

PROJECT SUMMARY (M/P)

Compiled Mar.1991
Revised Mar.1995

ASE PHL/S 102/79

| I. OUTLINE OF STUDY | | II. SUMMARY OF STUDY RESULTS | | III. PRESENT STATUS OF STUDY RESULTS | | | | | |
|-----------------------|--|--|---|--------------------------------------|--|--|----------------|------------|--------|
| 1.COUNTRY | Philippines | 1.SITE OR AREA | Bohol Province (4,120 sq.km, pop.0.76 million) | | 1.PRESENT STATUS | <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued | | | |
| 2.NAME OF STUDY | Bohol Integrated Area Development Project | 2.PROJECT COST | | | Total Cost Local Cost Foreign Cost (US\$1,000) 1) 549,300 2) | (Description) 1) Based on the recommendations of the study, the irrigation and drainage development project, including the construction of rural roads and tertiary irrigation facilities are under implementation by the National Irrigation Administration (NIA) with OECF finance. Jun.1980 OECF E/S loan agreement (90 million yen) Sep.1983 OECF loan agreement (4,600 million yen) Apr.1985 Construction started Jun.1993 Construction to be completed Realized project: - Earth dam (height 20.8m) - Irrigation & drainage canals, rural roads & on-farm development 2) The Bohol Agricultural Promotion Center (BAPC) was established by the Japanese grant (E/N in July 1983, 970 million yen). 3) Technical cooperation (Bohol Agricultural Promotion Center Project) was implemented by JICA during 1983-1990. (FY1991 Overseas Survey) - BAPC was integrated to the research program of the regional outreach station for the lowland irrigated rice developmental zone. (FY1993 Overseas Survey) - Technical problem on its foundation and natural disaster postponed the completion of the Bohol Irrigation Project to 1996. - JICA is conducting post evaluation on the Bohol Agricultural Promotion Center. - Because new administration of the Philippines selected the Bohol Integrated Area Development Project as one of the 19 Flagship (high priority) Projects of the President starting in 1994, M/P needs updating. (FY1994 Domestic Survey) No additional information. | | | |
| 3.SECTOR | Development Plan/Integrated Regional Development Plan | 3.CONTENTS OF MAJOR PROJECT(S) | The study formulated the area development plan with central focus on the irrigation development project in the Wahig-Pamacsalan River basin (the F/S conducted by JICA). Major proposals are as follows. 1) Water resource development: - Wahig-Pamacsalan irrigation development - Tagbilaran pumping station 2) Agriculture: - Establishment of a center for soil technology development and agricultural promotion - Establishment of a Wahig-Pamacsalan pilot farm - Development of the livestock sector 3) Fisheries: Establishment of a fish processing base at the port of Cogtong 4) Forestry: Reforestation/rehabilitation of the basin 5) Mining and industry: Skill development of small industries | | | | | | |
| 4.REFERENCE NO. | | 4.CONDITIONS AND DEVELOPMENT IMPACTS | Bohol Province is one of the underdeveloped provinces included in the Central Visayas (or Region VII). The integrated area development will contribute to the narrowing of regional income disparities through strengthening the inter-sector linkages in development. Major development impacts are (1) increase of income, (2) creation of employment, (3) creation of demands, etc. | | | | | | |
| 5.TYPE OF STUDY | M/P | 10.STUDY TEAM | No. of Members 14 Period Jun.1979-Feb.1980 (8 months) Total M/M Japan Field | | | | | | |
| 6.COUNTERPART AGENCY | National Council on Integrated Area Development (NACIAD) | 11.ASSOCIATED AND/OR SUBCONTRACTED STUDY | | | | | | | |
| 7.OBJECTIVES OF STUDY | Formulation of a area development plan centering on the Wahig-Pamacsalan River basin | 5.TECHNICAL TRANSFER | JTT for the counterparts and participation of the counterparts in the JICA training program | | | | | | |
| 8.DATE OF S/W | Aug.1978 | 12.EXPENDITURE | <table style="width: 100%; border: none;"> <tr> <td style="border: none;">Total</td> <td style="border: none;">96,994 (¥'000)</td> </tr> <tr> <td style="border: none;">Contracted</td> <td style="border: none;">85,175</td> </tr> </table> | | | Total | 96,994 (¥'000) | Contracted | 85,175 |
| Total | 96,994 (¥'000) | | | | | | | | |
| Contracted | 85,175 | | | | | | | | |
| | | 2.MAJOR REASONS FOR PRESENT STATUS | | | | | | | |
| | | 3.PRINCIPAL SOURCE OF INFORMATION | | ①, ②, ④ | | | | | |

PROJECT SUMMARY (F/S)

ASE PHL/S 307/79

Compiled Mar. 1986
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 | Ilocos and Cagayan Valley Provinces | | | 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 | Hospital Development Project | 2. PROJECT COST | | Total Cost | Local Cost | | Foreign Cost | | | | |
| 3. SECTOR | Social Infrastructures/Architecture & Housing | | (US\$1,000) | 1) 128,388 | 128,388 | | | | | | |
| 4. REFERENCE NO. | | 3. CONTENTS OF MAJOR PROJECT(S) | (US\$1=7.415P) | 2) | | | | | | | |
| 5. TYPE OF STUDY | F/S | 1) Medical centers: 4 locations, 900 beds 2) Regional hospitals: 2 locations, 500 beds 3) Provincial hospitals: 13 locations, 1,500 beds * Implementation period is 6 years. | | 3) | | (Description) Cancelled after the completion of the feasibility study. (FY1991 Overseas Survey) No additional information. (FY1994 Domestic Survey) No additional information. | | | | | |
| 6. COUNTERPART AGENCY | Ministry of Health | | 8. DATE OF S/W | Dec. 1978 | | | | | | | |
| 7. OBJECTIVES OF STUDY | | 9. CONSULTANT(S) | Nihon Sekkei, Inc. | | | | | | | | |
| | | 4. FEASIBILITY AND ITS ASSUMPTIONS | Feasibility: Yes | EIRR1) EIRR2) EIRR3) | FIRR1) FIRR2) FIRR3) | | | | | | |
| | | Conditions and Development Impacts: Conditions: 1) Containment of communicative diseases. 2) Old buildings to be renovated as wards and new diagnostic and treatment facilities to be added. 3) Improvement of water supply and drainage systems. 4) Power generation to maintain the minimum basic functions in case of power failures. | | | | | | | | | |
| 10. STUDY TEAM | No. of Members 15 Period Mar. 1979-Feb. 1980 (11 months) | Development Impacts: - Increased supply of healthy labor force - Creation of medical employment - Promotion of local medical industries | | | | | | | | | |
| | <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;">30.32</td> <td style="text-align: center;">20.26</td> <td style="text-align: center;">10.06</td> </tr> </table> | Total M/M | Japan | Field | 30.32 | 20.26 | 10.06 | 5. TECHNICAL TRANSFER | | | 2. MAJOR REASONS FOR PRESENT STATUS |
| Total M/M | Japan | Field | | | | | | | | | |
| 30.32 | 20.26 | 10.06 | | | | | | | | | |
| 11. ASSOCIATED AND/OR SUBCONTRACTED STUDY | | | | | Lack of funds. | | | | | | |
| 12. EXPENDITURE | <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Total</td> <td style="width: 30%;">82,114 (¥'000)</td> </tr> <tr> <td>Contracted</td> <td>76,174</td> </tr> </table> | Total | 82,114 (¥'000) | Contracted | 76,174 | | | | 3. PRINCIPAL SOURCE OF INFORMATION | | |
| Total | 82,114 (¥'000) | | | | | | | | | | |
| Contracted | 76,174 | | | | | | | | | | |
| | | | | | ①, ② | | | | | | |

和名 病院整備計画

PROJECT SUMMARY (M/P)

Compiled Mar.1986
Revised Mar.1995

ASE PHL/S 103/80

| I. OUTLINE OF STUDY | | II. SUMMARY OF STUDY RESULTS | | | III. PRESENT STATUS OF STUDY RESULTS | | | | | | | | | | | | |
|--|--|--------------------------------------|---|------------|--------------------------------------|--|--------------|-------------|----|----|--------------|----|----|---------|---------|--------|---|
| 1.COUNTRY | Philippines | 1.SITE OR AREA | Surrounding area of Mayon volcano in the southeast of Luzon | | 1.PRESENT STATUS | <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued | | | | | | | | | | | |
| 2.NAME OF STUDY | Mayon Volcano Sabo and Flood Control Project | 2.PROJECT COST | <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total Cost</td> <td style="text-align: center;">Local Cost</td> <td style="text-align: center;">Foreign Cost</td> </tr> <tr> <td style="text-align: center;">(US\$1,000)</td> <td style="text-align: center;">1)</td> <td style="text-align: center;">2)</td> </tr> <tr> <td style="text-align: center;">(US\$1=7.5P)</td> <td style="text-align: center;">1)</td> <td style="text-align: center;">2)</td> </tr> <tr> <td style="text-align: center;">200,900</td> <td style="text-align: center;">128,500</td> <td style="text-align: center;">72,400</td> </tr> </table> | | Total Cost | Local Cost | Foreign Cost | (US\$1,000) | 1) | 2) | (US\$1=7.5P) | 1) | 2) | 200,900 | 128,500 | 72,400 | (Description) The Government of the Philippines had budgeted the project in the five-year development plan. But this budget was used for other projects. The project area was seriously affected by the typhoon in 1981, and the JICA follow-up study was undertaken to review the master plan. Based on the findings of this study, the Philippine Government implemented some of the proposed jetties with its own funds. (FY1991 Overseas Survey) No additional information. (FY1993 Overseas Survey) 2. Mayon Volcano Sabo and Flood Control Project No description for this project. (FY1994 Domestic Survey) No additional information. |
| Total Cost | Local Cost | Foreign Cost | | | | | | | | | | | | | | | |
| (US\$1,000) | 1) | 2) | | | | | | | | | | | | | | | |
| (US\$1=7.5P) | 1) | 2) | | | | | | | | | | | | | | | |
| 200,900 | 128,500 | 72,400 | | | | | | | | | | | | | | | |
| 3.SECTOR | Social Infrastructures/River & Erosion Control | 3.CONTENTS OF MAJOR PROJECT(S) | Construction of sabo facilities for sabo and flood control in the surrounding area of Mayon volcano and establishment of disaster prediction and warning system Sabo : Sabo Dam 2nos. Consolidation dam 4nos. Facilities : Jetty 15nos. Spur Dike 43nos. Groynes 4nos. Consolidation 34nos. Disaster Prediction and warning system: Telemetering Rainfall/ waterlevel gaging stations, Automatic warning system, warning cars, connection with the existing forecasting and warning system of Bicol river basin. * Above project costs are in 1980 prices. | | | | | | | | | | | | | | |
| 4.REFERENCE NO. | | 4.CONDITIONS AND DEVELOPMENT IMPACTS | This Sabo project will performed as the social works to insure the social stability of the region. This project will contribute to the insurance of better livelihood of people in the region. Beside the sabo project, river improvement, irrigation and disaster prediction and warning system shall be done as the one of the total measures for disaster. | | | | | | | | | | | | | | |
| 5.TYPE OF STUDY | M/P | 5. TECHNICAL TRANSFER | 1) OJT : The lecture for Sabo technology was held in the local office 2) Acceptance of trainees: JICA accepted two trainees for one month including the lecture (for Sabo, hydrology, river and survey.) by the | | | | | | | | | | | | | | |
| 6.COUNTERPART AGENCY | Dept. of Public Works and Highways (DPWH) | 2.MAJOR REASONS FOR PRESENT STATUS | | | | | | | | | | | | | | | |
| 7.OBJECTIVES OF STUDY | Sabo and Flood Control plan for the Quinali (A) River The Quinali (B)River and the Yawa River | 3.PRINCIPAL SOURCE OF INFORMATION | ①, ②, ③ | | | | | | | | | | | | | | |
| 8.DATE OF S/W | Jun.1978 | | | | | | | | | | | | | | | | |
| 9.CONSULTANT(S) | Nippon Koei Co., Ltd. Sabo Technical Center | | | | | | | | | | | | | | | | |
| 10.STUDY TEAM | No.of Members 23 Period Sep.1979-Mar.1981(9 months) <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">72.38</td> <td style="text-align: center;">40.36</td> <td style="text-align: center;">32.02</td> </tr> </table> | Total M/M | Japan | Field | 72.38 | 40.36 | 32.02 | | | | | | | | | | |
| Total M/M | Japan | Field | | | | | | | | | | | | | | | |
| 72.38 | 40.36 | 32.02 | | | | | | | | | | | | | | | |
| 11.ASSOCIATED AND/OR SUBCONTRACTED STUDY | | | | | | | | | | | | | | | | | |
| 12.EXPENDITURE | <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: right;">241,998 (¥'000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: right;">231,034</td> </tr> </table> | Total | 241,998 (¥'000) | Contracted | 231,034 | | | | | | | | | | | | |
| Total | 241,998 (¥'000) | | | | | | | | | | | | | | | | |
| Contracted | 231,034 | | | | | | | | | | | | | | | | |

