

# PROJECT SUMMARY (Other)

Compiled Mar.1990

Revised Mar.1995

ASO PAK/S 601/75

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS	
1.COUNTRY	Pakistan	1.SITE OR AREA	Quasim Port		I.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2.NAME OF STUDY	Port Muhammad-Bin-Quasim Project (follow-up)	2.PROJECT COST	(US\$1,000)	Total Cost 1) 59,686 2)	Local Cost 32,414	Foreign Cost 27,272
3.SECTOR	Transportation/Port	3.CONTENTES OF MAJOR PROJECT(S)			(Description) (FY 1991 Overseas Survey) 1974-1980 D/D undertaken by consultants of Japan, France, Canada and U.K.. and the construction was financed by ADB, U.K., France, Japan etc. and the GOP. 1977-1994 Construction undertaken by France, Belgium, Holland, and GOP. Financed by GOP and loans/grants from foreign countries. The project scale was modified. (FY1993 Overseas Survey) The construction works are carried on with the investment costs at Rs. 4,700 million (include Foreign Currency Rs. 1,913 million) until June,1995. At present, the Project is completed up to 98%. The JICA sponsored feasibility study has resulted in the realization of the second port of Pakistan, i.e. Port Muhammad Bin Quasim. (FY1994 Domestic Survey) No additional information. (FY1994 Overseas Survey) 1977-79 A French consultant company won the international bid after 'Detailed Design of Terminals for Iron Ores and Coal' by JICA. The company reconciled JICA's design and presented a new detailed design. Total construction cost of Rs.220 mil. was financed by French export credit. 1979-83 A Dutch consultant company got an order after a detailed design of 'Implementation of Dredging and Navigation-support Facilities' by JICA. The project was conducted from 1978 through 1983. Total construction cost of Rs.397.06mil.(foreign fund of it was Rs.320.44mil.)was financed by the ADB. Due to the construction delay for lacking enough domestic finance and inflation, the total cost at the time of completion came up to more than a double of original estimation (from Rs. 2,097 mil. to Rs.4,700 mil.). Constructions financed by foreign funds are completed, but the delay of constructions to be financed by domestic funds is at a critical situation and governmental support is needed. (NOTE) JICA's presentation on results of studies was very effective. Dredging design and construction management, implementation of navigation-support systems, and staff training programs in Japan conducted by JICA were also very effective. Continuation of the training program is expected.	
4.REFERENCE NO.		In response to the request of the Pakistani Government, the study team explained the results of the study on Quasim Port and offered technical suggestions.				
5.TYPE OF STUDY	Other					
6.COUNTERPART AGENCY	Quasim Port Authority					
7.OBJECTIVES OF STUDY		4.CONDITIONS AND DEVELOPMENT IMPACTS				
8.DATE OF S/W	.0	10.STUDY TEAM			2.MAJOR REASONS FOR PRESENT STATUS To provide relief to the existing port Karachi in cargo handling which had reached its salutation point and the ships calling at the port had to wait for months.	
9.CONSULTANT(S)	Central Consultant, Inc.					
		11.ASSOCIATED AND/OR SUBCONTRACTED STUDY			3.PRINCIPAL SOURCE OF INFORMATION ①、③、⑥ Quasim Port Authority	
12.EXPENDITURE		5.TECHNICAL TRANSFER				
Total		Training in Japan on port development and basic design				
Contracted						

和名 バンデルカシム港建設計画アフターケア

[M/P,Basic Study,Other]

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

Compiled Mar.1986

Revised Mar.1995

ASO PAK/S 201B/79

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT							
1.COUNTRY	Pakistan	1.SITE OR AREA	Major parts and shipbuilding yards<M/P> Karachi<F/S>			1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled						
2.NAME OF STUDY	Shipping & Shipbuilding Development	2.PROJECT COST	M/P 1) 2)	Local Cost	Foreign Cost	(Description) Acquisition of multi-purpose vessels was implemented by the OECF loan. Mar.1979 OECF loan agreement signed (18,000 million yen) Dec.1980 - Mar. 1983 Mar. Construction of vessels Dec.1980 - Mar. 1983 Operation commenced  (FY 1991 Overseas Survey) The implementation of the remaining components is delayed owing to the delay of financial arrangement.  (FY 1993 Overseas Survey) Dec.1979, one vessel acquired from Denmark under Danish Government Credit. During 1980 to 1983, 6 vessels constructed at Japanese shipyards and one at Karachi shipyard in Collaboration with Japanese shipyard. 1981, 3 vessels acquired from U. K. under British Grant Aid and Bank Loan. 1981, 3 vessels also acquired from Poland through commercial loan from Habib Bank Consortium. The construction of vessel at Karachi shipyard enabled Pakistani skilled / semi-skilled workers to earn their new knowledge and technical know-how.  (FY1994 Domestic Survey) No additional information.  (FY1994 Overseas Survey) (built at/by) (no.) (financed by) (total cost) (a) Japan 6 OECF loan approx. 16bil. yen (L/A concluded in 1979) (b)Karachi National Shipyard 1 -do- approx. 2bil. yen (c)Great Briatain 3 British grant bank loans ----- approx. 32mil. & approx. 4mil. pound sterling (N/A) (d)Poland 3 (Habib Bank credit group ----- (e)Denmark 1 Danish gov't loan 125mil. krone  Building 4 ships at the Karachi National Shipyard(KSEW) According to the replacement project plan of the national commercial fleet at first, 4 vessels out of 16 were planned to be built domestically. The global decline of marine transportation business, and the lack of foreign currency reserve, this situation did not allow Pakistan to purchase 3 vessels domestically.							
3.SECTOR	Transportation/Marine Transportation & Ships	(US\$1,000)	F/S 1) 2) 3)	226,201 750	14,000 212,201								
4.REFERENCE NO.		3.CONTENTES OF MAJOR PROJECT(S)				<M/P> The study proposed the fleet replacement for the government-owned national shipping line and the improvement of the government-owned shipbuilding yard (KSEW). 1) Shipping 22 obsolete ships (226,800 DWT) will be scrapped during 1980 - 1983 and replaced by 16 new ships (240,000 DWT).  2) Shipbuilding The capacity and operation of KSEW was studied to propose measures for improving productivity. Out of 16 new ships, 4 will be constructed by KSEW.  <F/S> 1) Shipping Construction of 16 multi-purpose vessels (15,000 DWT) (4 vessels to be built at KSEW)  2) Shipbuilding Purchase of necessary equipment, overseas manpower training, technical assistance by experts							
5.TYPE OF STUDY	M/P+F/S	Imp. Period: .1979-1983 .1979-1980											
6.COUNTERPART AGENCY	Ports and Shipping Wing, Ministry of Communication	4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)	2.MAJOR REASONS FOR PRESENT STATUS							
7.OBJECTIVES OF STUDY	Development of National Shipbuilding Sector	Conditions and Development Impacts: <M/P><Impacts>1.Production increase 2.Saving of foreign currency 3.Increase of employment opportunity 4.Introduction of modern technology 5.Contribution to industrialization <F/S><Conditions> 1) Operation of 16 new ships; 2) investment of US\$226.2 million distributed over 5 years (1979-83); 3) the construction of 16 ships to be completed during the same period; 4) annual tariff revenue of US\$14.17 million per ship; 5) 70% of the investment cost to be repaid at the interest rate of 8.5% per annum, and the remaining 30% at the rate of 10.5%, over 7 years; project life of 20 years; and the rate of inflation at 8% per annum.<Impacts> Shipping: 1) 16 new ships will earn US\$300 million in foreigntax; and 2) improvement of distribution and price stabilization; Shipbuilding: 1) increase of production at KSEW (from US\$6.4 million in 1975/76 to 44.76 million in 1982/83); 2) saving of foreign exchange (12 million); 3) creation of employment (800 skilled workers during 8 years); and 4) enhancement of the level of KSEW technology.				3.PRINCIPAL SOURCE OF INFORMATION ①, ③, ④, ⑥ Ministry of Communication							
8.DATE OF S/W	Mar.1978	10.STUDY TEAM				11.ASSOCIATED AND/OR SUBCONTRACTED STUDY None							
9.CONSULTANT(S)	The Shipbuilding Research Centre of Japan	No.of Members 6 Period Aug.1978-Oct.1979(14 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>16.55</td> <td>10.00</td> <td>6.55</td> </tr> </table>						Total M/M	Japan	Field	16.55	10.00	6.55
Total M/M	Japan	Field											
16.55	10.00	6.55											
12.EXPENDITURE		5. TECHNICAL TRANSFER				12.EXPENDITURE <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">Total</td> <td style="width: 33%;">51,135 (¥'000)</td> <td style="width: 33%;"></td> </tr> <tr> <td>Contracted</td> <td>39,849</td> <td></td> </tr> </table>		Total	51,135 (¥'000)		Contracted	39,849	
Total	51,135 (¥'000)												
Contracted	39,849												
		Received technology transfer by means of OJT and training in Japan.											

# PROJECT SUMMARY (F/S)

ASO PAK/S 301/80

Compiled Mar.1986  
Revised Mar.1995

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Pakistan	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	Construction Project of a Mini-Port in Gwadar	West side of Makran Coast/ South of Baluchistan					
3. SECTOR	Transportation/Port	2. PROJECT COST		Total Cost	Local Cost	Foreign Cost	
4. REFERENCE NO.		(US\$1,000)	1)	22,500	3,610		
5. TYPE OF STUDY	F/S	(US\$1=RS10)	2)				
6. COUNTERPART AGENCY	Port and Shipping Wing Ministry of Communication		3)				
7. OBJECTIVES OF STUDY		3. CONTENTS OF MAJOR PROJECT(S)				(Description)	
Planning a mini-port capable of functioning as a fishing port		Item	Quantity				
		Breakwater	1,030m		(FY1991 Overseas Survey) 1984-1986 Several Pakistani consulting firms, in cooperation with British firms, set up a detailed design. Cost of the design was paid by the Pakistani government. JICA's P/S was reconciled by these consulting firms and the original design was largely altered. Major changes were of pier structure, depth of the water, length of the canal, facilities for port operations, etc. 1985-1988 D/D by Belgium Government, etc. 1988 Loan from Belgium Government: BEC 485, 89 Buyers Credit from Consortium Bank: BEC 841, 77 Jul. 1998 A Belgian consulting firm won the international bid. Oct. 1988 Constructions started based upon a Belgian governmental loan. 1988-1992 Construction Dec. 1992 Facilities for port operations were completed. Trial operations partially started. Collection of port-usage charge also started. (FY1992 Overseas Survey) The above D/D has been continued during 1988 and 1992 (a loan from Belgian government). The construction started in October 1988, and is scheduled to be completed in October 1993. (FY1993 Overseas Survey) Main works implemented during Oct.1988 to Oct.1992 with the investment costs at Rs. 1,542.2 Million (include foreign currency Rs. 779.2 million). Ancillary works are carrying out from Nov. 1993 up to Jun. 1995 by the Government of Pakistan with the investment costs at Rs. 81.5 million. JICA study for Gwadar Mini-Port was highly appreciated as it was quite extensive and played a major role in final design of the Project. (FY1994 Domestic Survey) No additional information. (FY1994 Overseas Survey) (Please turn over)		
		Quay -1.5m	200m				
		-3.0m	740m				
		Ice, freezing and refrigeration Plant	1 unit				
		Refrigeration vessel	1 unit		2. MAJOR REASONS FOR PRESENT STATUS		
		Revetment	500m				
8. DATE OF S/W	Sep. 1978	Imp. Period: Jan.1982-Dec.1983				3. PRINCIPAL SOURCE OF INFORMATION ①, ③, ⑥ Ministry of Communication	
9. CONSULTANT(S)	Overseas Coastal Area Development Institute Kiso-Jiban Consultants Co., Ltd.	4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 3.80 EIRR2) EIRR3)		
10. STUDY TEAM		Conditions and Development Impacts:					
No. of Members 16		Basic condition:					
Period Sep.1978-Mar.1980 (19 months)		(1) Fishing resources in Off-shore Baluchistan are estimated at 400,000 tons per year					
Total M/M		(2) Population of Gwadar in 2000 is estimated at 80,000					
Japan		(3) Increase rate of Baluchistan's GDP 1978-83 is 4.64% and 6.23% until 2000.					
Field		(4) Population was estimated to increase, during 1977-83: 1.35 times 84-90: 1.91 times, 91-2000: 3.16 times					
72.47		Development Impacts:					
56.10		(1) Increased fish catch					
16.37		(2) Increased foreign exchange earning by fish exports					
		(3) Increased supply of basic goods through berthing of domestic vessels					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER					
Soil condition survey Ae1,630		Study team carried out on the job trainings to counterpart for theory of natural condition survey and port planning					
12. EXPENDITURE							
Total		182,029 (¥'000)					
Contracted		184,340					

和名 グアダル・ミニポート開発計画

[F/S,D/D]

### III. PRESENT STATUS OF STUDIED PROJECT

(Description)

(FY1991 Overseas Survey)

1984-1986 Several Pakistani consulting firms, in cooperation with British firms, set up a detailed design. Cost of the design was paid by the Pakistani government. JICA's F/S was reconciled by these consulting firms and the original design was largely altered. Major changes were of pier structure, depth of the water, length of the anal, facilities for port operations, etc.

1985-1988 D/D by Belgium Government, etc.

1988 Loan from Belgium Government: BEC 485, 89

Buyers Credit from Consortium Bank: BEC 841, 77

Jul. 1998 A Belgian consulting firm won the international bid.

Oct. 1988 Constructions started based upon a Belgian governmental loan.

1988-1992 Construction

Dec. 1992 Facilities for port operations were completed. Trial operations partially started. Collection of port-usage charge also started.

(FY1992 Overseas Survey)

The above D/D has been continued during 1988 and 1992 (a loan from Belgian government). The construction started in October 1988, and is scheduled to be completed in October 1993.

(FY1993 Overseas Survey)

Main works implemented during Oct.1988 to Oct.1992 with the investment costs at Rs. 1,542.2 Million (include foreign currency Rs. 779.2 million).

Ancillary works are carrying out from Nov. 1993 up to Jun. 1995 by the Government of Pakistan with the investment costs at Rs. 81.5 million.

JICA study for Gwader Mini-Port was highly appreciated as it was quite extensive and played a major role in final design of the Project.

(FY1994 Domestic Survey)

No additional information.

(FY1994 Overseas Survey)

(Total cost)

approx. Rs. 1,624mil	Pakistani government	Rs.975mil.
	Belgian gov't loan	Rs.221mil.
	Belgian bank group loan	Rs.428mil.

This port development is not officially admitted yet. Project staff members are in charge of all the port management and operations.

Construction of additional facilities, such as a service center building and facilities, a clinic, refrigeration facilities, etc. The cost is paid by the Pakistani government. The construction will be completed in June 1995.

