml.Rp. (construction cost shares 263,194ml.RP.)									
7. OBJECTIVES OF STUDY To examine feasibility of constructing/operating toll road		8. DATE OF S/W						Nov. 1989		Imp. Period: 1991-1995	
9. CONSULTANT(S) Nippon Koei Co., Ltd. Pasco International Inc.		4. FEASIBILITY AND ITS ASSUMPTIONS						Feasibility: Yes	EIRR1) 28.00 EIRR2) EIRR3)	FIRR1) 22.00 FIRR2) FIRR3)	
10. STUDY TEAM		Conditions and Development Impacts: (1) Economic Project Analysis : The direct economic benefits accrued from the implementation of the Project is the savings in travel cost composed of vehicle operating cost and vehicle time cost. The conditions and results of economic analysis are summarized below: Conditions Base year : 1991 Project life : 25 years after the completion of the Project Toll Road Price : 1991 constant price Discount rate: 15 % Results: EIRR = 27.9%, NPV = 457,541 mil. Rp., B/C = 2.68 In addition to the direct benefits, enormous indirect benefits towards regional development (in surrounding areas of interchanges in particular) are expected. Therefore, it is recommended to implement the Project at the earliest opportunity. (2) Financial Project Analysis : The FIRRs based on the current price basis are estimated at 22.0 % for ROI and 22.4-26.9 % for ROE varying according to the interest rates of loan. They are similar to the prevailing level of interest rates on deposit in commercial banks in Indonesia, and the Project is not very optimistic. Such measures as introduction of loans with lower interest rate and increase of toll level should be considered to improve the financial viability.						2. MAJOR REASONS FOR PRESENT STATUS			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY Topographic Mapping Work, Traffic Survey, and Geologic Surve		5. TECHNICAL TRANSFER						3. PRINCIPAL SOURCE OF INFORMATION ①, ②			
12. EXPENDITURE		Total 271,228 (¥'000) Contracted 262,807						- The engineering site survey was made together with counterparts. - A staff of Bina Marga visited Japan for participation of training program during Aug.-Oct. 1990. - One-day-seminar was executed in Jakarta (Aug. 28, 1991)			

和名 スラバヤ〜モジョクルト有料道路建設計画

[F/S,D/D]

# PROJECT SUMMARY (F/S)

Compiled Mar.1993

Revised Mar.1995

ASE IDN/A 313/91

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Indonesia	1.SITE OR AREA		Kabupaten Nias, North Sumatra province, 4,000 km <sup>2</sup> , 560,000 persons in 1989		1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY		2.PROJECT COST					
Nias Island Irrigation and Agricultural Development Project		(US\$1,000)		1) 36,015	21,086	14,928	
3.SECTOR		3.CONTENTS OF MAJOR PROJECT(S)		2)		(Description) After the completion of the F/S, no decision has been taken toward the project implementation.  (FY1994 Domestic Survey) The Indonesian Government is planned to promote the Detailed Design of the project under JICA's grant aid. But priority of the project seems to be relatively low among many candidates of irrigation projects.  (FY1994 Overseas Survey) GOI has requested to the World Bank. This project is listed in the Blue Book of 1994.	
Agriculture/General		Feasibility study on Mezawa/How irrigation project has been executed.		3)			
4.REFERENCE NO.		(1) Diversion Weirs: 4nos.					
5.TYPE OF STUDY		(2) Primary irrigation canal and secondary canals: 101km					
F/S		(3) Drainage canals: 62km					
6.COUNTERPART AGENCY		(4) Road Net Work: 131km					
Ministry of Public Works, Directorate General of Water Resources Development		(5) On-farm development: 5,100ha					
7.OBJECTIVES OF STUDY		(6) Land reclamation: 2,640ha					
To evaluate the feasibility of the irrigated agricultural development project in the Nias island, in the framework of the Nias island integrated development program.		(7) Irrigation Agricultural Coordination Center					
Implementation period is 5 years.							
8.DATE OF S/W		Imp. Period:				2.MAJOR REASONS FOR PRESENT STATUS	
Nov.1989							
9.CONSULTANT(S)		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: EIRR1) 10.20 FIRR1)			
Nippon Koei Co., Ltd. Pacific Consultants International		Yes		EIRR2) FIRR2) EIRR3) FIRR3)			
10.STUDY TEAM		Conditions and Development Impacts:		Assumption (1) project life = 50 year			
No.of Members 11 Period Aug.1990-Aug.1991(13 months)		Effects (1) incremental paddy production is estimated at 47,000 tons		(2) all prices are expressed in constant prices in late 1990 (3) exchange rate: US\$1 = Rp1,850 (4) transfer payment are excluded from the project cost (5) economic price of traded goods is estimated based on IBRD projections of world market prices for 1995			
Total M/M		Japan		Field		3.PRINCIPAL SOURCE OF INFORMATION	
52.37		19.50		32.87			
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER		OJT for Indonesian counterpart personnel has been carried out through the field survey.		①, ③	
1. geological survey 2. topographic survey 3. environ mental assessment survey							
12.EXPENDITURE		Total		250,058 (¥'000)			
		Contracted		184,658			