和名 マヨン火山砂防基本計画

{M/P,Basic Study,Other}

PROJECT SUMMARY (F/S)

Compiled Mar.1986
Revised Mar.1995

ASE PHL/S 308/80

| 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 checked="" type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled | | | | | | | | | | | | | | | | | | | |
| 2.NAME OF STUDY | Manila-Bataan Coastal Road and its Related Roads | Metro Manila area, in the Central west zone of Luzon Island | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.SECTOR | Transportation/Road | 2.PROJECT COST | | Total Cost Local Cost Foreign Cost (US\$1,000) 1) 297,000 99,000 (US\$1=215Yen) 2) 3) | | | | | | | | | | | | | | | | | | | | | | |
| 4.REFERENCE NO. | | 3.CONTENTS OF MAJOR PROJECT(S) | | | | (Description) Jan.1988 OECF L/A signed (E/S package loan 2 billion yen) With part of the E/S loan (108 million yen), the detailed design study was undertaken on the western and southern sections of C-5 (Katahira & Engineers International, and TCGI Engineers). In 1990, the Government decided to implement the project by BOT, after scaling down the project. (FY1992 Overseas Survey) Jun.1992 After the eruption of Mt. Pinatubo in Nov.1991, the road was somewhat moved toward inland, and the D/D was completed on C-5. The construction of C-5 has been delayed owing to the problem of land acquisition. The D/D of C-6 is yet to be undertaken, and the similar problem of land acquisition is expected. (FY1993 Overseas Survey) BOT scheme on C-5 road and Manila-Bataan road is envisioned. The Medium Term Public Investment Program (MTPIP) includes the Project as a priority project to support the Subic Bay Development Program under the SBMA (Subic Bay Metropolitan Authority). (FY1994 Domestic Survey) No additional information. | | | | | | | | | | | | | | | | | | | | |
| 5.TYPE OF STUDY | F/S | <table style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 25%;">Description</th> <th style="width: 25%;">Scale</th> <th colspan="2"></th> </tr> <tr> <td>Construction of new Harbour Road</td> <td>7.0km</td> <td></td> <td></td> </tr> <tr> <td>Construction of new C-5 Road</td> <td>8.6km</td> <td></td> <td></td> </tr> <tr> <td>Reclamation and social infrastructure facilities</td> <td>900ha</td> <td></td> <td></td> </tr> <tr> <td>Flyovers and repavement</td> <td>5 sites & 15.6km</td> <td></td> <td></td> </tr> </table> | | | | | Description | Scale | | | Construction of new Harbour Road | 7.0km | | | Construction of new C-5 Road | 8.6km | | | Reclamation and social infrastructure facilities | 900ha | | | Flyovers and repavement | 5 sites & 15.6km | | |
| Description | Scale | | | | | | | | | | | | | | | | | | | | | | | | | |
| Construction of new Harbour Road | 7.0km | | | | | | | | | | | | | | | | | | | | | | | | | |
| Construction of new C-5 Road | 8.6km | | | | | | | | | | | | | | | | | | | | | | | | | |
| Reclamation and social infrastructure facilities | 900ha | | | | | | | | | | | | | | | | | | | | | | | | | |
| Flyovers and repavement | 5 sites & 15.6km | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.COUNTERPART AGENCY | Dept. of Public Works and Highways (DPWH) | 4.FEASIBILITY AND ITS ASSUMPTIONS | | <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Feasibility:</td> <td style="width: 15%;">EIRR1)</td> <td style="width: 15%;">22.60</td> <td style="width: 15%;">FIRR1)</td> </tr> <tr> <td>Yes</td> <td>EIRR2)</td> <td></td> <td>FIRR2)</td> </tr> <tr> <td></td> <td>EIRR3)</td> <td></td> <td>FIRR3)</td> </tr> </table> | | | Feasibility: | EIRR1) | 22.60 | FIRR1) | Yes | EIRR2) | | FIRR2) | | EIRR3) | | FIRR3) | | | | | | | | |
| Feasibility: | EIRR1) | 22.60 | FIRR1) | | | | | | | | | | | | | | | | | | | | | | | |
| Yes | EIRR2) | | FIRR2) | | | | | | | | | | | | | | | | | | | | | | | |
| | EIRR3) | | FIRR3) | | | | | | | | | | | | | | | | | | | | | | | |
| 7.OBJECTIVES OF STUDY | Road plan | Conditions and Development Impacts: The project consists of 2 components: Road and Reclamation. The value of EIRR/FIRR was calculated from both projects. Condition: 1) Existing price mechanism does not change when general price increases as price of petroleum products go up. 2) Existing mode of public transportation service does not change. Development impact: 1) Formulation of well-organized city function in suburban area as well as expansion of urban area. 2) Expansion of new industrial/commercial district as a result of superiority of commercial location. 3) Promotion of regional development through industrial district. | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.DATE OF S/W | Aug.1978 | | | | | | Imp. Period: .1981-.1987 | | | | | | | | | | | | | | | | | | | |
| 9.CONSULTANT(S) | Pacific Consultants International Japan Overseas Consultants Co., Ltd. | | | | | 10.STUDY TEAM | | 2.MAJOR REASONS FOR PRESENT STATUS | | | | | | | | | | | | | | | | | | |
| | | No. of Members 13 Period Jan.1979-Mar.1980 (14 months) | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.ASSOCIATED AND/OR SUBCONTRACTED STUDY | | Total M/M Japan Field 9.90 48.27 | | 3.PRINCIPAL SOURCE OF INFORMATION | | | | | | | | | | | | | | | | | | | | | | |
| 12.EXPENDITURE | | | | | | 5.TECHNICAL TRANSFER | | | | | | | | | | | | | | | | | | | | |
| | | 1) Overseas training 2) Report writing with counterpart staff | | ①, ②, ③ | | | | | | | | | | | | | | | | | | | | | | |
| | | <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 40%;">Total</td> <td style="width: 60%;">168,421 (¥000)</td> </tr> <tr> <td>Contracted</td> <td>164,825</td> </tr> </table> | | | | Total | 168,421 (¥000) | Contracted | 164,825 | | | | | | | | | | | | | | | | | |
| Total | 168,421 (¥000) | | | | | | | | | | | | | | | | | | | | | | | | | |
| Contracted | 164,825 | | | | | | | | | | | | | | | | | | | | | | | | | |

和名 マニラ・バターン道路およびC-5、C-6道路建設計画

(F/S,D/D)

PROJECT SUMMARY (F/S)

Compiled Mar.1990
Revised Mar.1995

ASE PHL/A 304/80

| 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 | | Ilocos Norte Province in northwest end of Luzon Island | | | | | | | | | | | | | |
| Ilocos Norte Irrigation Project: Phase II | | 2. PROJECT COST | | Total Cost | Local Cost | Foreign Cost | | | | | | | | | |
| | | (US\$1,000) | 1) | 331,000 | 120,600 | 210,500 | | | | | | | | | |
| | | US\$1=7.4peso | | 2) | | | | | | | | | | | |
| | | | | 3) | | | | | | | | | | | |
| 3. SECTOR | | 3. CONTENTS OF MAJOR PROJECT(S) | | | | (Description) The Phase I of the proposed project is under implementation with OECF financing. Jun.1980 OECF L/A signed (E/S 70 million yen) Jun.1981 OECF L/A signed (5,000 million yen) The loan finances the construction of 5 diversion weirs, irrigation and drainage canals, farm roads, and other related facilities. Apr.1982 Construction started Dec.1993 Construction to be completed A pilot project of on-farm irrigation facilities was implemented by the Japanese grant during 1981-1982. (FY1991 Overseas Survey) The financial arrangement for the project (Phase II) was not successful. The project is likely to be revived, but the timing is not known. (FY1993 Overseas Survey) Phase I, which covers the irrigating area of 10,200 ha, of the original plan was adopted as a Project under Japanese OECF loan with a Project name of "Ilocos Norte Irrigation Project (I)" and implemented since 1982. After the construction was completed in 1987, the intake weir was destroyed by a typhoon. The repairment works were commenced from 1990 and completed on December, 1993 by means of an additional financing of OECF. Phase II, which covers the irrigation area of 12,400 ha, is now waiting for the approval of RDCI (Regional Development Council I). After getting the approval, it will be investigated by ICC (Investment Control Committee). This Project has been planned as for a project for the period of 2001 to 2008 in COPPLAN (1993-2002) by NIA, and included in its programme to request the financing of OECF. Since it has been more than ten(10) years passed after the original survey works, the Philippines Governmental Authority concerned carried out the survey works of the environmental assessment on this project, and completed the inspection from the environmental viewpoint by EMB (Environment Management Bureau). (FY1994 Domestic Survey) RDC-I has endorsed this project in 1994. | | | | | | | | | |
| Agriculture/General | | (1) Irrigation area | | Phase 1 10,200 ha | Phase 2 12,400ha | | | | | | | | | | |
| 4. REFERENCE NO. | | (2) Diversion Weir | | 5 places | 2 places | | | | | | | | | | |
| 5. TYPE OF STUDY | | (3) Irrigation canal (total) | | 200 km | 430km | | | | | | | | | | |
| 6. COUNTERPART AGENCY | | (4) Drainage canal (total) | | link | 96.0km | | | | | | | | | | |
| National Irrigation Administration | | | | main | 96.6km | | | | | | | | | | |
| | | (5) Farm road (total) | | branch | 240.2km | | | | | | | | | | |
| | | | | main | 120km | | | | | | | | | | |
| 7. OBJECTIVES OF STUDY | | (6) Power station | | 150 km | 75.3km | | | | | | | | | | |
| Agricultural development based on the improvement of irrigation facilities and hydropower generation | | Bonga: installed capacity 36,000KW, annual power generation 159.7GWh Nueva Era: installed capacity 6,800KW, annual power generation 39.54GWh | | branch | 47.8km | | | | | | | | | | |
| | | | | 431.6km | | | | | | | | | | | |
| 8. DATE OF S/W | | Nov. 1975 | | Imp. Period: 1980--1984 1982--1987 | | | | | | | | | | | |
| 9. CONSULTANT(S) | | Sanya Consultants Inc. | | 4. FEASIBILITY AND ITS ASSUMPTIONS | | | | | | | | | | | |
| | | | | Feasibility: Yes | EIRR1) 13.20 FIRR1) EIRR2) 14.00 FIRR2) EIRR3) FIRR3) | | | | | | | | | | |
| 10. STUDY TEAM | | Conditions and Development Impacts: | | | | | | | | | | | | | |
| No. of Members 16 Period Aug. 1978--Dec. 1980 (17 months) | | [Conditions] Economic benefits are expected of agricultural development and electric power generation. Agricultural benefits are estimated as the difference of net income from crop production between with-project and without-project conditions. | | | | | | | | | | | | | |
| | | Benefits net income from crop production. (million pesos). <table style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;">1984</td> <td style="text-align: center;">1987</td> <td style="text-align: center;">1992</td> </tr> <tr> <td>with project</td> <td style="text-align: center;">120</td> <td style="text-align: center;">147</td> <td style="text-align: center;">374</td> </tr> <tr> <td>without project</td> <td style="text-align: center;">117</td> <td style="text-align: center;">122</td> <td style="text-align: center;">129</td> </tr> </table> | | | | | 1984 | 1987 | 1992 | with project | 120 | 147 | 374 | without project | 117 |
| | 1984 | 1987 | 1992 | | | | | | | | | | | | |
| with project | 120 | 147 | 374 | | | | | | | | | | | | |
| without project | 117 | 122 | 129 | | | | | | | | | | | | |
| Total M/M Japan Field 96.92 37.18 59.74 | | [Development Impacts] Increased crop production, improved farmers' income and living standard, increased employment opportunities. | | | | | | | | | | | | | |
| | | The EIRR 1) above is for phase I, and 2) is for Phase II. | | | | | | | | | | | | | |
| 11. ASSOCIATED AND/OR SUBCONTRACTED STUDY | | 5. TECHNICAL TRANSFER | | | | | | | | | | | | | |
| 12. EXPENDITURE | | Survey method and development planning method in each sector were transferred to counterparts assigned during the period of the survey | | | | | | | | | | | | | |
| Total | | 328,554 (¥'000) | | | | | | | | | | | | | |
| Contracted | | 290,172 | | | | | | | | | | | | | |
| | | 3. PRINCIPAL SOURCE OF INFORMATION | | | | | | | | | | | | | |
| | | ①, ②, ③, ④ | | | | | | | | | | | | | |
| | | 2. MAJOR REASONS FOR PRESENT STATUS | | | | | | | | | | | | | |