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

ASO PAK/S 202B/81

Compiled Mar. 1986  
Revised Mar. 1995

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT														
1. COUNTRY	Pakistan	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"/> Discontinued or Cancelled <input type="checkbox"/> Processing													
2. NAME OF STUDY Introduction of Containerization		Karachi																		
3. SECTOR Transportation/Port		2. PROJECT COST				(Description) -The basic infrastructure was constructed in 1986 as 1st stage by ADB loan in the Qasim Port. -After the 1st stage project, there was an expansion project in the port, but the Master Plan proposed in the JICA study did not suit the actual conditions of the port. Therefore, a review of the Master Plan was required and the Government of Pakistan contacted the UK for assistance. However, no action has been taken to date to implement the restudy.  (FY1991 Overseas Survey) Container Terminals at Karachi Port and Port Qasim will be developed by private sector.  (FY1993 Overseas Survey) It is going to be implemented during the period from June, 1994 to June, 1996 by means of the financing to be arranged by the private sector in Australia with an amount of Rs. 160 million. The location of the container terminal at Port Qasim has been changed by the private sector who wishes to save the investment. And the private sector offered to establish two berths of container terminal, each berth having 300 meters quay wall.  (FY1994 Domestic Survey) No additional information.  (FY1994 Overseas Survey) (Please turn over)														
4. REFERENCE NO.		M/P 1) 218,490 Local Cost		81,893 Foreign Cost																
5. TYPE OF STUDY M/P+F/S		2) 115,472		43,299																
6. COUNTERPART AGENCY Ports and Shipping Wing, Ministry of Communication		3) 103,018		38,594																
7. OBJECTIVES OF STUDY Preparation of long-term project and short-term development plan of container terminal		3. CONTENTS OF MAJOR PROJECT(S) <M/P> Select and compare two ports, Karachi port and Qasim port, as container terminal. Set up an inland CFS in Lahore. (Main works) Long-term project: Container terminal: 6 berth (New construction) Inland CFS: 50 ha Urgent improvement plan: Container terminal: 2 berth (Qasim) Inland CFS: 30 ha (Lahore), Railway transport  <F/S> Urgent Improvement Plan <table style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;">Karachi</td> <td style="text-align: center;">Qasim</td> </tr> <tr> <td>Container berth</td> <td style="text-align: center;">600m</td> <td style="text-align: center;">600m</td> </tr> <tr> <td>Container Terminal</td> <td style="text-align: center;">282,400sq.m</td> <td style="text-align: center;">282,400sq.m</td> </tr> <tr> <td>Railway</td> <td style="text-align: center;">11,700m</td> <td style="text-align: center;">5,500m</td> </tr> <tr> <td>Roads</td> <td style="text-align: center;">4,700m</td> <td style="text-align: center;">2,500m</td> </tr> </table>					Karachi	Qasim	Container berth	600m	600m	Container Terminal	282,400sq.m	282,400sq.m	Railway	11,700m	5,500m	Roads	4,700m	2,500m
	Karachi	Qasim																		
Container berth	600m	600m																		
Container Terminal	282,400sq.m	282,400sq.m																		
Railway	11,700m	5,500m																		
Roads	4,700m	2,500m																		
8. DATE OF S/W Jul. 1980		Imp. Period: Jan. 1982-Dec. 1986				2. MAJOR REASONS FOR PRESENT STATUS														
9. CONSULTANT(S) Overseas Coastal Area Development Institute		4. FEASIBILITY AND ITS ASSUMPTIONS		<table style="width: 100%; border-collapse: collapse;"> <tr> <td rowspan="3" style="width: 10%; text-align: center;">Feasibility: Yes</td> <td style="width: 10%;">EIRR1)</td> <td style="width: 10%;">14.30</td> <td style="width: 10%;">FIRR1)</td> <td style="width: 10%;">11.20</td> </tr> <tr> <td>EIRR2)</td> <td>12.20</td> <td>FIRR2)</td> <td></td> </tr> <tr> <td>EIRR3)</td> <td></td> <td>FIRR3)</td> <td></td> </tr> </table>				Feasibility: Yes	EIRR1)	14.30	FIRR1)	11.20	EIRR2)	12.20	FIRR2)		EIRR3)		FIRR3)	
Feasibility: Yes	EIRR1)	14.30	FIRR1)	11.20																
	EIRR2)	12.20	FIRR2)																	
	EIRR3)		FIRR3)																	
10. STUDY TEAM No. of Members 10 Period Nov. 1980-Mar. 1982 (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;">67.40</td> <td style="text-align: center;">49.60</td> <td style="text-align: center;">17.80</td> </tr> </table>		Total M/M	Japan	Field	67.40	49.60	17.80	Conditions and Development Impacts: <M/P> There is a tendency to increase containerization in the world. It is possible for Karachi Port to make efficient the existing cargo handling facilities and deal with the container cargo which is expected to rapidly increase in the near future, and to improve economic activities in Pakistan by implementing this project. <F/S> Conditions: Container cargo volume is predicted based on the feasibility study in 1978 and 1980 by import/export cargo items and sea route. It is assumed that tariff is raised by 25% according to a financial analysis. Development Impact: It is possible for Karachi Port to make efficient the existing cargo handling facilities and deal with the container cargo which is expected to rapidly increase in the near future, and to raise economic activities in Pakistan by implementing this project.				3. PRINCIPAL SOURCE OF INFORMATION ①, ③, ⑥ Port and Shipping Wing, Ministry of Communication								
Total M/M	Japan	Field																		
67.40	49.60	17.80																		
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER Counterpart training (4 persons) Instruction on method of port planning and feasibility study																		
12. EXPENDITURE Total 142,298 (¥'000) Contracted 134,266																				

和名 コンテナ輸送導入計画

(M/P+F/S)

### III. PRESENT STATUS OF STUDIED PROJECT

(Description)

The basic infrastructure was constructed in 1986 as 1st stage by ADB loan in the Qasim Port. After the 1st stage project, there was an expansion project in the port, but the Master Plan proposed in the JICA study did not suit the actual conditions of the port. Therefore, a review of the Master Plan was required and the Government of Pakistan contacted the UK for assistance. However, no action has been taken to date to implement the re-study.

(FY1991 Overseas Survey)

Container Terminals at Karachi Port and Port Qasim will be developed by private sector.

(FY1993 Overseas Survey)

It is going to be implemented during the period from June, 1994 to June, 1996 by means of the financing to be arranged by the private sector in Australia with an amount of Rs. 160 million.

The location of the container terminal at Port Qasim has been changed by the private sector who wishes to save the investment. And the private sector offered to establish two berths of container terminal, each berth having 300 meters quay wall.

(FY1994 Domestic Survey)

No additional information.

(FY1994 Overseas Survey)

(1) Container terminal

Both Karachi and Qasim ports were reluctant to build container terminals just after the F/S. No progress was found even when 12 years passed after the F/S.

JICA's M/P is not reconciled.

According to the policy change of the government, a policy of privatization promotion was employed.

The private sector is now examining a plan to container terminals at Karachi and Qasim ports.

A private firm is negotiating with Karachi port authority about a transformation project of a container terminal based upon BOT method.

An Australian private firm is planning to transform existing two berths (total cost: A\$ 160 million) June 1994-June 1996. A civil lawsuit concerning the company's bid is under deliberation (the Australian firm won at the high court). The container terminal plan at Qasim port was partially changed (some buildings were relocated from the west bank, according to the JICA plan, to the south). The size of the terminal is not changed.

(2) Inland container freight station (ICFS)

The ICFS is not built yet at Lahore.

In December 1994, Pakistan Railways presented a conceptual design to build ICFS changing the construction site. Sheikhpura at the northwestern district was selected for the location instead of Kahna Kacha at the south of Lahore. Implementation based upon private funds, such as BOT, is now under deliberation.







# PROJECT SUMMARY (F/S)

ASO PAK/S 302/83

Compiled Mar.1990  
Revised Mar.1995

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Pakistan	1.SITE OR AREA	Bara Bandah, Nowshera, Northwest Frontier Province			1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY	Pakistan Railways Locomotives Manufacturing Factory Project	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost		
3.SECTOR	Transportation/Railway		(US\$1,000)	1) 66,000	40,000	26,000	
4.REFERENCE NO.		3.CONTENTS OF MAJOR PROJECT(S)	(US\$1=13.8Rs)	2)	3)	(Description) It was decided to implement the project in accordance with the recommendations of the study team, and the work started with OECF loans.  Feb.1984 OECF loan agreement on the locomotive plant (9,760 million yen) May 1984 Consulting service agreement signed July 1984 Consulting service started 1985 D/D completed 1989 Evaluation of tenders completed Feb.1990 Construction started Feb.1991 Installation of equipment started  (FY1993 Overseas Survey) Construction was completed in December 1993.  (Remarks) Aug.1993 OECF L/A on the rehabilitation of locomotives (6,001 million yen) Aug.1993 OECF L/A on the manufacture of diesel locomotives (6,067 million yen) 38 Diesel Locomotives (30 completed and 8 knocked-down) were provided by using the Japan's Yen Loan (L/A in Dec.1980. The railway transportation capacity increasing project, 9 billion Yen).  (FY1994 Domestic Survey) No information.  (FY1994 Overseas Survey) After the completion of the factory, 5 diesel locomotives were built at the factory, with parts/devices purchased in February 1984 based upon an OECF loan. Moreover, L/A of another OECF loan (6.7 billion yen) was concluded in August 1994, and parts/devices for 18 diesel locomotives will be purchased. Eight locomotives in the second year and ten in the third year will be produced at the factory using those parts/devices.	
5.TYPE OF STUDY	F/S						
6.COUNTERPART AGENCY	Ministry of Railways, the Government of Pakistan	Imp. Period:	Jun.1984-Jun.1989			(FY1994 Overseas Survey) After the completion of the factory, 5 diesel locomotives were built at the factory, with parts/devices purchased in February 1984 based upon an OECF loan. Moreover, L/A of another OECF loan (6.7 billion yen) was concluded in August 1994, and parts/devices for 18 diesel locomotives will be purchased. Eight locomotives in the second year and ten in the third year will be produced at the factory using those parts/devices.	
7.OBJECTIVES OF STUDY	Transport demand forecast and calculation of the necessary number of locomotives, and F/S and basic design for constructing a locomotive manufacturing factory	4.FEASIBILITY AND ITS ASSUMPTIONS	Fcasibility: Yes	EIRR1) 12.50	FIRR1) 10.00		
8.DATE OF S/W	Mar.1982	Conditions and Development Impacts: Conditions: The market price of April,1982 was chosen as a reference price. The project life is set at 33 years.(30 years after completion of the factory.)  Development Impacts: Reinforcement of railway transport capacity will promote nationwide development and contribute towards activation of the economy in the Northwest Frontier region where infrastructure is lacking.  A reduction in the use of foreign currency reserves is also expected because the supply of locomotives is at present entirely dependent on imports		EIRR2)	FIRR2)	2.MAJOR REASONS FOR PRESENT STATUS	
9.CONSULTANT(S)	Japan Railway Technical Service			EIRR3)	FIRR3)		
10.STUDY TEAM	No.of Members 12 Period Mar.1982-May.1983(14 months)	5.technical transfer Two counterparts received training in Japan from JICA under the Colombo Plan.		3.PRINCIPAL SOURCE OF INFORMATION ①、②、④		3.PRINCIPAL SOURCE OF INFORMATION ①、②、④	
	Total M/M						
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		74.44	59.70	14.74	12.EXPENDITURE Total 168,180 (¥'000) Contracted 143,335		
12.EXPENDITURE							

# PROJECT SUMMARY (F/S)

Compiled Mar.1988  
Revised Mar.1994

ASO PAK/S 303/84

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																																																				
1.COUNTRY	Pakistan	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 Conduction of Water from Khanpur to Islamabad/Rawalpindi		Islamabad City ,Rawalpindi City																																																								
3.SECTOR Public Utilities/Water Supply		2.PROJECT COST				(Description)  Oct.1987 Request for Yen Credit from Pakistan Government Mar.1989 OECF loan agreement (12,518 million yen) As of September 1991 Under procedures of pre-qualification of contractors (FY1991 Overseas Survey) Mar.1990 - Feb.1991 D/D undertaken  (FY1992 Overseas Survey) Although the OECF loan is already available, the source of the domestic fund (Rs. 1,870 mil.) has not yet been identified. Presently the Federal government is studying the funding possibilities. However in order for the project to start, funding from the State government would also be required.  (FY 1993 Overseas Survey) - Fund from Federal and Punjab government were decided. So this project would be implemented until 1995 or 1996. - Not only OECF but also Bank of Tokyo has fund for this project.																																																				
4.REFERENCE NO.		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%; text-align: center;">Total Cost</td> <td style="width: 10%; text-align: center;">Local Cost</td> <td style="width: 10%; text-align: center;">Foreign Cost</td> <td style="width: 10%;"></td> </tr> <tr> <td>(US\$1,000)</td> <td style="text-align: center;">1) 113,235</td> <td style="text-align: center;">66,435</td> <td style="text-align: center;">46,800</td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">2) 32,824</td> <td style="text-align: center;">19,406</td> <td style="text-align: center;">13,418</td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">3) 24,529</td> <td style="text-align: center;">15,835</td> <td style="text-align: center;">8,694</td> <td></td> </tr> </table>							Total Cost	Local Cost	Foreign Cost		(US\$1,000)	1) 113,235	66,435	46,800			2) 32,824	19,406	13,418			3) 24,529	15,835	8,694																																
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5.TYPE OF STUDY		3.CONTENTS OF MAJOR PROJECT(S)																																																								
6.COUNTERPART AGENCY		Ran Water Conveyance Intake Tower: 6.74cu.m/sec Facility Aquaduct : 13.1km Water Filtration Max.Capacity 522,000cu.m/day Plant Distribution Main Line 700mm-1.5km(2 lines) 1.500mm-1.6km 1.500mm-6.5km(2 lines) Distribution Pond 13,000cu.m,PC Type X 2 16,000cu.m,PC Type x 1 Note: The a/m costs are 1) for Phase I, 2) for Phase II and 3) for Phase III.																																																								
7.OBJECTIVES OF STUDY		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%; text-align: center;">1985-1992</td> <td style="width: 10%; text-align: center;">1992-1995</td> <td style="width: 10%; text-align: center;">1996-2000</td> <td style="width: 10%;"></td> </tr> <tr> <td>8.DATE OF S/W</td> <td style="text-align: center;">Dec.1983</td> <td colspan="2">4.FEASIBILITY AND ITS ASSUMPTIONS</td> <td style="text-align: center;">6.60</td> </tr> <tr> <td colspan="2">9.CONSULTANT(S)</td> <td style="text-align: center;">Feasibility: Yes</td> <td style="text-align: center;">EIRR1) 6.20</td> <td style="text-align: center;">FIRR1) 6.60</td> </tr> <tr> <td colspan="2">10.STUDY TEAM</td> <td colspan="4">                     Conditions and Development Impacts:                      Prior conditions: EIRR FIRR                      (1) Recovery Period 24 years 36 years                      (2) Discount Rate 0 % 0 %                      Benefit (Rp.million) 19,858 27,260                      Cost ( ) 6,410 17,040                      Net Current Value(*) 13,248 10,219                      Benefit Cost Ratio 3.07% 1.60%                      Development Impacts:                      Supply of city water (Average 420,000T/day. Max. 523,600T/day)to 2 cities of Islamabad and Rawalpindi.                      (Target of completion: year 2000)                      The whole projects is divided into 3 phases and scheduled to take 15 years between 1985 and 2000.                 </td> </tr> <tr> <td colspan="2">11.ASSOCIATED AND/OR SUBCONTRACTED STUDY</td> <td colspan="4">5.TECHNICAL TRANSFER</td> </tr> <tr> <td colspan="2">12.EXPENDITURE</td> <td colspan="4">Acceptance of 3 trainees from the local counterpart</td> </tr> <tr> <td colspan="2">Total 170,231 (¥000)</td> <td colspan="4">3.PRINCIPAL SOURCE OF INFORMATION</td> </tr> <tr> <td colspan="2">Contracted 166,887</td> <td colspan="4">①②③</td> </tr> <tr> <td colspan="2"></td> <td colspan="4">2.MAJOR REASONS FOR PRESENT STATUS</td> </tr> </table>							1985-1992	1992-1995	1996-2000		8.DATE OF S/W	Dec.1983	4.FEASIBILITY AND ITS ASSUMPTIONS		6.60	9.CONSULTANT(S)		Feasibility: Yes	EIRR1) 6.20	FIRR1) 6.60	10.STUDY TEAM		Conditions and Development Impacts: Prior conditions: EIRR FIRR (1) Recovery Period 24 years 36 years (2) Discount Rate 0 % 0 % Benefit (Rp.million) 19,858 27,260 Cost ( ) 6,410 17,040 Net Current Value(*) 13,248 10,219 Benefit Cost Ratio 3.07% 1.60% Development Impacts: Supply of city water (Average 420,000T/day. Max. 523,600T/day)to 2 cities of Islamabad and Rawalpindi. (Target of completion: year 2000) The whole projects is divided into 3 phases and scheduled to take 15 years between 1985 and 2000.				11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER				12.EXPENDITURE		Acceptance of 3 trainees from the local counterpart				Total 170,231 (¥000)		3.PRINCIPAL SOURCE OF INFORMATION				Contracted 166,887		①②③						2.MAJOR REASONS FOR PRESENT STATUS			
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和名 カンプールダム・イスラマバード・ラワルピンディ導水計画