和名 ニアス島灌漑農業開発計画

(F/S,D/D)

# PROJECT SUMMARY (M/P)

ASE IDN/S 127/92

Compiled Apr.1993

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	Four provinces of the southern part of Sumatra (Jambi, South Sumatra, Bengkulu and Lampung)			1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued					
2. NAME OF STUDY	Integrated Regional Development Plan for the Southern Part of Sumatra	2. PROJECT COST				(US\$1,000)		Total Cost	Local Cost	Foreign Cost		
3. SECTOR	Development Plan/Integrated Regional Development Plan	3. CONTENTS OF MAJOR PROJECT(S)		1) 10,000,000			(Description) The BAPPENAS indicated its hope to utilize the Study's outputs for the formulation of national and provincial Replita VI (6th 5-year Development Plan 1994/95 - 98/99) and 15-year Provincial Spatial Structure Plans (RSTRP). Some projects/programs proposed by the Study such as Batang Hari Integrated Basin Development Plan, Deep Sea Port (Batang Hari River in Jambi), Lampung Selatan Flood Control and Sabo Project, New Backbone Transmission Fiber Optic System are being considered for promotion.  (FY1993 Overseas Survey) 1. The report of the Study is being translated into Indonesian to be completed by the end of FY1993. 2. In Dec. of 1993, a JICA short-term expert has been sent to Indonesia to monitor the progress of IDEPs in cooperation with the long-term expert previously assigned to the Urban and Regional Planning Dept. after the completion of the Northern Sumatra Region Study. The questionnaire survey was initiated in Dec. of 1993. 3. The regional development frame proposed for the Southern Sumatra Region as a whole is being utilized by BAPPENAS especially by the bureaus in charge of regional development. 4. The recently completed 15-year Spatial Design Structure Plan (RSTRP) of Jambi Province explicitly utilizes the regional spatial frame proposed by the JICA Study. The JICA Study proposed Tanjung Jabung IDEP in order to take advantage of its relative proximity to the Growth Triangle (Singapore/Mohore of Malaysia/Batam Island of Indonesia). The RSTRP designates the coastal area of Tanjung Jabung for environmental conservation, while its proposal for urban system development centering the provincial capital explicitly keeps the access to the Growth Triangle as the important factor of the development. 5. The RSTRP of South Sumatra Province designates its capital (coincides with Palembang IDEP), Sekayu, Muara Enim and Batu Raja as primary growth centers. The development of the area immediately to the south of Palembang is given higher priority than Musi Rawas/Lahat IDEP. 6. The RSTRP of Lampung Province emphasizes the industrialization centering its capital (coincides with Bandar Lampung/Southern Lampung IDEP) and agricultural development in Northern Lampung (coincides with IDEP).  (FY1994 Domestic Survey) No information.					
4. REFERENCE NO.				2)								
5. TYPE OF STUDY	M/P											
6. COUNTERPART AGENCY	Directions General of Human Settlements, Ministry of Public Works											
7. OBJECTIVES OF STUDY	Formulation of a 20-year long-term develop plan (1990-2010) and indetification of priority areas and projects											
8. DATE OF S/W	Nov. 1990	4. CONDITIONS AND DEVELOPMENT IMPACTS										
9. CONSULTANT(S)	International Development Center of Japan Nippon Koei Co., Ltd.	(1) The macroeconomic framework for the plan during 1990-2010: 1) 7.8% for the region's average annual growth rate of GDP without oil and gas (6.0% for the nation); 2) 2.42% for the region's average annual growth rate of population (1.32% for the nation); 3) US\$ 67 billion for total investment required.  (2) As a result, the region will catch up with the nation in the 20 years in terms of GDP per capita. In parallel with this, the four objectives will be attained, 1) Integrate itself into the Jana-Sumatra axis 2) Increase value added and create employment 3) Reduce disparities within the region 4) Establish environmental management systems										
10. STUDY TEAM	No. of Members 17 Period Mar. 1991-Mar. 1993 (25 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;">136.65</td> <td style="text-align: center;">15.72</td> <td style="text-align: center;">120.93</td> </tr> </table>	Total M/M	Japan	Field	136.65	15.72		120.93				
Total M/M	Japan	Field										
136.65	15.72	120.93										
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Socio-cultural research						2. MAJOR REASONS FOR PRESENT STATUS					
12. EXPENDITURE	<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: right;">458,365 (¥000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: right;">449,657</td> </tr> </table>	Total	458,365 (¥000)	Contracted	449,657	5. TECHNICAL TRANSFER					(1) Enthusiasm among Indonesian officials (2) Timely proposal of the IDEP approach as a protective countermeasure to the sectoral approach (3) Team's effort to facilitate policy dialogue	
Total	458,365 (¥000)											
Contracted	449,657											
							3. PRINCIPAL SOURCE OF INFORMATION					
							①, ②, ③					