和名 イロコスノルテかんがい計画

(F/S,D/D)

PROJECT SUMMARY (M/P)

Compiled Mar.1986
Revised Mar.1995

ASE PHL/S 104/81

| I. OUTLINE OF STUDY | | II. SUMMARY OF STUDY RESULTS | | | III. PRESENT STATUS OF STUDY RESULTS | | | | | | | |
|--|--|--|-------------------|--|--|--|--------|-------|--------|------------------------------------|--|--|
| 1.COUNTRY | Philippines | 1.SITE OR AREA | Davao in Mindanao | | 1.PRESENT STATUS | <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued | | | | | | |
| 2.NAME OF STUDY | Davao City Urban Transport cum Land Use | 2.PROJECT COST | (US\$1,000) | Total Cost Local Cost Foreign Cost | (Description) Part of the recommendation on public transportation (e.g. improvement of jeepney transportation) was implemented, but the utilization of the entire plan has not been realized. (FY 1991 Overseas Survey) Some of the projects recommended by this study were implemented by the IBRD - assisted Regional Cities Development Project (RCDP). (FY 1993 Overseas Survey) 3. Pampanga Delta Development Project OECF has concurred the contract of the four contract packages in July 15, 1993. Offices for implementation Agency, consultant, contractor are set up on the site area. The reasons behind of schedule are, 1) Relocation of squatters affected by the project, 2) persuasion of some opposition groups, and 3) obtain environmental compliance Certificate that pointed out by the OECF. Unless solve the problems OECF does not furnishes funds for first payment. The FMO together with the consultant and contractor is undertaking the reconstruction survey to establish necessary control points and boundary lines. (FY1993 Overseas Survey) RCDP included following three major components. - Installation of traffic signals - Construction of waiting sheds - Construction of Cabaguio Road (FY1994 Domestic Survey) No additional information. | | | | | | | |
| 3.SECTOR | Transportation/Urban Transportaion | | 1) 2) | | | | | | | | | |
| 4.REFERENCE NO. | | 3.CONTENTS OF MAJOR PROJECT(S) | | | | | | | | | | |
| 5.TYPE OF STUDY | M/P | 1)Regional development 7 industrial estates; 6 commercial centers; 2 educational urban centers; 1 administrative center; 2 port expansion 2)Road 25 new trunk road sections; 40 improvement sections 3)Public transportation introduction of bus transport 4)Traffic control improvement of interchanges; signals; exclusive bus lanes | | | | | | | | | | |
| 6.COUNTERPART AGENCY | Dept. of Public Works and Highways (DPWH) | 4.CONDITIONS AND DEVELOPMENT IMPACTS | | | | | | | | | | |
| 7.OBJECTIVES OF STUDY | Formulation of a land use plan and a transportation master plan through 2000 | The proposed plan will contribute to the alleviation of the existing transportation problems and to the planning on land use, public transportation, road network development and traffic control to meet the future demand. | | | | | | | | | | |
| 8.DATE OF S/W | Mar.1979 | 5.TECHNICAL TRANSFER | | | | | | | | | | |
| 9.CONSULTANT(S) | Nippon Engineering Consultants Co., Ltd. Nippon Koei Co., Ltd. | 1)OJT on transport planning 2)Participation of counterparts in JICA training program 3)Employment of local consultants | | | | | | | | | | |
| 10.STUDY TEAM | No.of Members 17 Period Jun.1979-Dec.1981 (30 months) <table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">136.93</td> <td style="text-align: center;">17.33</td> <td style="text-align: center;">119.60</td> </tr> </table> | Total M/M | Japan | Field | | | 136.93 | 17.33 | 119.60 | 2.MAJOR REASONS FOR PRESENT STATUS | | |
| Total M/M | Japan | Field | | | | | | | | | | |
| 136.93 | 17.33 | 119.60 | | | | | | | | | | |
| 11.ASSOCIATED AND/OR SUBCONTRACTED STUDY | Topographic maps (scale: 1/10,000 and 1/5,000) | 3.PRINCIPAL SOURCE OF INFORMATION | | | | | | | | | | |
| 12.EXPENDITURE | <table style="width: 100%; border: none;"> <tr> <td style="text-align: right;">Total</td> <td style="text-align: right;">326,652 (¥'000)</td> </tr> <tr> <td style="text-align: right;">Contracted</td> <td style="text-align: right;">323,320</td> </tr> </table> | Total | 326,652 (¥'000) | Contracted | 323,320 | ①. ② | | | | | | |
| Total | 326,652 (¥'000) | | | | | | | | | | | |
| Contracted | 323,320 | | | | | | | | | | | |

和名 ダバオ都市交通計画

(M/P, Basic Study, Other)

PROJECT SUMMARY (F/S)

Compiled Mar.1990
Revised Mar.1995

ASE PHL/S 310/81

| 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 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 Pampanga Delta Development Project | | Panpanga River Basin (0.32 million ha) in Luzon | | | | | | | | | |
| 3. SECTOR Social Infrastructures/River & Erosion Control | | 2. PROJECT COST | | Total Cost | Local Cost | Foreign Cost | | | | | |
| 4. REFERENCE NO. | | (US\$1,000) | 1) | 182,666 | 102,666 | 80,000 | | | | | |
| 5. TYPE OF STUDY | | (US\$1=8.2pesos) | 2) | 84,000 | 49,333 | 33,333 | | | | | |
| 6. COUNTERPART AGENCY Dept. of Public Works and Highways (DPWH) and National Irrigation Administration | | 3. CONTENTS OF MAJOR PROJECT(S) | | (Description) May 1986 OECF E/S loan agreement (705 million yen) Oct.1987-May 1990 Detailed Design Jun.1989 OECF Appraisal of Flood Control Component Feb.1990 OECF loan agreement (8.63 billion yen) for flood control Mar.1991 OECF Appraisal of Irrigation Component Jul.1991 OECF loan agreement (9.43 billion yen) for irrigation Jan.1992 Construction (flood control) started Dec.1992 Construction (irrigation) started Mar.1993 Construction (flood control) to be completed Oct.1998 Construction (irrigation) to be completed (FY1993 Overseas Survey) OECF agreed the contract of implementation program which is divided into four divisions of construction in Jul.1993. The implementation body, consultant and sub-contractor established the local office. The reasons of construction delay are ; 1)delay of transfer the habitants in the construction area, 2)difficulty of persuasion of opponents, 3)needs to get the Environmental Compliance Certificate. DPWH has been striving to solve such problems. (FY1994 Domestic Survey) The Environmental Compliance Certificate was approved and issued in May 1994. However, OECF has not commenced disbursement of the Loan for the construction fund yet, because it is impossible to start the construction actually until the completion of right-of-way acquisition and house compensation. Therefore, the Contractors suspend the civil works. DPWH has been striving to solve problems of right-of-way acquisition and house compensation in the area for the 1st year construction out of 4-year construction by the end of 1994. Therefore, the construction works will be resumed at the beginning of 1995. | | | | | | | |
| 7. OBJECTIVES OF STUDY Review of the master plan and feasibility analysis of priority projects | | 1) Flood control river channel improvement 40km; revetment 97km; excavation of low-water channel in a volume of 33 million cu.m; embankment of existing levee to be heightened 35.6km; embankment of base mound 48.8km; revetment 4km; outlet culvert 19 places; outlet culverts incl.fishpond intakes of 26nos; bridges 2 places 2) Irrigation development - 1 weir, irrigable area of 14,000 ha - Main canals 37 km, secondary and tertiary canals 145 km * Implementation 1) is 10 years. Implementation 2) is 7 years. | | | | | | | | | |
| 8. DATE OF S/W | | May.1980 | | Imp. Period: | | | | | | | |
| 9. CONSULTANT(S) Nippon Koei Co., Ltd. Nikken Consultants., Inc. | | 4. FEASIBILITY AND ITS ASSUMPTIONS | | Feasibility: Yes | EIRR1) 10.80 EIRR2) 15.40 EIRR3) | FIRR1) FIRR2) FIRR3) | | | | | |
| 10. STUDY TEAM No. of Members 20 Period Jul.1980-Feb.1982 (7 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;">107.48</td> <td style="text-align: center;">45.94</td> <td style="text-align: center;">61.54</td> </tr> </table> | | Total M/M | Japan | Field | 107.48 | 45.94 | 61.54 | Conditions and Development Impacts: [Conditions] Flood control benefits are the expected reduction of flood damages for farm crops, fisheries, private properties, public facilities and so on, and the expected production increase for the land having not been utilized during the wet season. Irrigation benefits are the increment of farm income of crops between with and without project conditions. [Impacts] 1) The land area of 19,000 ha and 13,400 buildings will be protected from floods by the flood control project, and annual rice production will increase by 15,000 tons and annual fishery production by 2,400 tons. 2) Rice production will be increased by 47,000 tons by irrigation development. Farmers' income will increase from four to six times. | | | |
| Total M/M | Japan | Field | | | | | | | | | |
| 107.48 | 45.94 | 61.54 | | | | | | | | | |
| 11. ASSOCIATED AND/OR SUBCONTRACTED STUDY Topographic mapping | | 5. TECHNICAL TRANSFER | | | | 2. MAJOR REASONS FOR PRESENT STATUS | | | | | |
| 12. EXPENDITURE | | (1) Technical meetings and transfer of knowledge through monthly meetings. (2) Trainee: Four trainees visited Japan. (3) Working with counterparts was conducted for field surveys, design works, cost estimates and so on. | | | | 3. PRINCIPAL SOURCE OF INFORMATION ①, ②, ③, ④ | | | | | |
| <table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: center;">435,309 (¥'000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">267,522</td> </tr> </table> | | Total | 435,309 (¥'000) | Contracted | 267,522 | | | | | | |
| Total | 435,309 (¥'000) | | | | | | | | | | |
| Contracted | 267,522 | | | | | | | | | | |

和名 パンパンガデルタ開発計画

(F/S,D/D)

PROJECT SUMMARY (F/S)