(F/S,D/D)

# PROJECT SUMMARY (M/P)

ASO PAK/A 101/85

Compiled Mar.1990  
Revised Mar.1995

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDY RESULTS												
1.COUNTRY	Pakistan	1.SITE OR AREA	Islamabad capital territory (rural area: 59,500ha)		1.PRESENT STATUS											
2.NAME OF STUDY	Integrated Rural Development Project	2.PROJECT COST														
3.SECTOR	Agriculture/General	<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">(US\$1,000)</td> <td style="text-align: center;">Total Cost</td> <td style="text-align: center;">Local Cost</td> <td style="text-align: center;">Foreign Cost</td> </tr> <tr> <td style="text-align: center;">1)</td> <td style="text-align: center;">210,925</td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">2)</td> <td></td> <td></td> <td></td> </tr> </table>		(US\$1,000)	Total Cost	Local Cost	Foreign Cost	1)	210,925			2)				(Description) (1) Basic design for MIRAD was done in 1988 (Nippon Giken). This was followed by detailed design, and construction in 1989. (2) Feasibility study for UKIP was done in 1988 (FY1991 Overseas Survey) No additional information. (FY1992 Overseas Survey) 1989 Grant Aid (1,858 mil. yen) : MIRAD-I 1990 Grant Aid (1,254 mil. yen) : MIRAD-II - The content of the grant aid is as follows: construction of two irrigation dams, three deep wells, 16 waterworks and drainage facilities, improvement of roads (16km), two rural development centers, provision of agricultural machines and automobiles - A detachment of two experts has been requested: an expert was dispatched in November 1992 (irrigation technology). the other (an expert in agricultural technology) has not yet been dispatched. - The c/p has a further request for technical assistance in maintenance and management of the facilities (FY1994 Domestic Survey) No information.
(US\$1,000)	Total Cost	Local Cost	Foreign Cost													
1)	210,925															
2)																
4.REFERENCE NO.		3.CONTENT(S) OF MAJOR PROJECT(S)	(1) Model Integrated Rural Area Development (MIRAD) Project The project is located in rural area of Islamabad capital district. The project components include water supply by way of groundwater, small scale irrigation, road construction (35km), construction of agricultural machinery stations (10 units) and agricultural development stations (6 units). (2) Upper Kurang Irrigation Project (UKIP) The project is located in rural area of Islamabad capital district. Water source will be from the surface water of the Kurang river which runs through the central part of the capital district, and from groundwater to be tapped in the southern part of the project area. The irrigation area will be approximately 6,300ha in total.													
5.TYPE OF STUDY	M/P	4.CONDITIONS AND DEVELOPMENT IMPACTS	1. Increase of agricultural production (increase of food crops production by way of irrigation project and increase in livestock production) 2. Increase of farmers' income (increase in farmers' income as a result of increased production as well as increased employment opportunities) 3. Increase of employment opportunities (increase in overall employment opportunities due to intensive utilization of land resources for agriculture as well as non-agriculture uses) 4. Upgrading of living standards (improvement of living standards of rural population due to increased agricultural production and increased employment opportunities) 5. Environmental improvement (environmental improvement as a result of soil conservation schemes including reforestation, grassland development vegetation protection, etc.)													
6.COUNTERPART AGENCY	Ministry of Local Government and Rural Development, Capital Development Authority (CDA)	5.TECHNICAL TRANSFER	(1) Training in Japan (2 persons) (2) OJT													
7.OBJECTIVES OF STUDY	Integrated rural development in Islamabad capital territory	2.MAJOR REASONS FOR PRESENT STATUS														
8.DATE OF S/W	Nov.1984	3.PRINCIPAL SOURCE OF INFORMATION														
9.CONSULTANT(S)	Chuo Kaihatsu International Corp. Nippon Giken Inc. Japan Engineering Consultants Co., Ltd.	①, ②, ③														
10.STUDY TEAM	No.of Members 16 Period Feb.1985-Mar.1986 (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 style="text-align: center;">72.06</td> <td></td> <td style="text-align: center;">47.70</td> </tr> </table>	Total M/M	Japan	Field	72.06		47.70									
Total M/M	Japan	Field														
72.06		47.70														
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY																
12.EXPENDITURE	<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: center;">212,498 (*000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">195,893</td> </tr> </table>	Total	212,498 (*000)	Contracted	195,893											
Total	212,498 (*000)															
Contracted	195,893															

和名 農村総合開発計画

{M/P,Basic Study,Other}

# PROJECT SUMMARY (M/P)

Compiled Mar.1990  
Revised Mar.1994

ASO PAK/A 102/86

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS	
1. COUNTRY	Pakistan	1. SITE OR AREA	Punjab, Sind		1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Paddy/Rice Handling and Processing Improvement Project	2. PROJECT COST	(US\$1,000)	Total Cost	Local Cost	Foreign Cost
3. SECTOR	Agriculture/Agricultural Processing			1)	569,346	
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)	US\$1=154Yenin Aug.1986, Rsl 2)			
5. TYPE OF STUDY	M/P		1. Direct rental operation of harvesting machines to the farmers for the harvest of rice and wheat crops. 2. Rental operation of rubber-roll husker to the collaborating rice mills. 3. Production of edible oil from rice bran through processing facility and relevant technology from which highly sophisticated use of the rice bran is much improved. In addition, the facility can be used for other local oil seeds and will increase efficiency of oil extraction then ultimately will save oil importation and foreign currency be involved. 4. Establishment of facilities for improving and developing postharvest technology in order to meet the farmers' request as well as requirement, necessary test and adjustment shall be made for the relevant postharvest machinery. At the same time necessary training for the handling and operation of the said machinery for the farmers is also implemented for the reasonable use of the by-products of the agricultural produce concerned together with the required implementation of the facility and machinery to go with.			
6. COUNTERPART AGENCY	Ministry of Food and Agriculture					
7. OBJECTIVES OF STUDY	Improvement of postharvest practice of rice	4. CONDITIONS AND DEVELOPMENT IMPACTS	Development impacts: 1. Minimizing qualitative and quantitative losses of rice which occurred at each stage of postharvest operation 2. Supplying higher quality rice at low cost to both domestic and foreign markets 3. Increasing the income of farmers by rationalizing their farming practice and increases the foreign currency through the export concerned.			
8. DATE OF S/W	Mar. 1985					
9. CONSULTANT(S)	Overseas Merchandise Inspection Co., Ltd. Nippon Koei Co., Ltd. System Science Consultants					
10. STUDY TEAM	No. of Members 13 Period Jul. 1985-Aug. 1986 (14 months)					
	Total M/M 50.15	2. MAJOR REASONS FOR PRESENT STATUS	"Facilities Improvement Project for Export Rice" was positively discussed during this survey. However, it was not materialized because RECP is under Ministry of Commerce and the executing agency for this project is Ministry of Food & Agriculture.			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY						
12. EXPENDITURE	Total 160,150 (¥'000) Contracted 142,126	3. TECHNICAL TRANSFER				
		3. PRINCIPAL SOURCE OF INFORMATION	(X)			

和名 米穀收穫後処理法改善計画

{ M/P, Basic Study, Other }

# PROJECT SUMMARY (F/S)

ASO PAK/A 302/86

Compiled Mar.1990  
Revised Mar.1995

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1.COUNTRY	Pakistan	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		Baluchistan, Quetta and Kalat areas (40,000 ha, 11,500 people)						
Baluchistan Irrigation Development Project through Groundwater Development		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost		
		(US\$1,000)	1)	1,826	1,278	548		
		US\$1=17.5Rs.in 1987		2)				
				3)				
3.SECTOR		3.CONTENTS OF MAJOR PROJECT(S)				(Description)  (FY 1991 Overseas Survey) Sept.1986 - Dec.1987    D/D undertaken by Japanese cooperation  (FY 1992 Overseas Survey) 1) Grant provision of equipment three well-digging machines (to Baluchistan Development Authority) in 1987 two well-digging machines (to WAPBA) in 1990 two well-digging machines (to PHED) in 1991 Water resources development for water supply are being carried out by using the granted equipment (Public Health Department or PHED, established within the state government is in charge) 2) The underwater irrigation plan has not been implemented due to a lack of fund  (FY1993 Overseas Survey) Granted equipments are used effectively. But underwater irrigation plan has no progress.  (FY1994 Domestic Survey) No additional information.		
Agriculture/General		Wells (18") : 18 Arterial drainage : 1 km Farm pond : 3 Arterial farm road : 1.6 km						
4.REFERENCE NO.		Above-mentioned facility elements are for 10ha model farm plot. It is required to carry out the ground water investigation to clarify the development potentiality						
5.TYPE OF STUDY		F/S						
6.COUNTERPART AGENCY		Ministry of Economic Affairs and Finance, Government of Pakistan.Government of Baluchistan						
7.OBJECTIVES OF STUDY		F/S evaluation for agricultural development basing on groundwater research for fissure water						
8.DATE OF S/W		Mar.1986						
9.CONULTANT(S)		Imp. Period: 1988-1990						
Pacific Consultants International Nihon Norin Helicopter Co., Ltd. Sanyu Consultants Inc.		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 12.90 EIRR2) EIRR3)			FIRR1) FIRR2) FIRR3)
10.STUDY TEAM		Conditions and Development Impacts: Pre-conditions: - Farm size to be more than 5.0ha - Well capacity to be more than 10.0 lit./sec - 3 years cropping rotation with vegetable and fruit - 27km approach road and 22km feeder line to be subsidized by the Government Impacts: - Improving regional differences - Improving managed agriculture - Improving regional traffic - Improving the level of public hygiene						
No.of Members 20 Period. Jun.1986-Mar.1987(10 months)								
Total M/M		Japan		Field				
78.34		36.69		41.65				
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER				2.MAJOR REASONS FOR PRESENT STATUS		
Geological Survey								
12.EXPENDITURE		1.Acceptance of trainees(3) 2.Providing machinery and instruction on its use 3.OJT				3.PRINCIPAL SOURCE OF INFORMATION ①, ②, ③		
Total 346,111 (¥000)								
Contracted 327,436								

和名バルチスタン州地下水かんがい開発計画

[F/S,D/D]

# PROJECT SUMMARY (M/P)

Compiled Mar.1990  
Revised Mar.1995

ASO PAK/S 103/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS	
1.COUNTRY	Pakistan	1.SITE OR AREA	Pakistan(whole country)		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2.NAME OF STUDY	National Transport Plan(follow-up)	2.PROJECT COST	(US\$1,000)	Total Cost 1) 2)	(Description) *Indus Highway Technical and Economic F/S* and D/D were conducted by a Pakistan consulting firm. Financed by OECF loan, Phase I construction is under way. OECF signed L/A on Indus Highway Project Phase II B in Aug. 1993. The amount of this loan was 18,214 million yen. The JICA study (M/P) was completed on Lahore urban transport system in Oct.1991. Phase III will start in 1994.  (FY1993 Domestic Survey) The 7th plan period was over mid-1993. Review of the initial plan and completion will be done by the national transport plan study of 1994.  (FY1994 Domestic Survey) The National Transport Plan (the 8th 5-year plan) has been undertaken by JICA since Jan.1994 lasting in Mar.1995.  (FY1994 Overseas Survey) (Please turn over)	
3.SECTOR	Transportation/(Transportation in)General	3.CONTENTES OF MAJOR PROJECT(S)				
4.REFERENCE NO.		Railways : Improvement of signal system, Track doubling & electrification, Locomotive enforcement, Cargo terminals, Inland dry ports, etc.				
5.TYPE OF STUDY	M/P	Roads : Increase the capacities of trunk road network system including Indus Highway, Maintenance system improvement and work's implementation, and others				
6.COUNTERPART AGENCY	Planning Commission, Transport and Communications Section	Ports : Improvement of container facilities in Karachi and Qasim, warehouses and approach roads, oil berths, etc.				
7.OBJECTIVES OF STUDY	Integral transportation plan	Airports : Improvement of terminal facilities and runways, communication and navigation aid systems, etc.				
8.DATE OF S/W	Nov.1986	R & D : Research and development studies in the establishment of transport data base, profitability & fare levels, urban transport planning, etc.				
9.CONSULTANT(S)	Pacific Consultants International ALMEC Corporation Japan Railway Technical Service Overseas Coastal Area Development Institute	4.CONDITIONS AND DEVELOPMENT IMPACTS				
10.STUDY TEAM	No.of Members 15 Period Jan.1987-Mar.1988(15 months)	Realistic objectives were set and recommendations were made taking into account the existing situation of the transportation sector,possibility of securing adequate budget, and capabilities to implement plans. This is the basic policy of the Seventh Five-year Development Plan(87/88-92/93).				
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY						
12.EXPENDITURE	Total 285,090 (¥000) Contracted 274,030	5. TECHNICAL TRANSFER	(1) OJT Computer use (2) Training in Japan: 2 persons (urban and regional transportation systems, role of government transportation offices)			
					2.MAJOR REASONS FOR PRESENT STATUS	
					3.PRINCIPAL SOURCE OF INFORMATION	①、②、③

和名 全国総合交通計画 (アフターケア)

[M/P,Basic Study,Other]

### III. PRESENT STATUS OF STUDY RESULTS

(Description)

Indus Highway Technical and Economic F/S<sup>1</sup> and D/D were conducted by a Pakistan consulting firm.

Financed by OECF loan, Phase I construction is under way.

OECF signed L/A on Indus Highway Project Phase II B in Aug. 1993.

The amount of this loan was 18,214 million yen.

The JICA study (M/P) was completed on Lahore urban transport system in Oct. 1991. Phase III will start in 1994.

(FY 1993 Domestic Survey)

The 7th plan period was over mid-1993. Review of the initial plan and completion will be done by the national transport plan study of 1994.

(FY 1994 Domestic Survey)

The National Transport Plan (the 8th 5-year plan) has been undertaken by JICA since Jan. 1994 lasting in Mar. 1995.