Compiled Mar.1990

Revised Mar.1995

ASE PHL/S 309/81

| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.NAME OF STUDY | Rural Telecommunications Project in Regions III (Central Luzon) and IV (Southern Tagalog) | Luzon, Mindoro, Lubang, Palawan, Panai, Tablas, Romblon | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.SECTOR | Communications & Broadcasting/Telecommunication | 2.PROJECT COST | | Total Cost | Local Cost | Foreign Cost | <input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.REFERENCE NO. | | (US\$1,000) | 1) 82,670 | 8,470 | 74,200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.TYPE OF STUDY | F/S | (US\$1=215Yen=28.3P) | 2) | | | | (Description) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.COUNTERPART AGENCY | Bureau of Telecommunications | | 3) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.OBJECTIVES OF STUDY | To determine the feasibility of the Rural Telecommunications Project in Regions III and IV. | 3.CONTENTS OF MAJOR PROJECT(S) | | | | Dec.1987 OECF E/S loan agreement (707 million yen) Nov.1988 Contract signed with a consulting firm. Feb.1990 OECF loan agreement (21,752 million yen) The loan finances the telecommunication network connecting 71 cities in Regions III, IV and V with Manila and intra- and inter-city telephone exchanges. May.1991 Contract signed with a contractor Jun.1991 Construction started Jul.1993 Construction is scheduled to be completed (FY1993 Overseas Survey) Jul.1994 Construction is scheduled to be completed. (FY1994 Domestic Survey) No additional information. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.DATE OF S/W | Apr.1980 | <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">Phase 1(1991)</th> <th style="text-align: center;">Phase 2(1994)</th> <th style="text-align: center;">Total</th> </tr> </thead> <tbody> <tr> <td>Telephone Installation Plan</td> <td style="text-align: center;">8,210</td> <td style="text-align: center;">5,510</td> <td style="text-align: center;">13,720</td> </tr> <tr> <td>SHF system</td> <td style="text-align: center;">9 spans/466.3km</td> <td style="text-align: center;">2/115.4km</td> <td style="text-align: center;">11/581.7km</td> </tr> <tr> <td>UHF/VHF system</td> <td style="text-align: center;">34 spans</td> <td style="text-align: center;">110 spans</td> <td style="text-align: center;">144 spans</td> </tr> <tr> <td>Telex exchanges</td> <td style="text-align: center;">2</td> <td style="text-align: center;">-</td> <td style="text-align: center;">2</td> </tr> <tr> <td>Telex concentrator</td> <td style="text-align: center;">9</td> <td style="text-align: center;">5</td> <td style="text-align: center;">14</td> </tr> <tr> <td>Telex and genex equipment</td> <td style="text-align: center;">38</td> <td style="text-align: center;">84</td> <td style="text-align: center;">122</td> </tr> <tr> <td>Trunk cable length</td> <td style="text-align: center;">78.2</td> <td style="text-align: center;">113.5</td> <td style="text-align: center;">191.7</td> </tr> <tr> <td>Local cable length</td> <td style="text-align: center;">238km</td> <td style="text-align: center;">133km</td> <td style="text-align: center;">371km</td> </tr> <tr> <td>Buildings</td> <td style="text-align: center;">54</td> <td style="text-align: center;">123</td> <td style="text-align: center;">177</td> </tr> <tr> <td>(Radio station, Telephone Office etc.)</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Access roads</td> <td style="text-align: center;">32.5km</td> <td style="text-align: center;">55.7km</td> <td style="text-align: center;">88.2km</td> </tr> </tbody> </table> | | | | | | | Phase 1(1991) | Phase 2(1994) | Total | Telephone Installation Plan | 8,210 | 5,510 | 13,720 | SHF system | 9 spans/466.3km | 2/115.4km | 11/581.7km | UHF/VHF system | 34 spans | 110 spans | 144 spans | Telex exchanges | 2 | - | 2 | Telex concentrator | 9 | 5 | 14 | Telex and genex equipment | 38 | 84 | 122 | Trunk cable length | 78.2 | 113.5 | 191.7 | Local cable length | 238km | 133km | 371km | Buildings | 54 | 123 | 177 | (Radio station, Telephone Office etc.) | | | | Access roads | 32.5km |
| | Phase 1(1991) | Phase 2(1994) | Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Telephone Installation Plan | 8,210 | 5,510 | 13,720 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SHF system | 9 spans/466.3km | 2/115.4km | 11/581.7km | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UHF/VHF system | 34 spans | 110 spans | 144 spans | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Telex exchanges | 2 | - | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Telex concentrator | 9 | 5 | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Telex and genex equipment | 38 | 84 | 122 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Trunk cable length | 78.2 | 113.5 | 191.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Local cable length | 238km | 133km | 371km | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Buildings | 54 | 123 | 177 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (Radio station, Telephone Office etc.) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Access roads | 32.5km | 55.7km | 88.2km | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.CONSULTANT(S) | Nippon Telecommunication Consulting Co., Ltd. | 4.FEASIBILITY AND ITS ASSUMPTIONS | | EIRR1) 72.53 | FIRR1) 7.26 | 2.MAJOR REASONS FOR PRESENT STATUS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.STUDY TEAM | No. of Members 13 Period Mar.1981-Mar.1982 (12 months) Total M/M Japan Field | Feasibility: Yes | EIRR2) 11.75 | FIRR2) 6.89 | EIRR3) | | | FIRR3) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.ASSOCIATED AND/OR SUBCONTRACTED STUDY | | Conditions and Development Impacts: 1) Rehabilitation of the existing old telecommunicating facilities at the objected areas. 2) Improvement of the telecommunications services at the objected areas. 3) Development in administrative efficiency and enhancement of timely administration. 4) Progress of regional industries and regional development. 5) Contribution to tourism and the tourist industry. 6) Development in living environment in rural areas. 7) Development of reliability of telecommunication and spread of demand for telecommunication. Note: The EIRRs and FIRRs 1) and 2) above are for the Phase 1 and the entire project. | | | | (1) Effectiveness (2) High priority | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.EXPENDITURE | Total 46,006 (¥'000) Contracted 15,139 | 5. TECHNICAL TRANSFER | | | | | | 3.PRINCIPAL SOURCE OF INFORMATION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | (1) Trainee acceptance; 2 counterparts invited to Japan (2) On-the-Job-Training for counterparts | | | | ①, ②, ④ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

PROJECT SUMMARY (M/P+F/S)

Compiled Mar.1986
Revised Mar.1995

ASE PHL/S 202B/82

| I. OUTLINE OF STUDY | | II. SUMMARY OF STUDY RESULTS | | | | III. PRESENT STATUS OF STUDIED PROJECT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------------------------|--|---|---|--------------------------------|--------|---|---|--------------|-----------------|------------|---------|--|--------------|---------|---------|-------------|---------|---------|-----------------|---------|---------|---------------|--------|-------|-------|--|--|--------|--------|--|-------|--|--------|----|-------|--|-------|--|-------|----|-------|--|-------|--|-------|---|--|
| 1. COUNTRY | Philippines | 1. SITE OR AREA | Laoag district (Ilocos Norte Province), Legaspi City and Daraga Town (Albay Province), Tagbilaran City (Borhol Province) | | | 1. PRESENT STATUS | <input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input checked="" type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2. NAME OF STUDY | Local Water Supply Projects | 2. PROJECT COST | <table style="font-size: small;"> <tr> <td>M/P 1)</td> <td>56,480</td> <td>Local Cost</td> <td>21,860</td> <td>Foreign Cost</td> <td>34,620</td> </tr> <tr> <td>2)</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>(US\$1,000)</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>(US\$1=7.80P)</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>F/S 1)</td> <td>16,620</td> <td></td> <td>6,220</td> <td></td> <td>10,400</td> </tr> <tr> <td>2)</td> <td>8,640</td> <td></td> <td>3,720</td> <td></td> <td>4,920</td> </tr> <tr> <td>3)</td> <td>6,510</td> <td></td> <td>2,670</td> <td></td> <td>3,840</td> </tr> </table> | M/P 1) | 56,480 | Local Cost | 21,860 | Foreign Cost | 34,620 | 2) | | | | | | (US\$1,000) | | | | | | (US\$1=7.80P) | | | | | | F/S 1) | 16,620 | | 6,220 | | 10,400 | 2) | 8,640 | | 3,720 | | 4,920 | 3) | 6,510 | | 2,670 | | 3,840 | (Description) After Marcos Regime fell, the contents of this project were changed drastically. Only the Laoag area (Ilocos Prov.) was selected from the project and grouped with two other cities to apply for OECF finance. Jan.1988 OECF L/A signed (381 million yen) May 1990 D/D completed and construction works started. Nov.1994 Construction to be completed (FY1994 Domestic Survey) No additional information. | |
| M/P 1) | 56,480 | Local Cost | 21,860 | Foreign Cost | 34,620 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (US\$1,000) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (US\$1=7.80P) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| F/S 1) | 16,620 | | 6,220 | | 10,400 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2) | 8,640 | | 3,720 | | 4,920 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3) | 6,510 | | 2,670 | | 3,840 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3. SECTOR | Public Utilities/Water Supply | 3. CONTENTS OF MAJOR PROJECT(S) | <M/P> Phase Served Water (Target year) /Population /Demand(cu.m/day)/ Facilities Basis (1982) 76,500 14,800 Phase-1(1987) 116,760 28,933 Improvement of existing facilities Phase-2(1993) 206,690 45,608 Expansion of distribution pipelines Phase-3(2010) 358,811 71,231 Expansion of water facilities including new water resources More expansion of Phase-2 entire schemes. The project costs for different districts are as follows. <table style="font-size: x-small;"> <tr> <td></td> <td>Total Cost</td> <td>Local Cost</td> <td>Foreign Cost</td> </tr> <tr> <td>Laoag</td> <td>24,280</td> <td>9,200</td> <td>15,080</td> </tr> <tr> <td>Legaspi</td> <td>11,940</td> <td>4,740</td> <td>7,200</td> </tr> <tr> <td>Daraga</td> <td>89,00</td> <td>3,500</td> <td>5,400</td> </tr> <tr> <td>Tagbilaran</td> <td>11,360</td> <td>4,420</td> <td>6,940</td> </tr> </table> <F/S>(1)Laoag area:water intake conduits, deep wells, transmission and distribution pipes, etc. (4,130 cu.m/day) (2)Legaspi area:spring water, transmission and distribution pipes, etc.(6,480 cu.m/day) (3)Daraga town: spring water, transmission and distribution pipes,etc. (4,320 cu.m/day) (4)Tagbilaran city:deep wells, distribution reservoirs, distribution pipes, etc. (1,700 cu.m/day) (5)Total water quantity: 16,630 cu.m/day (Planned development quantity) The above project costs for Phase 1 and Phase 2 are 1) Laoag area, 2) Legaspi area, 3)Daraga town. The project costs for Tagbilaran city are as follows: Total Cost:6,560, Local Cost:2,510, Foreign Cost: 4,050. | | | | Total Cost | Local Cost | Foreign Cost | Laoag | 24,280 | 9,200 | 15,080 | Legaspi | 11,940 | 4,740 | 7,200 | Daraga | 89,00 | 3,500 | 5,400 | Tagbilaran | 11,360 | 4,420 | 6,940 | | | | | | | | | | | | | | | | | | | | | | |
| | Total Cost | Local Cost | Foreign Cost | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Laoag | 24,280 | 9,200 | 15,080 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Legaspi | 11,940 | 4,740 | 7,200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Daraga | 89,00 | 3,500 | 5,400 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tagbilaran | 11,360 | 4,420 | 6,940 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4. REFERENCE NO. | | 4. FEASIBILITY AND ITS ASSUMPTIONS | Feasibility: Yes EIRR1) FIRR1) EIRR2) FIRR2) EIRR3) FIRR3) | Imp. Period: Jan.1984-Dec.1986 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5. TYPE OF STUDY | M/P+F/S | 10. STUDY TEAM | Conditions and Development Impacts: <M/P><Assumptions> Based on the served population, which was assumed to rise gradually, future water demand was projected. <Impacts>(1) Full utilization of the existing water sources. (2) Alleviation of the chronic water shortage (3) Expansion of the water supply system <F/S><Conditions>F/S was carried out for two cases: the initial project of Phase 1, the combined project of Phase 1 and Phase 2 <Impacts> Increase of services area and served population, safe, continuous and stable water supply, improvement of environmental hygiene, decrease of fire injury, increase of land prices and expansion of employment opportunities. EIRRs for different districts are as follows. <table style="font-size: x-small;"> <tr> <td></td> <td>Phase 1</td> <td>Phase 1+Phase 2</td> </tr> <tr> <td>Laoag area</td> <td>11%-14%</td> <td>9%-11%</td> </tr> <tr> <td>Legaspi area</td> <td>24%-37%</td> <td>14%-18%</td> </tr> <tr> <td>Daraga town</td> <td>40%-49%</td> <td>17%-24%</td> </tr> <tr> <td>Tagbilaran city</td> <td>14%-18%</td> <td>16%-19%</td> </tr> </table> | | | | | Phase 1 | Phase 1+Phase 2 | Laoag area | 11%-14% | 9%-11% | Legaspi area | 24%-37% | 14%-18% | Daraga town | 40%-49% | 17%-24% | Tagbilaran city | 14%-18% | 16%-19% | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Phase 1 | Phase 1+Phase 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Laoag area | 11%-14% | 9%-11% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Legaspi area | 24%-37% | 14%-18% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Daraga town | 40%-49% | 17%-24% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tagbilaran city | 14%-18% | 16%-19% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6. COUNTERPART AGENCY | Local Water Utilities Administration | 11. ASSOCIATED AND/OR SUBCONTRACTED STUDY | Carried out the training program on investigation, planning and management of water works for four counterparts. Two counterparts have studied and prepared studies with project team. | | | 2. MAJOR REASONS FOR PRESENT STATUS <M/P>Provision of water supply is an essential infrastructure for improving environmental and sanitary condition in the respective four cities, as they have been developing as the center of the regions. <F/S> The scope of the project was reviewed and modified by the present administration after Marcos Regime fell. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7. OBJECTIVES OF STUDY | F/S of the emergency project based on the master plan. Planning on the water supply expansion plan up to the year 2010 and selection of emergency project. | 12. EXPENDITURE | <table style="font-size: small;"> <tr> <td>Total</td> <td>182,931 (¥'000)</td> </tr> <tr> <td>Contracted</td> <td>180,464</td> </tr> </table> | | | | | Total | 182,931 (¥'000) | Contracted | 180,464 | 3. PRINCIPAL SOURCE OF INFORMATION ①, ④ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total | 182,931 (¥'000) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Contracted | 180,464 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8. DATE OF S/W | Mar.1981 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9. CONSULTANT(S) | Nihon Suido Consultants Co., Ltd. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

和名 地方都市上水道計画

(M/P+F/S)

PROJECT SUMMARY (M/P+F/S)

Compiled Mar.1986
Revised Mar.1995

ASE PHL/S 201B/82

| I. OUTLINE OF STUDY | | II. SUMMARY OF STUDY RESULTS | | | | III. PRESENT STATUS OF STUDIED PROJECT | | |
|--|--|---|--------------|-----------------------------------|-------|---|--|---|
| 1.COUNTRY | Philippines | 1.SITE OR AREA | | Port Irene at Casanbalagan bay | | 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 | Development Project of the Port of Irene | 2.PROJECT COST | M/P 1) 2) | | | | | Local Cost |
| 3.SECTOR | Transportation/Port | (US\$1,000) | FS 1) 2) | 12,941 | 4,167 | (Description) Sep.1983 OECF loan agreement signed (E/S, 240 million yen) Aug.1986 D/D completed (FY1991 Overseas Survey) The project implementation has been suspended since the political change in 1986 and is now considered unlikely. (FY1994 Domestic Survey) No additional information. | | |
| 4.REFERENCE NO. | | (US\$1=7.95P) | 3) | | 8,774 | | | |
| 5.TYPE OF STUDY | M/P+F/S | 3.CONTENTS OF MAJOR PROJECT(S) | | | | | | |
| 6.COUNTERPART AGENCY | The Philippine Ports Authority(PPA) | <M/P> Main projects(Target year 2000): - 2 berths for foreign trade (-10m, 15,000dwt)(New construction) - 3 berths for domestic trade (-7.5m, -5.5m) (New construction) - 1 Container berth for domestic trade (-7.5m)(New construction) - Construction of sheds, warehouses, fishing ports * Above project costs are for short-term plan. <F/S> Short-term projects: Wharf for foreign trade (-10m) 1berth (200m) Mooring basin (-10m) 750 thousand cu.m Transit shed (40mx90m) Road (width 10m) 1.6km | | | | | | |
| 7.OBJECTIVES OF STUDY | Preparation of Master Plan(Target year 2000) and Short-term Development Plan (Target year 1987) | | | | | | | |
| 8.DATE OF S/W | Feb.1981 | | | | | | | |
| 9.CONSULTANT(S) | Overseas Coastal Area Development Institute | Imp. Period: Oct.1983-Dec.1986 | | 4.FEASIBILITY AND ITS ASSUMPTIONS | | | Feasibility: Yes EIRR1) 25.20 FIRR1) 5.20 EIRR2) FIRR2) EIRR3) FIRR3) | |
| 10.STUDY TEAM | No.of Members 9 Period May.1981-Mar.1982(11 months) Total M/M Japan Field 46.98 35.10 11.88 | Conditions and Development Impacts: <M/P> Development of this port in short-term plan will increase the employment opportunity and the income through the development of the Cagayan Valley where agriculture and forestry are main industry. In long-term plan development of this port will strengthen the basis of industry in this region and contribute to the development of sea transportation system in the Philippines. <F/S> Conditions: Cargo throughput projection(1987) for the short-term plan are based on the development prospects of Cagayan Province. The projection for the long-term plan(2000) is based on the development prospects of the northeastern region of Luzon Island. Impacts: The port will function as one of the development centers for the Cagayan Valley area and contribute to the increase of employment and income among the local population. | | | | | | |
| 11.ASSOCIATED AND/OR SUBCONTRACTED STUDY | Geological and oceanographic survey | 5. TECHNICAL TRANSFER | | | | | 2.MAJOR REASONS FOR PRESENT STATUS | (1)Due to the delay of road construction and the shortage of cargo handling volume. (2)The change of the administration in 1986. |
| 12.EXPENDITURE | | 1)On the job training to counterpart ; 2)Counterpart training 3)Preparation of report by cooperation with counterpart 4)Use the local consultant for oceanographic survey and boring 5)Donation of machinery and instruction of its use. | | | | | 3.PRINCIPAL SOURCE OF INFORMATION | |
| Total | 135,996 (¥'000) | | | | | | | |
| Contracted | 101,988 | | | | | | | |

和名 アイリーン港整備計画

(M/P+F/S)

PROJECT SUMMARY (F/S)

Compiled Mar.1986
Revised Mar.1995

ASE PHL/S 311/82

| I. OUTLINE OF STUDY | | II. SUMMARY OF STUDY RESULTS | | | | III. PRESENT STATUS OF STUDIED PROJECT | |
|--|---|-----------------------------------|--|--|--------------|---|--|
| 1.COUNTRY | Philippines | 1.SITE OR AREA | | Dalton Pass, Nueva Vizcaya | | 1.PRESENT STATUS | <input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="radio"/> Completed <input checked="" type="checkbox"/> Delayed or Suspended <input type="radio"/> Partially Completed <input type="checkbox"/> Discontinued or Cancelled <input type="radio"/> Implementing <input type="radio"/> Processing |
| 2.NAME OF STUDY | Dalton Pass Tunnel Project | 2.PROJECT COST | | | | | |
| 3.SECTOR | Transportation/Road | | | 1) 63,628 | 15,398 | 48,230 | |
| 4.REFERENCE NO. | | | | 2) | | | |
| 5.TYPE OF STUDY | F/S | | | 3) | | | |
| 6.COUNTERPART AGENCY | Dept. of Public Works and Highways (DPWH) | 3.CONTENTS OF MAJOR PROJECT(S) | | (Description) The GOP decided to request JICA for a feasibility study to determine the viability of constructing a tunnel. However, although the study indicated the technical and economic feasibility, the proposed project was postponed because of the large cost needed for implementation. At present, the road disaster prevention works along the existing routes, which require less costs, are being undertaken by applying the measures suggested in the study. (FY1992 Overseas Survey) The existing road was seriously affected by the earthquake in July 1990, and the Philippine Government began to consider whether the road should be rehabilitated or the alternative road should be constructed. GOP has requested Japan to undertake a study on the road network in entire Luzon (including Dalton Pass). The study is expected to be completed in April 1993. (FY1993 Overseas Survey) The Government proposes to find alternative routes (other than the Dalton Pass). (FY1994 Domestic Survey) From the economic reason, the tunnel project is deferred and it is planned to use the existing road in the mean time. On this line, rehabilitation of the existing road and provision of disaster prevention measures are presently being implemented under the OECF Yen Loan Program. On the other hand, a project for constructing the road which can be utilized as detour route of Dalton Pass in case of its interruption is formulated. The tunnel project is expected to be materialized when the time is ripe for its execution by economical development and increase in traffic demand. | | | |
| 7.OBJECTIVES OF STUDY | Construction of Tunnel and Planning of Road Disaster Prevention | | | | | | |
| 8.DATE OF S/W | Feb.1981 | Imp. Period: 1983-1990 | | | | | |
| 9.CONSULTANT(S) | Katahira & Engineers International | 4.FEASIBILITY AND ITS ASSUMPTIONS | | Feasibility: Yes | EIRR1) 17.80 | FIRR1) | |
| 10.STUDY TEAM | No. of Members 11 Period May.1981-Mar.1982(10 months) | | | EIRR2) | FIRR2) | 2.MAJOR REASONS FOR PRESENT STATUS | |
| | Total M/M Japan Field | | | EIRR3) | FIRR3) | Judging by the present economic situation, the implementation of a big project seems to be unrealistic within the limited budget of the Ministry in charge. | |
| | 68.76 13.93 54.83 | | | | | | |
| 11.ASSOCIATED AND/OR SUBCONTRACTED STUDY | Geotechnical Investigations Traffic surveys including OD surveys | 5. TECHNICAL TRANSFER | | 3.PRINCIPAL SOURCE OF INFORMATION ①, ②, ③ | | | |
| 12.EXPENDITURE | Total 217,540 (¥000) Contracted 215,452 | | | | | | |

和名 ダルトン・パス・トンネル計画

(F/S,D/D)

PROJECT SUMMARY (F/S)