(FY 1994 Overseas Survey)

This M/P was utilized for the transportation/traffic sector of the seventh five-year project (FY 1988/89-1992/93) conducted by the Pakistani government. The current status of additionally suggested action items relating to the project is:

(1) Indus Highway

This highway, totally 1,200km length, runs from the north to the south through the west side of the Indus River basin and leads from Peshawar (near to Islamabad) to Kotri (near to Karachi). All the route is an amendment (in terms of the linear-shape adjustment and pavement) of an existing road except for a 240km newly created road that directly leads to Karachi.

This highway construction plan is, according to the priority based upon pavement status and traffic volume at each region, divided into three phases (Phase I, II and III). Both Phase I and II will be finished in 1996.

1989 Mar. : OECF L/A concluded (Phase I, foreign currency 8.5bill. yen, domestic currency 3.64bill. yen)

1994 Jan. : OECF L/A concluded (Phase II, foreign currency & 1993 Aug 45.8bill.yen, domestic currency 8.08bill. yen)

OECF loan for Phase III will be decided with the progress result of I and II.

(2) Additional carriageway project (N-5: Karachi-Lahore-Islamabad)

Sections between i) Nowshera and Cablet, ii) Rawalpindi and Kharian will be expanded to 4-lane width. Finance for this project is negotiated with the World Bank.

(3) Construction of the Great Bridge between Sukkar and Rohri

A bridge over the Indus will be built at Sukkar. Total cost of the construction is not fixed yet, but a loan from the ADB was admitted in 1994.

(4) Creation of road traffic database

Enforcement of the National Transport Research Centre and creation of traffic database were recommended. However, the project does not proceed smoothly.

# PROJECT SUMMARY (M/P)

Compiled Mar.1990  
Revised Mar.1994

ASO PAK/S 102/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS															
1. COUNTRY	Pakistan	1. SITE OR AREA	Capital Area (the Province of Punjab)			1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued													
2. NAME OF STUDY	Water Resources Development Potential for the Metropolitan Area of Islamabad/Rawalpindi	2. PROJECT COST				Total Cost		Local Cost	Foreign Cost											
3. SECTOR	Social Infrastructures/Water Resource Development		(US\$1,000)	1)	970,588	533,823	436,765													
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)	(US\$1=17.0Rs)	2)																
5. TYPE OF STUDY	M/P	The Study proposed the improvement of the control system for 3 existing dams (Rawal, Simly & Khanpur) and the construction of 5 new dams (Haro, Dor & Soan Rivers) to realize the effective utilization of water sources. 1. Projects proposed for the target year of 2000 1) Construction of water conveyance facilities from Khanpur (to be completed in 1991) 2) Study and project preparation of Cherah Dam (Soan River) and the start of its construction; and study and project preparation of D----- Dam (S--- River) 3) Implementation and completion of the improvements proposed in Islamabad and Rawalpindi 2. Projects proposed for the target year of 2010 1) Completion of R----- Dam 2) Construction of D----- Dam (to be completed in 1997) 3. Projects proposed for the target year of 2030 1) Study, project preparation and construction of R----- Dam, N----- Weir and Dor water conveyance facilities (to be completed in 2015) 2) Study, project preparation and construction of P----- Dam (to be completed in 2019)			(Description) The project components as described below have been under implementation. The other recommended components will be executed based on the supply and demand balance status for urban water supply in Metropolitan area.  1) Conduction of water from Khanpur to Islamabad/Rawalpindi Mar. 1989 OECF loan agreement signed (12.52 billion yen) 2) Construction of Simly Dam Mar. 1986 OECF loan agreement signed (5,750 million yen)  (FY 1991 Overseas Survey) Rs.13 million was allocated for the F/S of Cherah Dam, but the study was postponed until the completion of the Khanpur irrigation project. Rs.12.87 million was approved in Aug. 1989 for undertaking a study on groundwater resources, and the request was made for the JICA assistance. The request was not accepted because a similar study had already been conducted.  (FY 1993 Overseas Survey) Tenders for some of the contract packages for Khanpur Water Supply Project have been carried out. This project would be implemented until 1995 or 1996.															
6. COUNTERPART AGENCY	Capital Development Authority						4. CONDITIONS AND DEVELOPMENT IMPACTS	Conditions: 1) Population in the capital area of 3,267,000 in 2030, and per capita water demand of 475 liters 2) Required water totals 830 MCM per year, including irrigation requirements and the water supply to the airport and industries.  Rough estimates of selected water demands in 2030, investment costs and EIRRs are shown below.		2. MAJOR REASONS FOR PRESENT STATUS										
7. OBJECTIVES OF STUDY	Investigation into the Possibility of water resource development in capital area	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">Demand</th> <th style="text-align: center;">Investment</th> <th style="text-align: center;">EIRR</th> </tr> </thead> <tbody> <tr> <td>General Urban Water Supply</td> <td style="text-align: center;">428MCM</td> <td style="text-align: center;">11,530 mil. Rps</td> <td style="text-align: center;">3.7%</td> </tr> <tr> <td>Irrigation</td> <td style="text-align: center;">120</td> <td style="text-align: center;">1,180</td> <td style="text-align: center;">8.1</td> </tr> <tr> <td>New Airport</td> <td style="text-align: center;">2.5</td> <td style="text-align: center;">14.2</td> <td style="text-align: center;">16.1</td> </tr> </tbody> </table>				Demand	Investment					EIRR	General Urban Water Supply	428MCM	11,530 mil. Rps	3.7%	Irrigation	120	1,180	8.1
	Demand	Investment	EIRR																	
General Urban Water Supply	428MCM	11,530 mil. Rps	3.7%																	
Irrigation	120	1,180	8.1																	
New Airport	2.5	14.2	16.1																	
8. DATE OF S/W	Aug. 1986	5. TECHNICAL TRANSFER (1) Explanation of various analysis methods (2) Training of an engineer in charge of geology in Japan (Analysis of aquifer by means of computer)			3. PRINCIPAL SOURCE OF INFORMATION (1)(2)(4)															
9. CONSULTANT(S)	Sanyu Consultants Inc. Yachiyo Engineering Co., Ltd.						10. STUDY TEAM No. of Members 11 Period Nov. 1986-Feb. 1988 (16 months)													
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY Investigation of aquifer by electric research method and related survey		<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Total M/M</th> <th style="text-align: center;">Japan</th> <th style="text-align: center;">Field</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">80.30</td> <td style="text-align: center;">25.60</td> <td style="text-align: center;">54.70</td> </tr> </tbody> </table>		Total M/M	Japan	Field	80.30	25.60	54.70											
Total M/M	Japan	Field																		
80.30	25.60	54.70																		
12. EXPENDITURE Total 227,291 (¥'000) Contracted 212,954																				



# PROJECT SUMMARY (F/S)

ASO PAK/A 303/88

Compiled Mar.1990  
Revised Mar.1995

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Pakistan	1. SITE OR AREA	Irrigation development with 6,600 ha irrigable area through water resources development of upper Kurang River			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	Upper Kurang River Irrigation Project	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) After the completion of F/S study, the Government of Pakistan has decided to suspend the project, because the benefitable area of the project engulfs part of city districts (which is called park areas by the Government of Pakistan).  However, Sanyu Consultants Inc. is recently requested by the Government of Pakistan to make a conception paper for the project in order to coordinator among the authorities concerned, and it is submitted in Feb., 1990 to the Government of Pakistan.  As of September 1991, federal government is being under consideration due to high water cost compared to similar projects in different sectors.  (FY 1991 Overseas Survey) 1,359 million yen is desired to be funded from ORCF.  (FY 1992 Overseas Survey) As the result of social and economic changes such as a population increase and urbanization in the Metropolitan Islamabad area, the opening of nearby road that led to a decrease and higher prices of agricultural land, the implementation of the project needs to be reconsideration. Place a higher priority on the of water supply in the metropolitan area.  (FY 1993 Overseas Survey) Feasibility of the proposed irrigation project is questioned because of high cost of water. Drinking water supply for metropolitan area is considered with high priority.	
3. SECTOR	Agriculture/General		1) 76,902	38,318	38,584		
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)	2) (US\$1=17.3rupee in 1987)				
5. TYPE OF STUDY	F/S		3)				
6. COUNTERPART AGENCY	Islamabad Capital Territory Administration (ICTA)	- Water resources: K-2 dam (zone-type fill dam whose height and effective capacity is 53 m and 18.5 MCM, respectively) - Canal: Total length of main and branch canals is 130 km - On-farm facilities: 6,600 ha - Road Network: 18.6 km - Agriculture-supporting facilities: Buildings, agricultural machinery, etc.					
7. OBJECTIVES OF STUDY	Feasibility study on the irrigated agricultural development in the metropolitan area of Islamabad	4. FEASIBILITY AND ITS ASSUMPTIONS					
8. DATE OF S/W	Feb. 1988	Imp. Period: Jul. 1987-Feb. 1988					
9. CONSULTANT(S)	Sanyu Consultants Inc. Nippon Giken Inc.	Feasibility: Yes	EIRR1) 13.00	FIRR1) 12.70			
10. STUDY TEAM	No. of Members 10 Period Aug. 1987-Mar. 1988 (8 months)	Conditions and Development Impacts: The water resources development of upper Kurang River, together with effective utilization of irrigation water for rainfed paddy production in the rural areas of Islamabad capital territory, brings about better supply of vegetables, fruit, and daily products which requires quick delivery to the neighboring big markets in the capital territory, and improve/stabilize the regional farm households' economy.					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Rock test/Embankment material test/Physical test for field irrigation soil/Water quality test/Soil analysis	5. TECHNICAL TRANSFER					
12. EXPENDITURE	Total 173,991 (¥000) Contracted 155,446	Transfer to government officials in Pakistan and Japan was done.					
		2. MAJOR REASONS FOR PRESENT STATUS					
		The higher priority is put on the project in the integrated rural development master plan from 1985 to 1986. However, it may be changed water utilization from irrigation to urban water supply due to project economy and cost recovery.  (FY 1992 Overseas Survey) The project is under reconsideration due to a change in priority rankings among the competing projects.					
		3. PRINCIPAL SOURCE OF INFORMATION					
		①②③					

和名 クラング川上流かんがい開発計画

{F/S,D/D}

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

ASO PAK/A 201B/89

Compiled Mar.1991  
Revised Mar.1994

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																													
1.COUNTRY	Pakistan	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		Shangla Par District in NWFP																																	
Swat District Integrated Rural Development Project		2.PROJECT COST (US\$1,000)		M/P 1) 745,380 Local Cost	339,575 Foreign Cost	(Description) A pre-feasibility study was conducted on the first priority project selected among the masterplan area, for which Pakistan Government will request to the Japanese Government the Grant-aid of FY 1991.  The component of the project will be as follows: - Agricultural Infrastructure Improvement - Agricultural Development - Road Networks Improvement - Village Water Supply  Estimated Cost: US\$15.19 million  (FY 1991 Overseas Survey) 1992-1993    I/A (2037.7 million yen) 1990-2005    Construction (15 years) by GOP  (FY 1992 Overseas Survey) The request for a grant aid has not been approved because the MTRAD project, which is a comprehensive rural development project of similar nature to this is on-going and needs to be closely monitored for another implementation.  (FY 1993 Overseas Survey) There is no progress.																													
		US\$1=21R		FS 1) 99,710	45,270			54,140																											
3.SECTOR		3.CONTENTES OF MAJOR PROJECT(S)																																	
Agriculture/General		Priority Development Project																																	
4.REFERENCE NO.		1.Agr. Infrastructure Development - Irrigation																																	
5.TYPE OF STUDY		- Small Scale Irrigation Scheme 18 pla.																																	
6.COUNTERPART AGENCY		- Spring Water Tank Irrigation 30 pla.																																	
NWFP, Local Government and Rural Development Department		- Kabalgram Irri. Scheme 320 ha.																																	
		- Sandai-Aloch Irri. & Hydel Power Scheme 352 ha.																																	
7.OBJECTIVES OF STUDY		- Choga Irri. & Hydel Scheme 170 ha.																																	
		- Chakesar Irri. & Hydel Scheme 110 ha.																																	
8.DATE OF S/W		2.Agr. Supporting Service Development																																	
Apr.1988		3.Road Improvement 103.5km ; Road Construction 176.0km																																	
9.CONSULTANT(S)		4.Rural Electrification 26,700H																																	
Sanyu Consultants Inc. Pacific Consultants International		5.New Water Supply System 22,300H																																	
		6.Rural Infrastructure Development																																	
10.STUDY TEAM		7.Village Community Development																																	
		Imp. Period: Jan.1990-Dec.2005																																	
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)																														
12.EXPENDITURE		Conditions and Development Impacts:																																	
		Conditions: The benefits consist of direct (o.g. agri. benefits) and indirect benefits. Agricultural benefits are estimated as the difference of net income from crop production between with-project and without-project conditions. <table style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;">Paddy</td> <td style="text-align: center;">Maize</td> <td style="text-align: center;">Veg.</td> <td style="text-align: center;">Fruits</td> <td></td> </tr> <tr> <td>without project</td> <td style="text-align: center;">728t</td> <td style="text-align: center;">607t</td> <td style="text-align: center;">74t</td> <td style="text-align: center;">126t</td> <td></td> </tr> <tr> <td>with project</td> <td style="text-align: center;">910t</td> <td style="text-align: center;">638t</td> <td style="text-align: center;">634t</td> <td style="text-align: center;">126t</td> <td></td> </tr> <tr> <td>Incremental Benefit</td> <td style="text-align: center;">182t</td> <td style="text-align: center;">31t</td> <td style="text-align: center;">560t</td> <td style="text-align: center;">126t</td> <td></td> </tr> <tr> <td>Incremental N.P.V</td> <td colspan="4" style="text-align: center;">3.7 million Rupees</td> <td></td> </tr> </table> Development Impacts: It is envisaged that expansion of agricultural production, employment opportunity and increased income, grading up living standard, infrastructure development can be secured by the project executions. *The EIRRs for Agri.Infra,Road and Rural Electrification are 10.3%-14.5%, 8.5%-10.5% and 2.8%-9.6% respectively.							Paddy	Maize	Veg.	Fruits		without project	728t	607t	74t	126t		with project	910t	638t	634t	126t		Incremental Benefit	182t	31t	560t	126t		Incremental N.P.V	3.7 million Rupees		
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Incremental Benefit	182t	31t	560t	126t																															
Incremental N.P.V	3.7 million Rupees																																		
Total		165,783 (¥'000)		5.TECHNICAL TRANSFER																															
Contracted		158,592		On the job training for the counterpart staff and training in Japan for the staff of Rural Development Department																															
						2.MAJOR REASONS FOR PRESENT STATUS																													
						Increase of living standard and improvement of living environment of the village farmers of the mountain belt areas will be required.  (FY 1992 Overseas Survey) The Shangla Par district is the poorest district in the state, and the development of the area is placed higher priority in the country's Eighth Five Year Plan. However, a similar project already being carried out has delayed the implementation of the project.																													
						3.PRINCIPAL SOURCE OF INFORMATION																													
						(1)(2)(3)																													

和名 スワット地域農村総合開発計画

[M/P+F/S]

# PROJECT SUMMARY (F/S)

Compiled Mar.1991  
Revised Mar.1995

ASO PAK/S 304/89

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Pakistan	1.SITE OR AREA	Islamabad City, and around the country		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	Establishment of the Second TV Channel for Education	2.PROJECT COST	Total Cost	Local Cost		
		(US\$1,000)	1) 130,955	81,904	49,050	
		US\$1=19.57P.Re=130Yen	2) 32,000	6,100	26,900	
			3)			
3.SECTOR	Communications & Broadcasting/Broadcasting	3.CONTENTES OF MAJOR PROJECT(S)	(Description) Dec.10. 1989 Grant Aid E/N (1,640 mil. yen) Jun.1990 Grant Aid E/N (1,730 mil. yen) Mar.1991 Completion of the 1st year project Feb.1992 Completion of the 2nd year project  The opening ceremony took place in November 1992 in the presence of the President of Pakistan, and it has been broadcasting seven hours per day at regular time.  (FY1993 Overseas Survey) This project was realized to increase the rate of literacy and also envisage education in health, sanitation, agriculture, population industry, handicraft and so on.  (FY1994 Domestic Survey) Jun.-Jul.1994 The Basic Design Study for the latter 3 years term was implemented, and successively the final report has been under preparation.			
4.REFERENCE NO.						
5.TYPE OF STUDY	F/S					
6.COUNTERPART AGENCY	Pakistan Television Corporation Ltd. (PTV)					
7.OBJECTIVES OF STUDY	To study the Plan on the national broadcasting network of the TV channel for education					
8.DATE OF S/W	Sep.1988	Imp. Period: 1990~1995				
9.CONSULTANT(S)	Integrated Technology Inc. Nippon Sogo Architects and Engineers	4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 15.26	FIRR1)	
				EIRR2)	FIRR2)	
				EIRR3)	FIRR3)	
10.STUDY TEAM	No. of Members 14 Period Jan.1989~Sep.1989 (9 months)	Conditions and Development Impacts: The current literacy rate in Pakistan is about 30%. However, with rapid increase of population (estimated to double in 20 years), the rate is likely to decline without an effective mass education program. The (mass) education of the people is the urgent task of national politics. The establishment of the second TV channel for education is an important step to improve the level of literacy, and to launch mass education programs on family planning, child health. TV is the most suitable media for the purpose.				
	Total M/M      Japan      Field 49.76      23.04      26.72					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER	Technical transfer was done on channel allocation, post production, procedure for programme production, audio dubbing and programme transmission via satellite.			
12.EXPENDITURE						3.PRINCIPAL SOURCE OF INFORMATION
Total	157,101 (¥'000)					
Contracted	159,273					①, ②

国名 教育テレビチャンネル設立計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

Compiled Mar.1992

Revised Mar.1995

ASO PAK/A 304/90

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Pakistan	1. SITE OR AREA	Malis River Basin situated about 20km north west of Karachi city, Total area is 30,000ha			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	Water Resource Development Project in Malis Basin	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) OECF signed L/A on Agriculture Development Project in Malis Basin (E/S). The loan, 206 million yen, is 40 review previous plan on dams and reservoirs and to draw D/D.  (FY1991 Overseas Survey) No additional information.  (FY1992 Overseas Survey) 1) A request was made for a OECD loan during the FY 1992 Annual Meeting between the Pakistan and Japanese governments. 2) A OECD loan for a detailed design L/A was expected in February or March 1992, the carrying out of D/D in August 1992.  (FY1993 Overseas Survey) The construction plan of Mol Dam is under preparation as follows;  August 1993. OECF Loan L/A 206 million yen. (Water Resource Development Project in Malis Basin) This loan aims a review, D/D and tender preparation of the Dam and reservoir construction.  (FY1994 Domestic Survey) The OECF Loan for the Project design was agreed. The engineering services for design will be commenced in Dec.1994 of Jan.1995.	
3. SECTOR	Agriculture/General		1) 31,900	5,680	26,220		
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)	2) (US\$1,000)				
5. TYPE OF STUDY	F/S		3)				
6. COUNTERPART AGENCY	Government of Sindh		- Construction of Mol Dam: - Type of dam = Rockfill (Zone type) - Maximum water level = 173.0m, Nomal full water level 169.6m - Maximum height = 48.8m - Gross storage = 45.7MCM, - live storage = 35.0MCM - Dam volume = 1,730 x 10 <sup>3</sup> m <sup>3</sup> - Demonstration Pilot Farm - Development of irrigation area (4,350ha) and Domestic Water Supply 33MCM				
7. OBJECTIVES OF STUDY	To Formulate Water Resource Development Project	8. DATE OF S/W	Imp. Period: Apr.1991-Mar.1995				
8. DATE OF S/W	Feb.1989	9. CONSULTANT(S)	4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes/No	EIRR1) 10.65   FIRR1) EIRR2)   FIRR2) EIRR3)   FIRR3)		
9. CONSULTANT(S)	Nippon Koei Co., Ltd.	10. STUDY TEAM	Conditions and Development Impacts: [Development Impacts] A large improvement in the standard of life of farmers including peasants is expected. - Stable Supply of Water - Increase of Employment Opportunity - Increase of Crop Production and Stable Supply of the Products to the Karachi City - Increase of Farmer's Income - Improvement of Water Quality - Food Mitigation Effects - Improvement of Agro-technology - Demonstration Effect of Pilot Farm				
10. STUDY TEAM	No. of Members 11 Period Aug.1989-Oct.1990 (15 months)	11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	5. TECHNICAL TRANSFER				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		12. EXPENDITURE	- Technology transfer to counterparts in the course of the Study - Training of counterparts in JICA training course				
12. EXPENDITURE	Total 152,552 (¥'000) Contracted 147,613	2. MAJOR REASONS FOR PRESENT STATUS	3. PRINCIPAL SOURCE OF INFORMATION				
			①, ②, ③				

和名 マリル川流域農業開発計画

(F/S,D/D)

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

Compiled Mar.1993  
Revised Mar.1995

ASO PAK/S 203B/91

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT					
1.COUNTRY	Pakistan	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 Comprehensive Study on Transportation System in Lahore		Lahore Metropolitan Area (2,300 Sq.Km)									
3.SECTOR Transportation/Urban Transportation		2.PROJECT COST (US\$1,000)				(Description)  (FY1992 Overseas Survey) 1) Detailed designs are prepared for three flyovers. 2) A D/D for LRT is planned to be implemented in time for the scheduled opening. The construction of flyovers is planned to be implemented through funding of the Pakistan Government and World Bank. The scale of LRT project is so large that the government seeks Japanese cooperation in addition to the planned World Bank loan for a part of the construction. 3) The construction of the bridge across Ravi River has started. 4) A D/D for grade separations is in progress. 5) A D/D for link road is also in progress.  (FY1993 Overseas Survey) 1) In Ling Road project, F/S and D/D has already been completed for the first term by WB Fund. 2) Rabi bridge : one bridge completed, one on the way to build.  (FY1994 Domestic Survey) The Punjab Government has keen interest to implement the LRT project within a few years, and the draft PC-1(official request to the central government) might be submitted, based on the availability of OECF loan.  (FY1994 Overseas Survey) 1) The World Bank conducted a F/S for LRT, with a plan to shorten the LRT route, compared with JICA's F/S, in 1992. Moreover, Japanese consulting firms did financial analysis again in 1994. But there is no progress in loans from the World Bank and OECF.  2) As far as constructions of two-level crossings (3 places) are concerned, i) underground crossings, instead of on-the-ground, were built based upon Rs.450million paid from Punjab State budget in 1994; ii) existing roads are expanded based upon the World Bank loan; iii) since on-the-ground two-level crossings will be constructed over the LRT, the construction cannot get started unless the LRT route is determined.  3) For a part of the ring road surrounding Lahore (16km), the World Bank conducted F/S and D/D. JICA is expected to take charge of F/S and D/D for 30 km of the ring road. Other 48km mentioned above, the rest of the road will be left as it is.					
4.REFERENCE NO.		M/P 1) 910,000 Local Cost		Foreign Cost							
5.TYPE OF STUDY		F/S 1) 13,932		11,332							
6.COUNTERPART AGENCY		2) 288,164		209,707							
7.OBJECTIVES OF STUDY		3) 288,164		78,457							
8.DATE OF S/W		3.CONTENTES OF MAJOR PROJECT(S)									
9.CONSULTANT(S)		<M/P>Components of the Master Plan (up to 2010): 1)Short-term plan (1992-1995) (Total cost Rps 25 bil): Improvement and construction of roads; 9 intersections; traffic management; bus system ; new bridge across the Ravi River. 2)Medium-term plan (1996-2000) (Total cost Rps 65 bil): roads; 14 intersections; new bridge across the Ravi River; bus system ; Heavy Rail Transit (HRT) System (40.0km); traffic management; mode interchange facilities. 3)Long-term plan (2001-2010) (Total cost Rps 110 bil): roads; intersection improvement (92.4km); new bridge across the Ravi River; bus system ; Light Rail Transit (LRT) System; mode interchange facilities. <F/S> 1) Intersection Improvement (construction of flyovers): Total cost Rp.302.3 million - Qartaba Chowk - Ferozpur Road / Canal Bridge & Wahdat Road - Kalma Chowk 2) LRT: Total cost Rp.5,965 million - Construction of a light rail line from the present CBD to the Model Town in the south (12.5 km) - Related facilities and equipment (elevated stations, signaling and communication, yards and workshops, rolling stocks, aquisition of the right of way, etc.)  * Costs are estimated in the end 1990 prices.									
10.STUDY TEAM								4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY								EIRR1) FIRR1)		EIRR2) FIRR2)	
12.EXPENDITURE		EIRR3) FIRR3)									
Total		5.TECHNICAL TRANSFER				3.PRINCIPAL SOURCE OF INFORMATION					
Contracted		(1)Analyze Methods of Basic Data of Urban traffic plan such as person trip survey and future O-D Tables. (2)C/P training in Japan(2person).				①, ②, ③					
						2.MAJOR REASONS FOR PRESENT STATUS					

和名 ラホール都市圏総合交通システム開発計画

{M/P+F/S}

# PROJECT SUMMARY (F/S)

ASO PAK/A 305/92

Compiled Mar.1994

Revised Mar.1995

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																			
1. COUNTRY	Pakistan	1. SITE OR AREA		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">Total Cost</td> <td style="width: 15%; text-align: center;">Local Cost</td> <td style="width: 15%; text-align: center;">Foreign Cost</td> </tr> <tr> <td style="text-align: center;">(US\$1,000)</td> <td style="text-align: center;">1) 3,553</td> <td style="text-align: center;">2,432</td> <td style="text-align: center;">1,121</td> </tr> <tr> <td></td> <td style="text-align: center;">2) 7,403</td> <td style="text-align: center;">5,654</td> <td style="text-align: center;">1,749</td> </tr> <tr> <td></td> <td style="text-align: center;">3) 10,440</td> <td style="text-align: center;">8,249</td> <td style="text-align: center;">2,191</td> </tr> </table>			Total Cost	Local Cost	Foreign Cost	(US\$1,000)	1) 3,553	2,432	1,121		2) 7,403	5,654	1,749		3) 10,440	8,249	2,191	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			
	Total Cost	Local Cost	Foreign Cost																						
(US\$1,000)	1) 3,553	2,432	1,121																						
	2) 7,403	5,654	1,749																						
	3) 10,440	8,249	2,191																						
2. NAME OF STUDY Development of Irrigation Based on Flood Flows of D.G. Khan Hill Torrents		Vidore in D.G. Khan, Punjab province																							
3. SECTOR Agriculture/Irrigation, Drainage & Reclamation		3. CONTENTS OF MAJOR PROJECT(S)				(Description) In the feasibility study, the review of Mithawan Hill torrent Pilot Project was carried out, and the basic design study for this project going to be implemented by Japan's Grant Aid is in progress now. But, for the Vidore hill torrent area, the implementation of the project will be decided after completion of the Mithawan Hill torrent Pilot project.  (FY 1993 Overseas Survey) Above Mithawan Hill torrent Pilot Project has already started from May 1994 (until April 1996), granted by JICA.  (FY1994 Domestic Survey) The constructions of watershed conservation and irrigation in the Mithawan Area have been implementing with the Japan's Grant Aid since Aug.1994. The technical transfer for pasturing and cultivation to the inhabitants is planned from Jan.1995 for five year by FAO, with the facilities to be constructed under the Japan's Grant Aid.																			
4. REFERENCE NO.		1. Dispersion Structure : 2 sites																							
5. TYPE OF STUDY		2. Distribution Facilities : improvement at 23 sites																							
6. COUNTERPART AGENCY		3. Watershed Conservation Facilities : * construction of earthen bunds * application of grass contour hedges * construction of gully plugs																							
7. OBJECTIVES OF STUDY		4. Road : new road ..... 1 route improvement ..... 1 route																							
8. DATE OF S/W		4. FEASIBILITY AND ITS ASSUMPTIONS																							
9. CONSULTANT(S)		<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%;">19.90</td> <td style="width: 15%;">FIRR1)</td> <td style="width: 15%;">14.20</td> </tr> <tr> <td></td> <td>Yes/No</td> <td>EIRR2)</td> <td>11.80</td> <td>FIRR2)</td> <td>8.20</td> </tr> <tr> <td></td> <td></td> <td>EIRR3)</td> <td>10.40</td> <td>FIRR3)</td> <td>7.20</td> </tr> </table>							Feasibility:	EIRR1)	19.90	FIRR1)	14.20		Yes/No	EIRR2)	11.80	FIRR2)	8.20			EIRR3)	10.40	FIRR3)	7.20
	Feasibility:	EIRR1)	19.90	FIRR1)	14.20																				
	Yes/No	EIRR2)	11.80	FIRR2)	8.20																				
		EIRR3)	10.40	FIRR3)	7.20																				
10. STUDY TEAM		Conditions and Development Impacts: Conditions and Development Impacts ( Imp. Periods are 1) 2 years, 2) 5 years, 3) 10 years.) 1. Considerable expansion of upland irrigated area and reduction of the flood damage through the increase of the dispersion of the hill torrent water. 2. The stabilization of the land conditions in watershed area and the encouragement of livestock raising by watershed conservation facilities.																							
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER																							
12. EXPENDITURE		The technology of the facility study for irrigation and watershed management was transferred to the counterparts of the Department of Irrigation and Power, Punjab.																							
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Total</td> <td style="width: 15%; text-align: right;">201,790 (¥'000)</td> </tr> <tr> <td>Contracted</td> <td style="text-align: right;">187,898</td> </tr> </table>		Total	201,790 (¥'000)	Contracted	187,898	2. MAJOR REASONS FOR PRESENT STATUS		Due to the Vidore hill torrent area is close to the Mithawan hill torrent area, the balanced project implementation in the Nation will be taken into consideration.																	
Total	201,790 (¥'000)																								
Contracted	187,898																								
		3. PRINCIPAL SOURCE OF INFORMATION		①, ②																					

和名 D.G.カーン地区かんがい開発計画

[F/S,D/D]