Compiled Mar.1986

Revised Mar.1995

ASE PHL/S 312/82

| 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>(US\$1,000)</td> <td style="text-align: center;">92,200</td> <td style="text-align: center;">63,000</td> <td style="text-align: center;">29,200</td> <td></td> <td></td> </tr> <tr> <td>(US\$1=225Yen=7.95peso)</td> <td style="text-align: center;">1)</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">2)</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">3)</td> <td></td> <td></td> <td></td> <td></td> </tr> </table> | | | Total Cost | Local Cost | Foreign Cost | | | (US\$1,000) | 92,200 | 63,000 | 29,200 | | | (US\$1=225Yen=7.95peso) | 1) | | | | | | 2) | | | | | | 3) | | | | | 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 |
| | Total Cost | Local Cost | Foreign Cost | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (US\$1,000) | 92,200 | 63,000 | 29,200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (US\$1=225Yen=7.95peso) | 1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.NAME OF STUDY Metro Manila Outer Major Roads Project (Southern Package) | | 2.PROJECT COST | | (Description) (FY1992 Overseas Survey) 1. Widening of the Paranaque to Sucat Section Jul.1986 - Mar.1990. Detailed design by DPWH funds(FCGI Engineers) May.1990. Construction commenced partly by IBRD fund (1/A Sept. 1984,US\$102 million) and partly by own funds(179 million pesos). 2. Widening of the Zapote - Alabang Section Detailed design completed with IBRD finance. D/D completed in 1991 by GOP funds. 3. Taguig - Las Pinas - Muntinlupa Section The F/S was reviewed during Apr. - Aug. 1986(funded by the World Bank). The original proposal was rerouted to the section from Taguig to Paranaque (12.9km) which skirts the southern periphery of the International Airport. The new route was named Southern Section of C-5 and the 14th OECF Yen Credit was approved. Jan.1988 OECF loan (Ph-P88) L/A signed (E/S package loan 20 million yen) Apr.1989 - Jan.1991. Detailed Design(C-5 Western and Southern Sections) completed(Katahira & Engineers) Jan.1988. OECF loan (Ph-P78) L/A signed (4,837 million yen for southern C-5 and eastern R-4 connecting C-4 (EDSA) and C-5) Dec.1990 Construction started (to be completed in Dec.1994) Construction of the eastern R-4 has been suspended pending the relocation of squatters. Construction of the southern section of C-5 has not been started pending the acquisition of the right of way. Total Investment 1,445 million pesos (foreign currency 873 million, local currency 572 million) (FY1993 Overseas Survey) Zapote - Alabang Road: Right-of-Way problems caused the project to delay. Zaguig - Las Pinas - Muntinlupa Road: The cost of right-of-way acquisition has decreased economic feasibility of the project. However, a new alignment was established and is known as the southern Section of C-5. OECF loaned this project. (FY1994 Domestic Survey) No additional information. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.SECTOR Transportation/Road | | 3.CONTENTS OF MAJOR PROJECT(S) | | | | 1. Improvement of roads, 17.8km (1) Paranaque to Sucat Road (7.5km) for expansion 2 lanes to 4 lanes (2) Zapote to Alabang Road (10.3km) for expansion 2 lanes to 4 lanes - New road construction, 20.7km Taguig-Las Pinas - Muntinlupa Road Stage 1(1983-86): A-Route will be widened to a divided four-lane road with auxiliary lanes; B-Route will be improved only at the westernmost section, about 1.6km in a new alignment connecting directly to the Manila-Cavite Coastal Road; The northern section(about 7.8km long) of C-Route will be constructed to a carriageway of 12.25m. Stage 2(1991-94): The remaining section of B-Route will be widened; The southern section of C-Route will be extended to Muntinlupa, while the northern section will be widened; The western section of A-Route will be widened to a divided six-lane road. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.REFERENCE NO. | | 5.TYPE OF STUDY F/S | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6.COUNTERPART AGENCY Dept. of Public Works and Highways (DPWH) | | 8.DATE OF S/W Dec.1980 | | 4.FEASIBILITY AND ITS ASSUMPTIONS | | 2.MAJOR REASONS FOR PRESENT STATUS Paranaque-Sucate Road: Since this was considered very urgent, DPWH started by its own fund Other roads: For administrative and economical reasons, DPWH is hoping for external finance from OECF or IBRD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.OBJECTIVES OF STUDY Road Planning | | 9.CONCONSULTANT(S) Pacific Consultants International | | Imp. Period: 1985-1994 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.STUDY TEAM | | 11.ASSOCIATED AND/OR SUBCONTRACTED STUDY Topographic survey, soil survey, Analysis of samples | | 5.TECHNICAL TRANSFER OJT and JICA training program for counterparts | | 3.PRINCIPAL SOURCE OF INFORMATION ①, ②, ③ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| No. of Members 12 Period Mar.1981-Mar.1982 (13 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;">69.03</td> <td style="text-align: center;">9.86</td> <td style="text-align: center;">59.17</td> </tr> </table> | | Total M/M | Japan | Field | 69.03 | | | 9.86 | 59.17 | 12.EXPENDITURE <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Total</td> <td style="width: 30%;">171,819 (¥'000)</td> </tr> <tr> <td>Contracted</td> <td style="text-align: center;">166,210</td> </tr> </table> | | Total | 171,819 (¥'000) | Contracted | 166,210 | Feasibility: Yes EIRR1 40.00 FIRR1 EIRR2 FIRR2 EIRR3 FIRR3 Conditions and Development Impacts: The project aims to improve the road network in the southern part of Metro Manila, and the feasibility study was conducted for three roads: Paranaque-Sucate Road (existing) 7.5km, Zapote-Alabang Road (existing) 10.3km, Taguig-Las Pinass-Muntinlupa Road (new construction), Total length 38.5km. [Assumptions for IRR calculation] 1) Discount rate of 15 % p.a. 2) 20 years of the benefit stream after the completion of the first stage,i.e.,1987-2006. [Development Impacts] Future traffic demand is expected to increase; therefore, this road planning project should contribute to ease traffic congestion as well as to other development projects in the southern region. | | | | | | | | | | | | | | | | | | | | |
| Total M/M | Japan | Field | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 69.03 | 9.86 | 59.17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total | 171,819 (¥'000) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Contracted | 166,210 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

和名 マニラ首都圏南部地区幹線道路網計画

[F/S,D/D]

PROJECT SUMMARY (F/S)

ASE PHL/A 305/82

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 | The north-east District of Luzon island Pangasinan province, Mabini | | | 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 | Mabini Agricultural Development Project | 2. PROJECT COST | | | | |
| 3. SECTOR | Agriculture/General | | 1) 127,129 | 55,698 | 71,431 | |
| 4. REFERENCE NO. | | 3. CONTENTS OF MAJOR PROJECT(S) | 2) US\$1=8Ps | | | |
| 5. TYPE OF STUDY | F/S | The Government of Philippines has been laying high priority on the agricultural development in the 5-year Development Plan and endeavoring the increase of food-stuff and of people's income through securing irrigation water by development of water resources. Under this background, the Government of Philippines is planning to increase the rice production by supply of the irrigation water constructing or rehabilitating the irrigation facilities and is planning sequentially the increase of farmer's income and the stability of the public welfare through the improvement of related agricultural development facilities or of institution of agriculture on the Mabini area located at the western part of Pangasinan province in the north-west of Luzon island. -Project Area 20,000ha -Irrigation Area 11,500ha -Dam Type: Center-core Type Rockfill Dam, Height: 88.5m, Length 530m -Reservoir Total capacity: 303MCM, Effective capacity: 240MCM, Reservoir Area: 12.2km ² -Driving Canal 7.7km -Main Canal 52.5km -Branch Canal 135.3km -Electric Power Power Station 2 locations, Generation Facility Capacity of Facility: 3,000KW, 7,000KW, Annual Power Generation: 25million KWH | | | (Description) (FY1991 Overseas Survey) Owing to the change of administration in 1986, the Government of the Philippines did not manage to evaluate the priority of the proposed project. The Government of the Philippines has no plan to find financial assistance. (FY1993 Overseas Survey) This project is treated as the plan of CORPLAN which will be implemented from 1998 to 2005 by NIA. Although at the Project Site, they are willing to change the project name into the ALABAMAS project, the contents of plan are not changed. The Project target area is the sphere of influence of the President Ramos, therefore, the NIA predicts that it is possible to accelerate the raising expenses and implementation of the Project. (FY1994 Domestic Survey) No additional information. | |
| 6. COUNTERPART AGENCY | National Irrigation Administration (NIA) | | 8. DATE OF S/W | | | |
| 7. OBJECTIVES OF STUDY | Stabilization of the people's livelihood and improvement of the income by the construction of rock fill dam and new irrigation system | 9. CONSULTANT(S) | Imp. Period: 1983-1988 | | | |
| 8. DATE OF S/W | Feb. 1981 | Japan Engineering Consultants Co., Ltd. Nihon Suiko Consultant Co., Ltd. | 4. FEASIBILITY AND ITS ASSUMPTIONS | Feasibility: Yes | EIRR1) 12.80 EIRR2) EIRR3) | 2. MAJOR REASONS FOR PRESENT STATUS Adjustment of project priority in the government from Marcos regime to Akino regime. (FY1992 Overseas Survey) Economic and political circumstances. |
| 9. CONSULTANT(S) | | | Conditions and Development Impacts: (Conditions) (1) Construction cost conversion factor of 0.827 is adopted for general construction cost. (2) Normal conversion factor of 0.820 is adopted for operation and maintenance cost. (3) Benefits from irrigation and power generation are used. (4) It is assumed that dam is complete by 6th year, benefit of one third is occurred at 7th year and full benefit is occurred from 8th year. (5) Durability of the Project is assumed to be 50 years after the facility is fully operated. (Development Impacts) (1) Contribution to the self-sufficiency of food-stuff through increasing agricultural production. (2) Increase of farmer's income of the Project area. (3) Increase of employment opportunity by the construction of facility. (4) Reduction of flood damage by the construction of dam. | | | |
| 10. STUDY TEAM | No. of Members 15 Period Sep. 1981-Mar. 1982 (7 months) | | 5. TECHNICAL TRANSFER | 1. OJT 2. Acceptance of Trainees (2 persons) | | 3. PRINCIPAL SOURCE OF INFORMATION ①, ②, ③ |
| 11. ASSOCIATED AND/OR SUBCONTRACTED STUDY | | | | | | |
| 12. EXPENDITURE | Total 106,975 (¥'000) Contracted 99,241 | | | | | |

和名 マビニ地区農業開発計画

[F/S,D/D]

PROJECT SUMMARY (F/S)

Compiled Mar.1990
Revised Mar.1995

ASE PHL/A 306/82

| I. OUTLINE OF STUDY | | II. SUMMARY OF STUDY RESULTS | | | | III. PRESENT STATUS OF STUDIED PROJECT | | | |
|--|--|--|------------------|---------------------------------|----------------------------|--|--|-----------------------------------|---|
| 1.COUNTRY | Philippines | 1.SITE OR AREA | | | | I.PRESENT STATUS | <input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="radio"/> Completed <input checked="" type="checkbox"/> Delayed or Suspended <input type="radio"/> Partially Completed <input type="checkbox"/> Discontinued or Cancelled <input type="radio"/> Implementing <input type="radio"/> Processing | | |
| 2.NAME OF STUDY | Alcogas Project | Maragondon, Cavite Province, Luzon Island (Area 13,000ha) | | | | | | | |
| 3.SECTOR | Agriculture/General | 2.PROJECT COST | | Total Cost | Local Cost | Foreign Cost | | | |
| 4.REFERENCE NO. | | (US\$1,000) | 1) | 23,290 | 12,890 | 10,400 | | | |
| 5.TYPE OF STUDY | F/S | US\$1=8P | 2) | | | | | | |
| 6.COUNTERPART AGENCY | Philippine National Alcohol Commission (PNAC) | 3.CONTENTS OF MAJOR PROJECT(S) | | | | (Description) The Government of the Philippines suspended the implementation of this project because of the fall in the price of crude oil. (FY1993 Overseas Survey) Originally, it had been planned that PNAC will take charge of the political matters and PNOC will take charge of the implementation and the administrative matters of the Project, respectively. However, since the end of 1980's, the Government of Philippines is suspended the implementation of the Project due to a considerable fall in prices of crude oil. It seems to be very difficult to adopt this Alcogas Project by the Government, unless a big change of the price of crude oil and/or situations of other energy resources (such as coal, bio-gas, natural energy and so on) come out. All of PNAC and a part of PNOC (in charge of Alcogas) has been dissolved. (FY1994 Overseas Survey) No progress. | | | |
| 7.OBJECTIVES OF STUDY | To clarify the feasibility on the agricultural and industrial development plan of raw materials and alcohol production | 1. Cropping Area : 3,040ha (including Sugarcane 2,380ha) 2. Main Roads : 4km 3. Secondary Roads : 118km 4. Related Structures : Bridges 2, Culverts 23 Note: The cost above includes the industrial component. | | | | | | | |
| 8.DATE OF S/W | Dec.1980 | Imp. Period: Jan.1981-May.1986 | | | | | | | |
| 9.CONSULTANT(S) | Nippon Koei Co., Ltd. Chuo Kaihatsu International Corp. | 4.FEASIBILITY AND ITS ASSUMPTIONS | Feasibility: Yes | EIRR1) 9.70 EIRR2) EIRR3) | FIRR1) FIRR2) FIRR3) | | | | |
| 10.STUDY TEAM | No.of Members 11 Period Mar.1980-Mar.1982(29 months) | Conditions and Development Impacts: [Conditions] Agricultural Benefit is estimated based on the difference in net agricultural benefit between with and without the project conditions. [Development Impact] - Increase of farmers' income - Increase of employment opportunity - Improvement of local transportation *EIRR calculated includes industrial section. | | | | | | | |
| 11.ASSOCIATED AND/OR SUBCONTRACTED STUDY | | (FY 1993 Domestic Survey) | | | | | | | |
| 12.EXPENDITURE | Total 139,123 (¥'000) Contracted 101,171 | 5. TECHNICAL TRANSFER | | | | | | | |
| | | Technology transfer to counterparts in the course of the study. | | | | | | 3.PRINCIPAL SOURCE OF INFORMATION | ① |

和名 アルコガス計画

(F/S,D/D)

PROJECT SUMMARY (Basic Study)