# PROJECT SUMMARY (F/S)

Compiled Mar.1990  
Revised Mar.1995

ASE PHL/S 303/76

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																
1.COUNTRY	Philippines	1.SITE OR AREA				1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input checked="" type="checkbox"/> Discontinued or Cancelled															
2.NAME OF STUDY	Manila Rapid Transit Railway Line No.1	Manila 2.PROJECT COST (US\$1,000) <table style="width: 100%; border: none;"> <tr> <td style="width: 30%;"></td> <td style="width: 10%; text-align: center;">1)</td> <td style="width: 20%; text-align: center;">Total Cost</td> <td style="width: 20%; text-align: center;">Local Cost</td> <td style="width: 20%; text-align: center;">Foreign Cost</td> </tr> <tr> <td></td> <td style="text-align: center;">2)</td> <td style="text-align: center;">547,000</td> <td style="text-align: center;">282,000</td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">3)</td> <td></td> <td></td> <td></td> </tr> </table>							1)	Total Cost	Local Cost	Foreign Cost		2)	547,000	282,000			3)			
	1)	Total Cost	Local Cost	Foreign Cost																		
	2)	547,000	282,000																			
	3)																					
3.SECTOR	Transportation/Railway	3.CONTENTS OF MAJOR PROJECT(S)				(Description) The subway project was cancelled as follows. 1. According to the decision made by the President's Office in 1979, this project was started with a Belgian grant. The original plan was the surface railway transit. 2. Afterwards, the plan was changed to the elevated railway transit(LRT) and consequently required additional loans, including Lloyd/Sumitomo, Swiss Transfer Credit, and LTD Bond. 3. This LRT No.1 route replaced Subway No.1 route. Total length was about 14 km. 4. This LRT project was completed in December 1985. Number of passengers : 250,000/day.  (FY1994 Domestic Survey) No additional information.																
4.REFERENCE NO.		Content : Route selection : Station building : Power supply facilities : Communications facilities : Signalling : Operation and Maintenance Length : 20km																				
5.TYPE OF STUDY	F/S	4.FEASIBILITY AND ITS ASSUMPTIONS																				
6.COUNTERPART AGENCY	Planning & Project Development office, Public Works Dept., Transport & Communication	Feasibility:    EIRR1)    20.40    EIRR1) No            EIRR2)            FIRR2) EIRR3)            FIRR3)																				
7.OBJECTIVES OF STUDY	Urban Public Transportation	Conditions and Development Impacts: Conditions: - Traffic demand forecast was made on the basis of person trip survey (1971) and mass transit service survey (1975). - survey area was Greater Manila Area including 4 cities and 15 towns. Development impact: It is to meet future traffic demand which cannot be met by roads surface roads.																				
8.DATE OF S/W	Jul.1974	Imp. Period: Jan.1980-Jul.1987																				
9.CONSULTANT(S)	Pacific Consultants International Japan Overseas Consultants Co., Ltd.	10.STUDY TEAM																				
		No.of Members    12 Period Apr.1975-Jun.1976 (14 months)																				
		<table style="width: 100%; border: none;"> <tr> <td style="width: 30%;"></td> <td style="width: 10%;"></td> <td style="width: 20%;"></td> <td style="width: 20%;"></td> <td style="width: 20%;"></td> </tr> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> <td colspan="2"></td> </tr> <tr> <td style="text-align: center;">90.42</td> <td style="text-align: center;">53.34</td> <td style="text-align: center;">37.08</td> <td colspan="2"></td> </tr> </table>											Total M/M	Japan	Field			90.42	53.34	37.08		
Total M/M	Japan	Field																				
90.42	53.34	37.08																				
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		11.ASSOCIATED AND/OR SUBCONTRACTED STUDY																				
12.EXPENDITURE		5.TECHNICAL TRANSFER																				
Total                    178,914 (¥'000) Contracted            242,970		-Technique for future traffic demand forecasting -Overseas training in Japan -Environmental assessment method																				
		2.MAJOR REASONS FOR PRESENT STATUS																				
		The alternative transit system was implemented.																				
		3.PRINCIPAL SOURCE OF INFORMATION																				
		①																				

和名 マニラ地下鉄(1号線)計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

Compiled Mar.1990  
Revised Mar.1992

ASE PHL/S 301/76

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT			
1.COUNTRY	Philippines	1.SITE OR AREA				1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled		
2.NAME OF STUDY	Construction Plan of Subic Ship Repair Yard	Subic Bay in southwestern Luzon (100km from Manila)							
3.SECTOR	Transportation/Marine Transportation & Ships	2.PROJECT COST		Total Cost	Local Cost	Foreign Cost			
4.REFERENCE NO.		(US\$1,000)		1) 66,530	29,370	37,160			
5.TYPE OF STUDY	F/S			2)					
6.COUNTERPART AGENCY	Maritime Industry Authority			3)					
7.OBJECTIVES OF STUDY	Feasibility analysis of a ship repair yard	3.CONTENTS OF MAJOR PROJECT(S)				(Description)  Sep.1977 OECF loan agreement (E/S, 265 million yen) Mar.1979 OECF loan agreement (10,855 million yen) For the construction of Subic Repair Yard Oct.1979 Construction started Dec.1981 Construction completed  OECF financing: 1) Construction of a dry dock (350m x 65m x 12.5m) 2) Berths (two 300,000DWT berths, one 150,000DWT berth, and one 20,000DWT berth) 3) Cranes (one 80t crane, one 30t crane and one 15t crane) 4) Buildings			
8.DATE OF S/W	.0	Imp. Period: 1976-1980							
9.CONSULTANT(S)		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 25.00 EIRR2) EIRR3)			FIRR1) FIRR2) FIRR3)	
10.STUDY TEAM	No. of Members 6 Period Jan.1976-Apr.1976 (3 months)	Conditions and Development Impacts: Conditions: 1. Initial investment: recovered in 17.5 years after beginning of operation. 2. Residual book value: 10% 3. Long-term loan: Interest 4.25% on the average. 7 year deferment 18 year payment 4. Sales: 65% is received before the end of a year, 35% in the following year. 5. Production cost: 10% is paid in the present year and 90% in the following year.							
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Total M/M          Japan          Field	Development impacts: 1. Sales 1979 1980 1981 1982 1983 1984 1985 (mil\$) 2.42 9.46 13.2 17.2 19.1 21.4 24.2 2. Foreign exchange earnings and savings 3. Increase of employment opportunity: 1,600 4. Increased market for domestic materials: The dependence on imported raw materials will be lowered gradually in the course of this project.							
12.EXPENDITURE	Total 13,226 (¥'000) Contracted	5. TECHNICAL TRANSFER							
								2.MAJOR REASONS FOR PRESENT STATUS	
								3.PRINCIPAL SOURCE OF INFORMATION	
								①④	

和名 スービック修理用造船所建設計画

(F/S,D/D)



# PROJECT SUMMARY (F/S)

Compiled Mar.1986  
Revised Mar.1992

ASE PHL/S 302/76

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT									
1.COUNTRY	Philippines	1.SITE OR AREA		Bataan Shipyard (Manila Bay and Marivelez)		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 Pan-Philippine Highway Ferry Service Plan		2.PROJECT COST		Total Cost	Local Cost			Foreign Cost							
		(US\$1,000)	1)	9,904	1,707	8,197	(Description) Jan.1978 OECF loan agreement (3,000 million yen) For the construction of two ferry boats and four ferry terminals Jan.1983 1st ferry boat delivered Oct.1983 Terminals completed Jun.1984 2nd ferry boat delivered  (FY 1991 Overseas Survey) No additional information.								
		(US\$1=292.8yen)	2)												
			3)												
3.SECTOR Transportation/Marine Transportation & Ships		3.CONTENTS OF MAJOR PROJECT(S)													
4.REFERENCE NO.		1. Ferry													
5.TYPE OF STUDY		1) Scale: 59m Diesel engine, 2 ferry													
6.COUNTERPART AGENCY Dept.of Public Highway		2) Capacity: Passenger 400, Truck (8t) 14													
7.OBJECTIVES OF STUDY Feasibility analysis of the construction car ferries		3) Term for construction: 26 months													
8.DATE OF S/W		4) Technical employee: 20 engineers 3 months, 40 managers 6 months													
9.CONULTANT(S)		2. Ferry terminal													
10.STUDY TEAM		1) Mooring													
No.of Members 4		Crest elevation: MHHW +2.5m													
Period Jan.1976-Jun.1976(5 months)		Depth: -4.5m													
Total M/M Japan Field		2) Building													
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		Size: 1,200sq.m													
12.EXPENDITURE		Structure: 2 floor Ferro-concrete													
Total 8,550 (¥'000)		3) Car park, shore protection, breakwater constructed.													
Contracted		Imp. Period: 1978-1980													
		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 10.00	FIRR1) 8.00									
					EIRR2)	FIRR2)									
					EIRR3)	FIRR3)									
		Conditions and Development Impacts:													
		Conditons:													
		1. Forecasted demand: assumed 2 round-trips per day (target year: 1985)													
		2. Staff: 20(officer 8, clue 12)													
		3. Continental regime: A center is set on oneseid, managers is set.													
		4. Capacity of transport/day (passenger)													
		<table border="1" style="display: inline-table; border-collapse: collapse;"> <tr> <td>1978</td> <td>1980</td> <td>1985</td> <td>1990</td> </tr> <tr> <td>310</td> <td>390</td> <td>710</td> <td>1,270</td> </tr> </table>				1978	1980	1985	1990	310	390	710	1,270		
1978	1980	1985	1990												
310	390	710	1,270												
		Development impacts:													
		1. Reduction of transportation cost: 11 pesos/man													
		2. Reduction of transportation time: 0.8 pesos/man													
		3. Loss of taking on board is saved: 20 pesos/T													
		4. Saving the maintenance of other shore: 76,000 pesos year/1,000 passengers													
		5. Other impacts													
		1) Several functions of service will be established around terminal.													
		2) Increase of sightseers													
		5.TECHNICAL TRANSFER													
		3.PRINCIPAL SOURCE OF INFORMATION													
		①②④													

# PROJECT SUMMARY (F/S)

Compiled Mar.1990  
Revised Mar.1995

ASE PHL/A 301/76

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Philippines	1. SITE OR AREA				1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY Cagayan Integrated Agricultural Development Project		Cagayan River Basin of Cagayan Province					
3. SECTOR Agriculture/General		2. PROJECT COST		Total Cost	Local Cost	Foreign Cost	(Description) The proposed project was implemented by the OECF finance.  Apr.1977    OECF L/A signed (6.16 billion yen) 1978        Construction started Dec.1988    Construction completed  OECF Loan: - 3 pump stations - Irrigation canals (930km) - Drainage canals (414km) - Roads (759km) - Power transmission (70km)  (FY1991 Overseas Survey) No additional information.  (FY1994 Domestic Survey) Due to the siltation in front of the intake gate for pumping station, irrigation water shortage is experienced in dry season. NIA is planning to conduct dredging but could not yet performed enough due to its budgetary constraint.
4. REFERENCE NO.				1)	31,309	15,831	
5. TYPE OF STUDY		F/S		2)			
6. COUNTERPART AGENCY		CIADP related agencies NIA, NEA, PW		3)			
7. OBJECTIVES OF STUDY		3. CONTENTS OF MAJOR PROJECT(S)					
The Project Area is reinfed paddy field area. There is the Cagayan river which is the biggest one in the Republic of Philippines. This river has of the Cagayan river as useless for irrigation. Accordingly, the feasibility study for the pump irrigation and the establishment for the integrated agricultural development plan shall		Scheme		1) Aparri-Lallo	2) Pared	3) Iguig	
		Irrigation areas (total: 14,300ha)		12,000ha	1,500ha	800ha	
		Pumping facilities		1,200mm x 7sets	600mm x 4sets	450mm x 4 sets	
8. DATE OF S/W		.0		Imp. Period: 1977~1982			
9. CONSULTANT(S)		Sanyu Consultants Inc.		4. FEASIBILITY AND ITS ASSUMPTIONS			
10. STUDY TEAM		No. of Members 10 Period May.1975-Jun.1976 (13 months)		Feasibility: Yes	EIRR1) 15.00	FIRR1) FIRR2) FIRR3)	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY				Conditions and Development Impacts: [Conditions] Economic benefits are estimated as the difference of net income in rice production between with-project and without-project conditions. Increased rice production (tons) without project      with project Iguig, Pared, Lallo    5,574                    23,721 Aparri                    12,190                    52,106			
12. EXPENDITURE		Total 91,893 (¥000) Contracted 82,482		5. TECHNICAL TRANSFER			
		Overseas training was done during the period of project implementation				2. MAJOR REASONS FOR PRESENT STATUS	
						3. PRINCIPAL SOURCE OF INFORMATION	
						①, ②, ④	

# PROJECT SUMMARY (F/S)

Compiled Mar.1986  
Revised Mar.1992

ASE PHL/S 304/77

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Philippines	1.SITE OR AREA				1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input 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	Flood-Forecasting Systems in the Agno, Bicol and Cagayan River Basins	Agno, Bicol and Cagayan Rivers / Luzon Island					
3.SECTOR	Social Infrastructures/River & Erosion Control	2.PROJECT COST		Total Cost	Local Cost	Foreign Cost	
4.REFERENCE NO.				1) 6,535	440	6,094	
5.TYPE OF STUDY	F/S			2)			
6.COUNTERPART AGENCY	Weather Bureau P.A.G.A.S.A.			3)			
7.OBJECTIVES OF STUDY	Establishment of flood forecasting and warning systems over the three river basins of the Luzon Island	3.CONTENTES OF MAJOR PROJECT(S)				(Description) Jan.1978 OBCF L/A signed (1,774 million yen) Feb.1979 D/D completed Mar.1982 Construction completed and operation started  Realized project: Flood forecasting center 1 location Relay stations 4 locations Monitor stations 3 locations Telemeter stations 21 locations Subcenters 3 locations Transmission & receiving stations 2 locations  Total project cost: US\$8.83 million (OECP US\$7.38 million) (US\$1=240yen)	
8.DATE OF S/W	Nov.1975	1. Facilities and network					
9.CONSULTANT(S)	CTI Engineering Co., Ltd.						
10.STUDY TEAM	No. of Members 15 Period Nov.1976-Aug.1977 (9 months)	2. Provision of personnel					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Survey Radio wave propagation Test	1) Flood forecasting center: Supervisor (4) Hydrologist (5) Telecommunication engineer (6) 2) Monitor station: Hydrologist (8) Telecommunication engineer (11)				2.MAJOR REASONS FOR PRESENT STATUS 1. Magnitude of effects 2. Factor of continuation 3. High degree of priority 4. Strength of supporting organizations	
12.EXPENDITURE	Total 102,520 (¥000) Contracted 39,133	4.FEASIBILITY AND ITS ASSUMPTIONS					
						3.PRINCIPAL SOURCE OF INFORMATION ①④	
		Feasibility: Yes					
		EIRR1) FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)					
		Conditions and Development Impacts: Conditions: Target areas of Flood forecasting system 1. Agno river basin: Entire Pangasinan Plain, Central part of Tarlac Province. 2. Bicol river basin: Central part of the basin, from lake Bato to lake Baao and the flood plain surrounding Naga city. 3. Cagayan river basin: Flood plain along the middle reaches from Ilagan to Tumauni, Flood plain along the lower reaches from Tuguegarao to Apari. Development Impacts: 1. Save life: Flood information services contributes to effective execution of flood fighting activities, mitigation of loss of lives and personal and public assets. furthermore, it contributes to maintain stability of social economy and public welfare. 2. Promotion of development project					
		5. TECHNICAL TRANSFER					
		1. OJT: During two years of construction period, total of 34 trainees were received for training. 2. Acceptance of trainees: Trainees consisting of 8 specializing hydrology and 11 telecommunication were					

和名 Agno川、Bicol川、Cagayan 川における洪水予警報システムの総合計画設立のための調査

{F/S,D/D}

# PROJECT SUMMARY (F/S)

Compiled Mar.1990  
Revised Mar.1995

ASE PHL/A 302/77

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Philippines	1.SITE OR AREA				1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input checked="" type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY	Grain Terminal Construction Projects in Manila and Cebu	Manila and Cebu					
3.SECTOR	Agriculture/Irrigation, Drainage & Reclamation	2.PROJECT COST		Total Cost	Local Cost	Foreign Cost	
4.REFERENCE NO.		(US\$1,000)	1) 13,800	7,800	6,000	(Description) (FY1991 Overseas Survey) The Government of the Philippines has no plan to secure financing for the project.  (FY1994 Domestic Survey) No information.	
5.TYPE OF STUDY	F/S	2) 6,600	3,700	2,900	3)		
6.COUNTERPART AGENCY	National Grains Authority	3.CONTENTS OF MAJOR PROJECT(S)					
7.OBJECTIVES OF STUDY		Manila: Construction of 26,000 tons grain terminal silo. Installation of 300 tons/hour pneumatic unloaders.  Cebu: Construction of 10,000 tons grain terminal silo. Installation of 150 tons/hour pneumatic unloaders and construction of 2,000 tons/month corn grits mill.					
8.DATE OF S/W	.0	Imp. Period: The Cost 1) above pertains to Manila, and the Cost 2) to Cebu (end 1979 prices).					
9.CONULTANT(S)	Nissin Engineering Co., Ltd.	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)	
10.STUDY TEAM	No.of Members 12 Period Oct.1976-Apr.1977 (7 months)  Total M/M                  Japan                  Field	Conditions and Development Impacts: 1. Cost reduction of imported grain transportation, unloading and storage. 2. Extermination of damage from insects and rodents and prevention of deterioration of grain.				2.MAJOR REASONS FOR PRESENT STATUS	
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER					
12.EXPENDITURE	Total 72,011 (¥000) Contracted 61,397					3.PRINCIPAL SOURCE OF INFORMATION	
						①. ②	

和名 穀物ターミナルサイロ建設プロジェクト (マニラ・セブ地区)

(F/S,D/D)

## PROJECT SUMMARY (Basic Study)

Compiled Mar.1990  
Revised Mar.1995

ASE PHL/A 501/77

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS		
<b>1.COUNTRY</b>	Philippines	<b>1.SITE OR AREA</b>	The Gulf of Leyte and the Gulf of Davao		<b>I.PRESENT STATUS</b>	<input type="checkbox"/> In Progress or In Use <input checked="" type="checkbox"/> Delayed <input type="checkbox"/> Discontinued	
<b>2.NAME OF STUDY</b>	Fish Finding (skipjack) Survey	<b>2.PROJECT COST</b> (US\$1,000)					Total Cost    Local Cost    Foreign Cost
<b>3.SECTOR</b>	Fisheries/Fisheries		1) 2)		<b>(Description)</b> (FY1993 Overseas Survey) No information is available.  (FY1994 Domestic Survey) No information.		
<b>4.REFERENCE NO.</b>		<b>3.CONTENTES OF MAJOR PROJECT(S)</b>					
<b>5.TYPE OF STUDY</b>	Basic Study	During the period of the study, it was a poor catch period in the Gulf of Leyte, and it was between a poor catch period and the beginning of fish visiting period in the Gulf of Davao, therefore the haul was poor. It is necessary to conduct survey in different time to observe the difference of the hauls by the time and to judge the overall situation through a year.					
<b>6.COUNTERPART AGENCY</b>	Bureau of Marine Resources						
<b>7.OBJECTIVES OF STUDY</b>	To conduct maritime surveys in order to clarify the distribution of skipjack resources, abundance of bait fishes for skipjack pole-and-line fishing and, aptitude of bait fishes in the southeasterly area of the Philippine Islands.						
<b>8.DATE OF S/W</b>	.0	<b>4.CONDITIONS AND DEVELOPMENT IMPACTS</b>				<b>2.MAJOR REASONS FOR PRESENT STATUS</b>	
<b>9.CONSULTANT(S)</b>	Japan Marine Fishery Resource Research Center	1. Survey period was too short to estimate the feasibility of skipjack pole-and-line fishery in this area.  2. Feasibility of suppling bait fish was estimated, and feasibility of technic to keep bait fish was also estimated.					
<b>10.STUDY TEAM</b>							
No.of Members    3 Period Nov.1976-Mar.1977 (0 months)  Total M/M                Japan                Field							
<b>11.ASSOCIATED AND/OR SUBCONTRACTED STUDY</b>		<b>5.TECHNICAL TRANSFER</b>					<b>3.PRINCIPAL SOURCE OF INFORMATION</b>
					①, ②		
<b>12.EXPENDITURE</b>							
Total	99,851 (¥000)						
Contracted	94,682						

## PROJECT SUMMARY (Other)

Compiled Mar.1990  
Revised Mar.1995

ASE PHL/S 601/77

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDY RESULTS																
1.COUNTRY	Philippines	1.SITE OR AREA				1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued															
2.NAME OF STUDY		Shipyard (27ha) in Marivelez				(Description) Jan.1978 OECF loan agreement (3,000 million yen) (FY1994 Domestic Survey) No additional information.																
Pan-Philippine Highway Ferry Service (follow-up)																						
3.SECTOR		2.PROJECT COST																				
Transportation/Marine Transportation & Ships		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">Total Cost</td> <td style="width: 15%; text-align: center;">Local Cost</td> <td style="width: 15%; text-align: center;">Foreign Cost</td> <td style="width: 15%;"></td> </tr> <tr> <td></td> <td style="text-align: center;">(US\$1,000)</td> <td style="text-align: center;">1)</td> <td style="text-align: center;">10,870</td> <td style="text-align: center;">2,010</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">2)</td> <td></td> <td style="text-align: center;">8,860</td> </tr> </table>							Total Cost	Local Cost	Foreign Cost			(US\$1,000)	1)	10,870	2,010			2)		8,860
	Total Cost	Local Cost	Foreign Cost																			
	(US\$1,000)	1)	10,870	2,010																		
		2)		8,860																		
4.REFERENCE NO.		3.CONTENTES OF MAJOR PROJECT(S)																				
5.TYPE OF STUDY		Technical advice on the ferry construction which has been proposed by the P/S (PY 1976).																				
Other																						
6.COUNTERPART AGENCY																						
Dept.of Public Highway, Maritime Industry Authority																						
7.OBJECTIVES OF STUDY																						
Technical guidance on the construction of ferries																						
8.DATE OF S/W																						
.0																						
9.CONSULTANT(S)																						
The Shipbuilding Research Centre of Japan.		4.CONDITIONS AND DEVELOPMENT IMPACTS																				
10.STUDY TEAM		- Efficient in-island and coastal transportation - Transfer of shipbuilding technology																				
No.of Members 4																						
Period Jul.1977-Jul.1977(1 months)																						
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY						2.MAJOR REASONS FOR PRESENT STATUS																
12.EXPENDITURE		5.TECHNICAL TRANSFER				3.PRINCIPAL SOURCE OF INFORMATION																
Total 4,554 (¥000)																						
Contracted																						

和名 フェリー計画アフターケア

[M/P,Basic Study,Other]

# PROJECT SUMMARY (M/P)

ASE PHL/S 101/78

Compiled Mar.1986  
Revised Mar.1995

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDY RESULTS																
1.COUNTRY	Philippines	1.SITE OR AREA																		
2.NAME OF STUDY	Pasig-Potrero River Flood Control and Sabo Project	1.SITE OR AREA	Pampanga Province (70km westward from Manila)																	
3.SECTOR	Social Infrastructures/Water Resource Development	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;">31,820</td> <td></td> <td></td> </tr> <tr> <td>(US\$1=7.4P)</td> <td>2)</td> <td></td> <td></td> <td></td> </tr> </table>					Total Cost	Local Cost	Foreign Cost	(US\$1,000)	1)	31,820			(US\$1=7.4P)	2)			
		Total Cost	Local Cost	Foreign Cost																
(US\$1,000)	1)	31,820																		
(US\$1=7.4P)	2)																			
4.REFERENCE NO.		3.CONTENTIS OF MAJOR PROJECT(S)	<p>(Description)</p> <p>1) One sabo dam was constructed by DPWH. River improvement works in the downstream reach is subsequently under way.</p> <p>2)The construction works are managed by the budget of the Government of the Philippines.</p> <p>(FY 1991 Overseas Survey) No additional information.</p> <p>(FY1993 Overseas Survey) 1. Pasig-Potrero River Flood Control and Sabo Project The topography of the project area seriously affected by the eruption of Mt. Pinatubo in 1991. As a result, JICA study can not apply for further development. The implementation of the master plan study around the Mt. Pinatubo including Pasig-Potrero River area is conducting under the US technical assistance. This study will complete in March 1994.</p> <p>(FY1994 Domestic Survey) A master plan study of the flood control and sabo projects around Mt.Pinatubo was prepared with an technical assistance of US Army Corps of Engineers. The final report of its study was submitted to the Government of Philippines in March 1994 with a following title : Mount Pinatubo Recovery Action Plan, Long Term Report, Eight River Basins, March 1994, US Army Corps of Engineers.</p> <p>The project management office of Mount Pinatubo Rehabilitation (PMO-MPR) prepared their own urgent rehabilitation plan based on the said master plan and started its implementation by availing the local funds of the Government of Philippines. However, measures proposed in the said master plan are far from the permanent plan for flood mitigation and sabo.</p>																	
5.TYPE OF STUDY	M/P	4.CONDITIONS AND DEVELOPMENT IMPACTS																		
6.COUNTERPART AGENCY	Dept. of Public Works and Highways (DPWH)	5.TECHNICAL TRANSFER																		
7.OBJECTIVES OF STUDY	Flood control	6.MAJOR REASONS FOR PRESENT STATUS																		
8.DATE OF S/W	Mar.1977	7.PRINCIPAL SOURCE OF INFORMATION	①, ②, ③																	
9.CONSULTANT(S)	Nippon Koei Co., Ltd. CTI Engineering Co., Ltd.	12.EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">Total</td> <td style="width: 15%; text-align: center;">158,282 (¥'000)</td> <td style="width: 15%;"></td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">89,719</td> <td></td> </tr> </table>					Total	158,282 (¥'000)				Contracted	89,719						
		Total	158,282 (¥'000)																	
		Contracted	89,719																	
10.STUDY TEAM	No.of Members 15 Period Aug.1977-Sep.1978(14 months)																			
	<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;">Japan</td> <td style="width: 15%; text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">Total M/M</td> <td></td> <td style="text-align: center;">7.17</td> <td style="text-align: center;">35.80</td> </tr> <tr> <td style="text-align: center;">42.97</td> <td></td> <td></td> <td></td> </tr> </table>			Japan	Field	Total M/M		7.17	35.80	42.97										
		Japan	Field																	
Total M/M		7.17	35.80																	
42.97																				
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY																				

和名 小水系河川総合開発計画

(M/P, Basic Study, Other)

# PROJECT SUMMARY (F/S)

Compiled Mar.1986  
Revised Mar.1995

ASE PHL/S 305/78

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																											
1. COUNTRY	Philippines	1. SITE OR AREA		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 10%; text-align: center;">Total Cost</td> <td style="width: 10%; text-align: center;">Local Cost</td> <td style="width: 10%; text-align: center;">Foreign Cost</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td>2. PROJECT COST</td> <td style="text-align: center;">1)</td> <td style="text-align: center;">116,250</td> <td style="text-align: center;">76,375</td> <td style="text-align: center;">39,875</td> <td></td> </tr> <tr> <td>(US\$1,000)</td> <td style="text-align: center;">2)</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>(US\$1=8P)</td> <td style="text-align: center;">3)</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>			Total Cost	Local Cost	Foreign Cost			2. PROJECT COST	1)	116,250	76,375	39,875		(US\$1,000)	2)					(US\$1=8P)	3)					<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"></td> <td style="width: 50%; text-align: right;"> <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                 </td> </tr> </table>			<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
	Total Cost	Local Cost	Foreign Cost																														
2. PROJECT COST	1)	116,250	76,375	39,875																													
(US\$1,000)	2)																																
(US\$1=8P)	3)																																
	<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	C-3 and R-4 and Related Roads Project	Metropolitan Manila (Ayal Ave to R-9, 15km and Edsa to C-5, 8km, totaling 23km in length)																															
3. SECTOR	Transportation/Road	3. CONTENTS OF MAJOR PROJECT(S)				<p>(Description)</p> <p>Nov.1978 OECF loan(Ph-P26) L/A signed(E/S on C-3 &amp; R-10 296 million yen)</p> <p>Dec.1989 - Jun.1991 Detailed design completed (NK, PCI, UICI)</p> <p>May.1986 OECF loan (Ph-P74) L/A signed (Metro Manila C-3 1,439 million yen)</p> <p>Project: C-3 Northern Section (7km, 6lanes)and the Makati to Mandalayon Section (3km,4lanes)</p> <p>Jan.1988 OECF loan (Ph-P78) L/A signed (C-5 &amp; R-4 4,837 million yen)</p> <p>Project: southern C-5, and eastern R-4 connecting C-4(EDSA) and C-5</p> <p>Apr.1989 - Jan.1991 Detailed Design (southern C-5, and eastern R-4) completed (Katahira &amp; Engineers)</p> <p>May 1989 OECF L/A(Ph-P95) signed(Metro Manila Outer Major Roads 4,776 million yen)</p> <p>Project: Mandanao Av. Extension(8km,6lanes), R-10 widening(6km), C-3Southern Section(9km, 6lanes)and related roads(23km) (FY1992 Overseas Survey)</p> <p>1. C-3: Construction commenced in June 1988. Northern C-3 Package A-1(N. Domingo St. - Sto. Domingo St.) was completed. Of Package A-2(Sto. Domingo St. - Rizal Av. Extension), the section from Sto. Domingo to A. Bonifacio has been completed, but the construction of the remaining section through Rizal Av. Extension has been suspended pending the acquisition of the necessary right of way. With regard to the Southern Section of C-3, the construction has not been started due to the difficulty of acquiring the right of way. GOP is considering the possibility of withdrawing the section from OECF finance. Total investment 522 million pesos(foreign currency 288 million, local currency 294 million).</p> <p>2. R-4: The construction from the end of R-4 through C-5 has been commenced, but the construction of the eastern R-4 has been suspended pending the relocation squatters. (FY1993 Overseas Survey)</p> <p>May 1994: C-3, Segment 8-11 scheduled to be completed.</p> <p>Jun.1994: R-4 scheduled to be completed. (FY1994 Domestic Survey)</p> <p>* The northern section of the C-3 (N.Domingo-Rizal Av. Extension) was completed on Dec.1994.</p> <p>* The R-4 (EDSA-2.4km) is under construction as a part of contract packages of the C-5 Road Project. The road was partially completed and remaining part is scheduled to complete on March 1995.</p>																											
4. REFERENCE NO.		1. Road																															
5. TYPE OF STUDY	F/S	1) C-3 Road: 15.5km (South Superhighway - Rizal Av. Balintawak Interchange) 6 lanes																															
6. COUNTERPART AGENCY	Dept. of Public Works and Highways (DPWH)	2) R-4 Road: 7.2km (C-4 - Juan Luna with sections overlapping C-5) 4 lanes for R-4 and 6 lanes for the rest																															
7. OBJECTIVES OF STUDY	Technical and Economical F/S of C-3 and R-4 and its related road in Metro Manila, Philippines	2. Construction plan																															
8. DATE OF S/W	Mar.1977	Phase-1. southern Section of C-3 Road (1978-1985)																															
9. CONSULTANT(S)	Japan Overseas Consultants Co., Ltd. International Development Center of Japan	Stage-1. Construction of a four-lane road (1979-1983)																															
10. STUDY TEAM	No. of Members 12 Period Mar.1977-Mar.1978(12 months)	Phase-2. Northern Section of C-3 road (1982-1987)																															
	Total M/M      Japan      Field 65.31      36.60      28.71	Stage-1. Construction of a four-lane road on C-3 road (1983-1984)																															
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		Stage-2. Construction of two additional lanes on C-3 road and of grade separation at Quezon-C-3 intersection (1986-1987)																															
12. EXPENDITURE	Total 172,920 (¥'000) Contracted 159,884	Phase-3. R-4 and its Related roads (1983-1988)																															
		Phase-4. Construction of Grade Separation at four intersections (1987-1989)																															
		4. FEASIBILITY AND ITS ASSUMPTIONS																															
		Feasibility: Yes																															
		EIRR1) 49.90      FIRR1)																															
		EIRR2)      FIRR2)																															
		EIRR3)      FIRR3)																															
		Conditions and Development Impacts:																															
		Conditions: Traffic projection (1980) Average annual traffic growth (1980-2000)																															
		C-3 Road 629,000 vehicle-km/day      4.4%																															
		R-4 Road 201,800 vehicle-km/day      3.6%																															
		Development Impacts:																															
		1. Unit time value saved: Calculated on the basis of the annual income of families and the annual working hours by non-car owners and car owners.																															
		The estimated time value of passengers was reduced by 50 percent in the calculation of time cost because these passengers could not normally fully utilize the time they have.																															
		(peso) Non-car owner      Car owner																															
		1) To/from work      0.73      2.62																															
		2) Business      1.47      5.25																															
		2. Vehicle-operating cost saved																															
		1) Passenger car 0.29 (peso)      2) Truck 2.55																															
		3) Bus 2.73      4) Jeepney 1.78																															
		3. Traffic volume decreased: 12,000 vehicles/day																															
		5. TECHNICAL TRANSFER																															
		Used local consultants efficiently in air photography, soil and material survey and geotechnical survey.																															
		3. PRINCIPAL SOURCE OF INFORMATION																															
		①, ③, ④																															