Compiled Mar.1990
Revised Mar.1995

ASE PHL/S 501/82

| 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 Topographic Mapping Project for Cagayan Valley | | Northern part of Luzon Island (from Ilagan of Isabela Prov. to Aparri of Cagayan Prov.;11,000sq.km) | | | (Description) (FY1991 Overseas Survey) Geodetic control data from the study were used by government and private surveyors. Topographic maps were used for the development planning of the mapped areas, particularly in river basins and coastal zones. (FY1993 Overseas Survey) Topographic Mapping Project for Cagayan Valley: Output is Highly evaluated and appreciated. After completion, NAMRIA has expansion of surey areas by local fund. (FY1994 Domestic Survey) No additional information. | |
| 3.SECTOR Social Infrastructures/Survey & Mapping | | 2.PROJECT COST | | | | |
| 4.REFERENCE NO. | | Total Cost Local Cost Foreign Cost | | | | |
| 5.TYPE OF STUDY Basic Study | | (US\$1,000) | | | | |
| 6.COUNTERPART AGENCY Ministry of Defense, Dept.of Coastal Survey | | 1) | | | | |
| 7.OBJECTIVES OF STUDY 1:25,000 National Base Mapping covering approx 11,000 km ² of Cagayan Valley Area in Northern Luzon Island. | | 2) | | | | |
| 8.DATE OF S/W Mar.1978 | | 3.CONTENTS OF MAJOR PROJECT(S) | | | | |
| 9.CONSULTANT(S) International Engineering Consultants Association | | 1st year: aerophotos (1/30,000, 15,000 sq.km) 2nd year: datum points surveyed 3rd year: aero-triangulation and orthoscopic photos 4th year: aero-triangulation, topographic original maps, ortho-photo maps 5th year: topographic maps (1/25,000, 72 plates) | | | | |
| 10.STUDY TEAM No.of Members 19 Period Feb.1979-Feb.1983(48 months) Total M/M Japan Field | | 4.CONDITIONS AND DEVELOPMENT IMPACTS | | | | |
| 11.ASSOCIATED AND/OR SUBCONTRACTED STUDY | | [Conditions] 1. As there was no existing appropriate aerial photograph for 1:25,000 stereo-plotting an aerial photography in the scale at 1:30,000 was carried out. The scale of 1:30,000 for the photography was considered in order to meet proper scale for generation of the orthophoto-map is the scale at 1:10,000 that was conducted in parallel with 1:25,000 mapping. 2. The symbols and specifications for the 1:25,000 national base map was determined on the basis of existig Philippine 1:25,000 symbols and specifications through detail discussion between Japan and Philippine side to present current local state. 3. As to Photo-controls for stereo plotting, Philippine BCGS made control point survey by employing NNSS observation in the area where nigher triangulation survey nortraversing were expected with difficulty in executing those surveying due to limited to pography. [Development Impacts] 1. It should be possible to provide basic data to formation of general development scheme in the study Area. As the areas to be given benefit were transportaton, flood control, intergrated agriculture port rehabilitations, etc. 2. Technical transfer to Philippine counterpart's personnel in preparation of 1:25,000 base map which was never experienced in Philippine history through the implementation of the study. | | | | |
| 12.EXPENDITURE Total 931,676 (*000) Contracted 803,651 | | 5.TECHNICAL TRANSFER | | | 2.MAJOR REASONS FOR PRESENT STATUS | |
| | | | | | 3.PRINCIPAL SOURCE OF INFORMATION ①, ②, ③ | |

和名 カガヤン・バレー地区地図作成

[M/P, Basic Study, Other]

PROJECT SUMMARY (F/S)

Compiled Mar.1990
Revised Mar.1995

ASE PHL/S 313/83

| 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 | |
| 2. NAME OF STUDY | Metro Manila Outer Major Roads Project (Northern Package) | C-5, C-6, Mindanao Av. and Visayas Road in Metro Manila | | | | | |
| 3. SECTOR | Transportation/Road | 2. PROJECT COST | | Total Cost | Local Cost | Foreign Cost | <input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled |
| 4. REFERENCE NO. | | (US\$1,000) | 1) | 77,697 | 44,214 | 33,483 | |
| 5. TYPE OF STUDY | F/S | (US\$1=14.0pesos) | 2) | | | | |
| 6. COUNTERPART AGENCY | Dept. of Public Works and Highways (DPWH) | 3. CONTENTS OF MAJOR PROJECT(S) | | | | | |
| 7. OBJECTIVES OF STUDY | To evaluate the feasibility of the outer major roads in economic, financial and technical aspects | Stage 1: Construction of the project roads. Phase 1: Construction of radial roads Phase 2: Construction of the rest of the project roads Stage 2: Upgrading and widening the project roads, grade separation on selected major intersections. | | | | | |
| 8. DATE OF S/W | Feb. 1982 | ROAD SECTION | | NO. OF LANES | STAGE 2 | | |
| 9. CONSULTANT(S) | Nippon Engineering Consultants Co., Ltd. | | STAGE1 | PHASE1/PHASE2 | | | |
| 10. STUDY TEAM | No. of Members 10 Period Jun. 1982-Jun. 1983 (12 months) Total M/M Japan Field | Note) Stage 1(1984-1990): Construction of Phase 1(1986-1988), Phase 2(1989-1990), Stage 2(1993-1996): Construction of Stage 2(1995-1996) | | | | | |
| 11. ASSOCIATED AND/OR SUBCONTRACTED STUDY | | 4. FEASIBILITY AND ITS ASSUMPTIONS | | Feasibility: Yes | EIRR1) 46.30 EIRR2) EIRR3) | FIRR1) FIRR2) FIRR3) | |
| 12. EXPENDITURE | Total 161,996 (¥'000) Contracted 156,087 | Conditions and Development Impacts: [Assumptions] 1) The opportunity cost of capital at 15%. 2) Benefit calculation is 20 years after the construction of Phase 1, Stage 1. 3) Shadow price of the foreign component by an additional 18%. 4) No salvage value to the road structure after the study period. [Development Impacts] 1) Reduce traffic costs due to improved level of service. 2) Faster travel compared to their old congested and circuitous routes. 3) Alleviate the serious traffic congestion. 4) Contribute to the more orderly urban development in Metro Manila. 5) Direct or indirect contribution to the national economy. | | | | | |
| | | 5. TECHNICAL TRANSFER | | | | 2. MAJOR REASONS FOR PRESENT STATUS | |
| | | 1) OJT : In the field of highway network planning. 2) Employment of local consultants for aerial-photo mosaics, route survey and soils & materials investigation. | | | | 3. PRINCIPAL SOURCE OF INFORMATION | |
| | | | | | | ①, ②, ③, ④ | |

和名 マニラ首都圏北部地区幹線道路網計画

(F/S,D/D)

PROJECT SUMMARY (F/S)

ASE PHL/A 307/83

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 | | | | 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 | Matuno River Development Project | 20,000ha in Bayombong valley in Nueva Vizcaya Province | | | | | | | | | |
| 3.SECTOR | Agriculture/General | 2.PROJECT COST | | Total Cost | Local Cost | Foreign Cost | | | | | |
| 4.REFERENCE NO. | | (US\$1,000) | 1) | 424,067 | 166,015 | 258,052 | | | | | |
| 5.TYPE OF STUDY | F/S | US\$1=240Yen in 1983 | | 2) | | | | | | | |
| 6.COUNTERPART AGENCY | National Irrigation Authority National Power Corporation | | | 3) | | | | | | | |
| 7.OBJECTIVES OF STUDY | Combined irrigation and hydropower development on Matuno river | 3.CONTENT'S OF MAJOR PROJECT(S) | | | | (Description) New irrigation and hydropower development projects have been largely suspended in the Philippines due to the worsened financial position of the Government. The proposed project is among the projects which have been shelved. (FY1993 Overseas Survey) *According to CORPLAH of the National Irrigation Authority (NIA), this Project will be commenced on 2001. *This Project is divided by two(2) stages, i.e. the 1st stage for irrigation development managed by NIA and the 2nd stage for hydropower development managed by the National Power Corporation (NPC). *However, NIA expects that the Project will be implemented mainly for the 1st stage, and the 2nd stage seems to be impossible to realize due to the financial restrictions. (FY1994 Domestic Survey) *No information. | | | | | |
| 8.DATE OF S/W | Oct.1981 | Imp. Period: 1984-1996 | | | | | | | | | |
| 9.CONSULTANT(S) | Chuo Kaihatsu International Corp. | 4.FEASIBILITY AND ITS ASSUMPTIONS | | Feasibility: Yes | EIRR1) 18.50 EIRR2) EIRR3) | FIRR1) FIRR2) FIRR3) | | | | | |
| 10.STUDY TEAM | No.of Members 17 Period Jan.1982-Feb.1984(26 months) | Conditions and Development Impacts: Project impacts: 1.Increase of employment opportunities 2.Expansion of regional economy 3.Increase of resources for public investment funds 4.Saving of foreign exchange | | | | 2.MAJOR REASONS FOR PRESENT STATUS | | | | | |
| <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">101.93</td> <td style="text-align: center;">36.23</td> <td style="text-align: center;">65.70</td> </tr> </table> | | Total M/M | Japan | Field | 101.93 | | | 36.23 | 65.70 | 5.TECHNICAL TRANSFER | |
| Total M/M | Japan | Field | | | | | | | | | |
| 101.93 | 36.23 | 65.70 | | | | | | | | | |
| 11.ASSOCIATED AND/OR SUBCONTRACTED STUDY | | 1.Training in Japan 2.OJT | | | | 3.PRINCIPAL SOURCE OF INFORMATION ①, ③ | | | | | |
| 12.EXPENDITURE | Total 302,187 (¥000) Contracted 287,093 | | | | | | | | | | |

和名 マツノ川開発計画

(F/S,D/D)

PROJECT SUMMARY (F/S)

ASE PHL/A 308/83

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 | Upper Pampanga River Basin in Central Luzon (Nueva Ecija & Bulacan Provinces) | | | 1.PRESENT STATUS | <input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled |
| 2.NAME OF STUDY | | 2.PROJECT COST | | Total Cost | Local Cost | Foreign Cost | (Description) The Government of the Philippines has been trying to obtain Japanese grant aid and technical assistance for the proposed project but unsuccessful to date. (FY1991 Overseas Survey) Still awaiting funding. (FY1993 Overseas Survey) This Project is Planned to implement on the period of 1997 to 2002 as for the one of big project according to the CORPLAN of NIA. Therefore JICA's technical cooperation has been requested in order to carry out good maintenance and administration. The most of existing irrigation facilities was built up on 1968 and getting rather old. So, it is requested to rehabilitate and improve them in order to realize the effective utilization of the limited water resources in this area. (For Reference) In connection with this Project, NIA is now implementing following two (2) Loan Projects: - 1) ISOP(II): Irrigation Operation Support Project I 2) ISIP : Irrigation System Improvement Project ISOP(II) is financed by the World Bank and completed its Phase I. On 1993, Phase II is commenced for five(5) years for the rehabilitation of irrigation facilities and enforcement of the agricultural organization. Besides, ISIP is for the rehabilitation of No.10 and No.11 block in Mindanao Island. It will be considered to extend in total eighteen(18) blocks in all over the country in future. A part of this Project is involved in the ISIP, and an amount of 8 to 10 billion yens of fund is estimated by NIA necessary for this Project. (FY1994 Domestic Survey) Due to the reorganization of NIA, the implementation of the investigations not only for simple UPRIIS but National Irrigation System for all over the country is now taking into consideration. |
| Improvement Project of the Operation & Maintenance of National Irrigation Systems (UPRIIS) | | (US\$1,000) | 1) | 83,290 | 32,918 | 50,372 | |
| 3.SECTOR | | 3.CONTENTES OF MAJOR PROJECT(S) | | US\$1=11P | 2) | 3) | |
| Agriculture/General | | 1. Irrigation Area : 112,000ha 2. Rehabilitation Works - Diversion Dams : 8 - Irrigation Canals : Diversion Canals 46.6 km Main Canals 236km - Drainage Canals : 99 km - River improvement : 44 km 3.Introduction of Centralized Monitoring System - Base station : 5 stations - Field station : 48 stations 4.Improvement of system Operation office(NIA) 5.Improvement of Farmer's Organization | | | | | |
| 4.REFERENCE NO. | | 5.TYPE OF STUDY | | | | | |
| F/S | | 6.COUNTERPART AGENCY | | | | | |
| National Irrigation Administration | | 7.OBJECTIVES OF STUDY | | | | | |
| To identify the constraints of the existing irrigation system, and to propose the improvement/rehabilitation plans | | 8.DATE OF S/W | | | | | |
| Jul.1982 | | Imp. Period: | | Jan.1985-Jun.1994 | | | |
| 9.CONSULTANT(S) | | 4.FEASIBILITY AND ITS ASSUMPTIONS | | Feasibility: | EIRR1) 19.30 | FIRR1) | |
| Nippon Koei Co., Ltd. Nippon Giken Inc. | | Yes | | EIRR2) | FIRR2) | EIRR3) | |
| 10.STUDY TEAM | | Conditions and Development Impacts: | | | | | |
| No.of Members 10 Period Sep.1982-Feb.1984(18 months) | | Condition: Project benefits are comprised of irrigation benefit, flood control benefit and reduction of personnel expenses for operation and management of the project. Irrigation benefits are expected to be the increment of paddy between without and with project conditions. Flood control benefits are the expected reduction of flood damages for crops, private property, public facilities and indirect losses. Reduction of personnel expenses will be expected by the introduction of the monitoring system, strengthening work load of field staff, etc. Project Impacts: 1.Increase of rice production 2.Increase of employment opportunity 3.Increase of farmer's income ; 4.Decrease of flood damage | | | | | |
| Total M/M | Japan | Field | | | | | |
| 59.81 | 15.44 | 44.37 | | | | | |
| 11.ASSOCIATED AND/OR SUBCONTRACTED STUDY | | 5.technical transfer | | | | | |
| | | Technology transfer to counterparts in the course of the study. Group training in Japan (one person). | | | | | |
| 12.EXPENDITURE | | 3.PRINCIPAL SOURCE OF INFORMATION | | | | | |
| Total | 183,882 (¥'000) | ①、②、③ | | | | | |
| Contracted | 147,788 | | | | | | |