和名 マニラ首都圏道路計画 (C-3・R-4道路建設計画)

[F/S,D/D]



# PROJECT SUMMARY (F/S)

Compiled Mar.1986  
Revised Mar.1994

ASE PHL/S 306/78

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT																					
1. COUNTRY	Philippines	1. SITE OR AREA			1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input checked="" type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Discontinued or Cancelled <input type="checkbox"/> Processing																				
2. NAME OF STUDY	Telecommunications Network Project in the Northern Part of Luzon	Ilocos, Cagayan			(Description)																					
3. SECTOR	Communications & Broadcasting/Telecommunication	2. PROJECT COST																								
4. REFERENCE NO.		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%; text-align: center;">Total Cost</td> <td style="width: 10%; text-align: center;">Local Cost</td> <td style="width: 10%; text-align: center;">Foreign Cost</td> <td style="width: 10%;"></td> </tr> <tr> <td>(US\$1,000)</td> <td style="text-align: center;">1) 83,047</td> <td style="text-align: center;">30,176</td> <td style="text-align: center;">52,871</td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">2)</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">3)</td> <td></td> <td></td> <td></td> </tr> </table>				Total Cost	Local Cost	Foreign Cost		(US\$1,000)	1) 83,047	30,176	52,871			2)					3)				<p>The project was completed by the OECF financing.</p> <p>Nov.1978 OECF E/S loan agreement (157 million yen)            Jun.1981 OECF loan agreement (Stage 1, 7,600 million yen)            Aug.1981 Construction completed            Jan.1988 OECF loan agreement (Stage 2, 5,700 million yen)            Jul.1988 Construction started            Oct.1992 Construction completed            Aug.1993 OECF loan agreement (Stage 3, 3,803 million yen)</p> <p>OECF financing:            Stage 1: Inter-city telecommunication links and telephone exchanges for major cities in Northern Luzon (11 city stations and 6 outside stations and one telex exchange)            Stage 2: (10 city exchanges)            Stage 3: Inter-city telecommunication links and telephone exchanges for major cities in Northern Luzon. Expansion of service area and looping main channels.</p> <p>(FY1993 Overseas Survey)            1996 Scheduled to be completed.</p>	
	Total Cost	Local Cost	Foreign Cost																							
(US\$1,000)	1) 83,047	30,176	52,871																							
	2)																									
	3)																									
5. TYPE OF STUDY	F/S	3. CONTENTS OF MAJOR PROJECT(S)																								
6. COUNTERPART AGENCY	Bureau of Telecommunications	1. Project 1) Local exchanges (45), IPTSS (50) 2) Toll switching centers (8) 3) Microwave network (20 hops, 732kms) 4) UHF system (43), VHF system (30) 5) PCM system (4 sections), Multiplexing equipment (about 3100ch) 6) Truck cable (about 457km) 7) Local cable (about 640km) 8) Telex exchange (2), Telex concentrator (7), General station (32)  2. Charging system 1) Charge per call: 0.30 pesos 2) Unit time: Inter-provincial call-30 sec Inter-provincial call-5 case			OECF financing: Stage 1: Inter-city telecommunication links and telephone exchanges for major cities in Northern Luzon (11 city stations and 6 outside stations and one telex exchange) Stage 2: (10 city exchanges) Stage 3: Inter-city telecommunication links and telephone exchanges for major cities in Northern Luzon. Expansion of service area and looping main channels.  (FY1993 Overseas Survey) 1996 Scheduled to be completed.																					
7. OBJECTIVES OF STUDY	Feasibility study of the telecommunications Network Project in the Northern part of Luzon.	4. FEASIBILITY AND ITS ASSUMPTIONS																								
8. DATE OF S/W	Dec.1977	Innp. Period: Jul.1980~1982  <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%; text-align: center;">Feasibility:</td> <td style="width: 10%; text-align: center;">EIRR1)</td> <td style="width: 10%; text-align: center;">6.31</td> <td style="width: 10%; text-align: center;">FIRR1)</td> </tr> <tr> <td>9. CONSULTANT(S)</td> <td>Nippon Telecommunication Consulting Co., Ltd.</td> <td style="text-align: center;">Yes</td> <td></td> <td style="text-align: center;">FIRR2)</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td style="text-align: center;">FIRR3)</td> </tr> </table>						Feasibility:	EIRR1)	6.31	FIRR1)	9. CONSULTANT(S)	Nippon Telecommunication Consulting Co., Ltd.	Yes		FIRR2)					FIRR3)					
	Feasibility:	EIRR1)	6.31	FIRR1)																						
9. CONSULTANT(S)	Nippon Telecommunication Consulting Co., Ltd.	Yes		FIRR2)																						
				FIRR3)																						
10. STUDY TEAM	No. of Members 13 Period Feb.1978~Dec.1978(10 months)  <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%; text-align: center;">Total M/M</td> <td style="width: 33%; text-align: center;">Japan</td> <td style="width: 33%; text-align: center;">Field</td> </tr> <tr> <td></td> <td style="text-align: center;">1.30</td> <td></td> </tr> </table>	Total M/M	Japan	Field		1.30		Conditions and Development Impacts: Conditions: 1. Estimated telephone demand: 140,000 (Target year: 2002) 2. Range of installation: 1982-1987, 1,300-1,400 per year 3. A loss probability: 0.01  Development impacts: 1. Increase of telephone: 9,000 2. Subscriber Toll Dialing Service available from Ilocos and Cagayan areas. 3. Toll call available to Manila 4. Establishment for protection against calamities 5. Development in sightseeing business 6. Technology transfer 7. Cultural and social integrity 8. Maintenance of public order			2. MAJOR REASONS FOR PRESENT STATUS															
Total M/M	Japan	Field																								
	1.30																									
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER			Effectiveness - large impact - high priority																					
12. EXPENDITURE		On the Job Training was concluded for the counterpart staff.					3. PRINCIPAL SOURCE OF INFORMATION																			
Total	61,035 (¥000)				①②④																					
Contracted	2,356																									

# PROJECT SUMMARY (F/S)

ASE PHL/A 303/78

Compiled Mar.1990  
Revised Mar.1995

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Philippines	1.SITE OR AREA		Wahig-Pamascaran River Basin of Bohol Island		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	Bohol Integrated Agricultural Development Project	2.PROJECT COST		Total Cost	Local Cost		
3.SECTOR	Agriculture/General			(US\$1,000)	1) 43,600	18,400	25,200
4.REFERENCE NO.		3.CONTENTS OF MAJOR PROJECT(S)		1) Pamascaran dam: height 67.5m, Malinao diversion dam: height 24.5m		(Description)  Jun.1980 OECF loan agreement signed (B/S 90 million yen) Sep.1983 OECF loan agreement signed (4,600 million yen) The loan is for the construction of an earth dam (height 20.8m, cap. 5.99 million cu.m), irrigation and drainage canals, farm roads and on-farm facilities.  (FY1991 Overseas Survey) The Bohol Project (I) was initially scheduled to be implemented during 1983 - 1989 by the OECF loan. The completion date was later revised from April 30, 1989 to Dec. 1995.  (FY1993 Overseas Survey) At present, only the irrigation component of the original plan was adopted as a Project under Japanese OECF's fund (Yen Credit) with the Project name of "Bohor Irrigation Project I". and the irrigation facilities are under construction since 1985. There is a technical problem concerning with the strength of the foundation ground. It comes out when implement the construction works of the Malinao diversion dam with a height of 20.8 m. In order to solve this problem, some measures, such as to increase grouting pressure, are investigating. As the construction of the Pamascaran Dam with a dam height of 67.5 m, which was included in the original plan, has been excluded due to the financial restriction. There are also no plan to establish a hydro-generating facility. According to NIA, original schedule to complete the construction works of the Project facilities were expected by the end of 1995. However, because of above-mentioned technical problem and the unfavourable weather of last a few years, there are still some possibility to delay the implementation works of this project.  (FY1994 Domestic Survey) In 1993, flood caused by Typhoon damaged the dam under construction. This damage will be delayed the completion of the project which is expected on December, 1995.	
5.TYPE OF STUDY	F/S			2) Irrigation area Pamascaran Lower area 4,800ha, Upper area 120ha Wahig Upper area: Single cropping 256ha, Double cropping 400ha Total: Single cropping 5,176ha, Double cropping 5,320ha			
6.COUNTERPART AGENCY	NIA (National Irrigation Administration) and two others			3) Irrigation facilities Diversion weir 2 places (Upper area) Irrigation canal 131km (Upper area 18km, Lower area 113km) Drainage canal 98km (Upper area 8.4km, Lower area 89.4km) Farm road 118km			
7.OBJECTIVES OF STUDY	F/S on the Integrated Agricultural Development Project in which the irrigation plan is a main component.			4) Power station: Installed capacity 1,700KW Annual power generation 5,175MWH			
8.DATE OF S/W	Mar.1977	Imp. Period:		Aug.1977-Mar.1978			
9.CONSULTANT(S)	Sanyu Consultants Inc.	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1 17.00 EIRR2 EIRR3	FIRR1 FIRR2 FIRR3	
10.STUDY TEAM	No. of Members 13 Period Aug.1977-Nov.1977(3 months)  Total M/M Japan Field	Conditions and Development Impacts:		Development Impacts:			
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		Conditions: Economic benefits are expected of agricultural development and power generation. Agricultural benefits are estimated as the annual net increase in production benefits.		1. Increase of agricultural production by introduction of irrigation system 2. Contribution to self-sufficiency of the staple food 3. Increase of employment 4. Correction of imbalanced income distribution 5. Alleviation of energy restriction 6. Improvement of traffic network 7. Dissemination of agricultural technology			
12.EXPENDITURE	Total 122,815 (¥'000) Contracted 111,856	5. TECHNICAL TRANSFER		Survey method and development planning method were transferred to c/p.		2.MAJOR REASONS FOR PRESENT STATUS	
						3.PRINCIPAL SOURCE OF INFORMATION	
						①、②、③、④	

和名ボホール農業総合開発計画

[F/S,D/D]

# PROJECT SUMMARY (Other)

Compiled Mar.1990

Revised Mar.1995

ASE PHL/A 601/78

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDY RESULTS	
1.COUNTRY	Philippines	1.SITE OR AREA				1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2.NAME OF STUDY	Review on the Feasibility Study of Fishing Port Package-1	1.SITE OR AREA	whole country			(Description)	(FY1991 Overseas Survey) The five fishing ports reviewed by this study have all been constructed with OECF financing and are now fully operational. Detailed engineering was prepared by the Pacific Consultants International in consortium with BASIC Technology Management Corporation. Construction was undertaken by various firms over a period of ten years.  Nov.1978 OECF L/A signed (8,340 million yen) Package I : Modernization of structural and functional facilities at five ports (Iloilo, Lucena, Zamboanga, Sual and Camaligan)  May 1982 OECF L/A signed (3,630 million yen) Package II: Cold storage at Zamboanga, Lucena and Camaligan)  D/D for five other fishing ports Jun.1985 Iloilo Port completed Jun.1988 Zamboanga Port completed May 1990 Sual Port completed Jan.1991 Camaligan and Lucena Ports completed  (FY1994 Domestic Survey) No additional information.
3.SECTOR	Fisheries/Fisheries	2.PROJECT COST	(US\$1,000)	1)	Total Cost 120,366		
4.REFERENCE NO.		3.CONTENTS OF MAJOR PROJECT(S)	US\$1=220Yen			The Study reviewed the following components of the feasibility studies of five fishing ports shown below, with supplementary economic evaluation. 1.Construction of basic port facilities (mooring gear, sea banks, berths, embankments, anchorages, etc.) 2.Improvement of functional facilities (fish markets, ice plants and cold storage facilities, water supply stations, oil stations, etc.)  - Zamboanga Port - Iloilo Port - Camaligan Port - Lucena Port - Sual Port	
5.TYPE OF STUDY	Other	4.CONDITIONS AND DEVELOPMENT IMPACTS	Conditions: 1.Project life is twenty years after the start of fishing ports operation. 2.1978 price 3.Discount rate : 15%  Direct impacts: (1) increase of hauls (2) improvement of fish freshness  Indirect impacts: (1) improvement of self-sufficiency of marine products (2) modernization of fishing (3) increase of incentive for investment (4) stabilization of fish price (5) creation of employment opportunities				
6.COUNTERPART AGENCY	Department of Public Works, Transportation, and Communication (1977) Dept. of Construction (1978)	7.OBJECTIVES OF STUDY	Review of the feasibility studies of five ports undertaken by the Government of the Philippines and supplementary economic analysis			2.MAJOR REASONS FOR PRESENT STATUS  The Government of the Philippines assigned high priority to the fishing ports in the application for the 6th Yen Credit Package.	
8.DATE OF S/W	Mar.1978	10.STUDY TEAM	No.of Members 3 Period  Total M/M          Japan          Field			3.PRINCIPAL SOURCE OF INFORMATION  ①, ②, ④	
9.CONSULTANT(S)	Overseas Coastal Area Development Institute  System Science Consultants	11.ASSOCIATED AND/OR SUBCONTRACTED STUDY					
12.EXPENDITURE	Total          33,866 (¥'000) Contracted	5.TECHNICAL TRANSFER					

和名 漁港整備計画レビュー調査

[M/P, Basic Study, Other]