和名 かんがい組織維持管理強化計画 (UPRIIS)

(F/S,D/D)

PROJECT SUMMARY (F/S)

Compiled Mar.1990
Revised Mar.1995

ASE PHL/A 309/83

| 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 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 | | Bulacan and Pampanga Provinces, Central Luzon Islands, area 35,000 ha | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Improvement Project of the Operation and Maintenance of National Irrigation Systems (AMRIS) | | 2. PROJECT COST | | | (Description) The Government of the Philippines has been keen to reduce the operation costs, and improve the operational efficiency, of publicly-managed irrigation schemes. For this purpose, the Government has been implementing the rehabilitation of the existing facilities and the strengthening of farmers' organizations in order to transfer the management of irrigation facilities to the farmers. However, the pace of implementation slowed down considerably owing to the succession of political and economic destabilization. (FY1991 Overseas Survey) The Government of the Philippines is still awaiting the financing of the project. (FY1994 Domestic Survey) The Phase-2 of the Diversified Crops Irrigation Engineering Center, (Project-Type Cooperation) was started on 25 May, 1993. Among Priority Project suggested by the Study, NIA requested Grant Aid Project for the rehabilitation of Bustos Diversion Dam, which was damaged by Typhoon flood on its sector gates. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">1)</td> <td style="width: 15%; text-align: center;">Total Cost</td> <td style="width: 15%; text-align: center;">Local Cost</td> <td style="width: 15%; text-align: center;">Foreign Cost</td> </tr> <tr> <td>(US\$1,000)</td> <td></td> <td style="text-align: center;">46,450</td> <td style="text-align: center;">23,723</td> <td style="text-align: center;">22,727</td> </tr> <tr> <td>US\$1=11P in 1982</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> | | | | | | 1) | Total Cost | Local Cost | Foreign Cost | (US\$1,000) | | 46,450 | 23,723 | 22,727 | US\$1=11P in 1982 | 2) | | | | | 3) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1) | Total Cost | Local Cost | Foreign Cost | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (US\$1,000) | | 46,450 | 23,723 | 22,727 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| US\$1=11P in 1982 | 2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3. SECTOR | | 3. CONTENTS OF MAJOR PROJECT(S) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Agriculture/General | | <p>The feasibility studies are composed of two projects, that is, Angeat Masim area with 31,400ha, and selected 18 irrigation areas distributed in the whole country. Both projects are aiming at strengthening of operation and maintenance of the irrigation systems including NIA and water users association, and rehabilitation of the irrigation facilities.</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">Improvement</td> <td style="width: 15%; text-align: center;">Construction</td> <td style="width: 15%; text-align: center;">Total</td> <td style="width: 15%;"></td> </tr> <tr> <td>(1) Head Work</td> <td style="text-align: center;">3</td> <td style="text-align: center;">1</td> <td style="text-align: center;">4</td> <td style="text-align: center;">places</td> </tr> <tr> <td>(2) Canal</td> <td style="text-align: center;">161</td> <td style="text-align: center;">110</td> <td style="text-align: center;">271</td> <td style="text-align: center;">km</td> </tr> <tr> <td>(3) Canal Structures</td> <td style="text-align: center;">2866</td> <td style="text-align: center;">166</td> <td style="text-align: center;">3032</td> <td style="text-align: center;">Places</td> </tr> <tr> <td>(4) Drainage Canal</td> <td style="text-align: center;">189</td> <td style="text-align: center;">14</td> <td style="text-align: center;">202</td> <td style="text-align: center;">km</td> </tr> <tr> <td>(5) Drainage Canal Structures</td> <td style="text-align: center;">16</td> <td style="text-align: center;">38</td> <td style="text-align: center;">54</td> <td style="text-align: center;">places</td> </tr> <tr> <td>(6) Road</td> <td style="text-align: center;">263</td> <td style="text-align: center;">23</td> <td style="text-align: center;">286</td> <td style="text-align: center;">km</td> </tr> <tr> <td>(7) On-farm Facilities</td> <td style="text-align: center;">29374</td> <td style="text-align: center;">5591</td> <td style="text-align: center;">34965</td> <td style="text-align: center;">ha</td> </tr> <tr> <td>(8) Ratio of Water Charge Collection</td> <td style="text-align: center;">Present 60%</td> <td style="text-align: center;">Future 81%</td> <td></td> <td></td> </tr> </table> | | | | | | Improvement | Construction | Total | | (1) Head Work | 3 | 1 | 4 | places | (2) Canal | 161 | 110 | 271 | km | (3) Canal Structures | 2866 | 166 | 3032 | Places | (4) Drainage Canal | 189 | 14 | 202 | km | (5) Drainage Canal Structures | 16 | 38 | 54 | places | (6) Road | 263 | 23 | 286 | km | (7) On-farm Facilities | 29374 | 5591 | 34965 | ha | (8) Ratio of Water Charge Collection | Present 60% | Future 81% | | |
| | Improvement | Construction | Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (1) Head Work | 3 | 1 | 4 | places | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (2) Canal | 161 | 110 | 271 | km | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (3) Canal Structures | 2866 | 166 | 3032 | Places | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (4) Drainage Canal | 189 | 14 | 202 | km | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (5) Drainage Canal Structures | 16 | 38 | 54 | places | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (6) Road | 263 | 23 | 286 | km | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (7) On-farm Facilities | 29374 | 5591 | 34965 | ha | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (8) Ratio of Water Charge Collection | Present 60% | Future 81% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4. REFERENCE NO. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5. TYPE OF STUDY | | F/S | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6. COUNTERPART AGENCY | | NIA (National Irrigation Administration) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7. OBJECTIVES OF STUDY | | <p>AMRIS Objectives of Study: to carry our feasibility study on rehabilitation and strengthening of O & M for the national irrigation systems which were constructed by NIA.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8. DATE OF S/W | | Feb. 1982 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9. CONSULTANT(S) | | <p>Imp. Period: Jan. 1984-Dec. 1990</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">4. FEASIBILITY AND ITS ASSUMPTIONS</td> <td style="width: 15%;">Feasibility: Yes</td> <td style="width: 15%;">EIRR1) 17.53</td> <td style="width: 15%;">FIRR1)</td> <td style="width: 15%;">FIRR2)</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">EIRR3)</td> <td style="text-align: center;">FIRR3)</td> <td></td> </tr> </table> <p>Conditions and Development Impacts: (Conditions) - Exchange rate US\$=11pesos - Project life 50 years - Replacement of pumps every 20 years. O & M equipments 10 years - Cost reduction through repair of facilities and improvement of maintenance and management function - Increase of profit by introduction of field crops</p> <p>(Development Impacts) - Effective use and improvement of O & M of the national irrigation systems - Increase of agricultural production - Establishment and strengthening of water users association, and effective use of water on farm level - Improvement and strengthening of O & M of NIA's O & M organization - Lift up the living standard of farm households</p> | | | 4. FEASIBILITY AND ITS ASSUMPTIONS | Feasibility: Yes | EIRR1) 17.53 | FIRR1) | FIRR2) | | | EIRR3) | FIRR3) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4. FEASIBILITY AND ITS ASSUMPTIONS | Feasibility: Yes | EIRR1) 17.53 | FIRR1) | FIRR2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | EIRR3) | FIRR3) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10. STUDY TEAM | | <p>No. of Members 21 Period Sep. 1982-Feb. 1984 (17 months)</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">Total M/M</td> <td style="width: 33%;">Japan</td> <td style="width: 33%;">Field</td> </tr> <tr> <td style="text-align: center;">79.05</td> <td style="text-align: center;">14.11</td> <td style="text-align: center;">64.94</td> </tr> </table> | | | Total M/M | Japan | Field | 79.05 | 14.11 | 64.94 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total M/M | Japan | Field | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 79.05 | 14.11 | 64.94 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11. ASSOCIATED AND/OR SUBCONTRACTED STUDY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12. EXPENDITURE | | <p>5. TECHNICAL TRANSFER</p> <ul style="list-style-type: none"> - transfer to NIA - group training | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">Total</td> <td style="width: 15%; text-align: center;">183,882 (¥000)</td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> </tr> <tr> <td>Contracted</td> <td></td> <td style="text-align: center;">204,964</td> <td></td> <td></td> </tr> </table> | | | | Total | 183,882 (¥000) | | | Contracted | | 204,964 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Total | 183,882 (¥000) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Contracted | | 204,964 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 2. MAJOR REASONS FOR PRESENT STATUS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | All of the public investment has been delayed due to the deterioration of the Philippine economy. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 3. PRINCIPAL SOURCE OF INFORMATION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ①, ② | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

和名 かんがい組織維持管理強化計画 (AMRIS, 18地区)

(F/S,D/D)

PROJECT SUMMARY (Other)

Compiled Mar.1990
Revised Mar.1995

ASE PHL/S 602/83

| I. OUTLINE OF STUDY | | II. SUMMARY OF STUDY RESULTS | | | III. PRESENT STATUS OF STUDY RESULTS | | | | | | | | |
|--|---|--|---|--------|--------------------------------------|---|------------|--------------|---|--|--|--|--|
| 1.COUNTRY | Philippines | 1.SITE OR AREA | Surrounding area of Mayor Volcano in the southeast of Luzon | | 1.PRESENT STATUS | <input type="checkbox"/> In Progress or In Use <input checked="" type="checkbox"/> Delayed <input type="checkbox"/> Discontinued | | | | | | | |
| 2.NAME OF STUDY | Mayon Volcano Sabo and Flood Control Project (Re-Study) | 2.PROJECT COST | | | Total Cost | | Local Cost | Foreign Cost | | | | | |
| 3.SECTOR | Social Infrastructures/River & Erosion Control | (US\$1,000) | 1) 20,190 | 14,690 | 5,500 | (Description) The following construction works in the southern slope proposed for the 1st stage were carried out by local fund. Quirangay River : Training Levee No.2 Anuling River : Training Levee No.2, No.3 and No.4 Pawa-Burabod River : Training Levee No.5 and No.6 Mayon Volcano erupted and the huge debris flow (10 million cu.m) occurred in 1984. OECF was requested in 1989 (16th loan) to finance the construction including the eastern slope and the emergency works, but the application was turned down. (FY1991 Overseas Survey) No additional information. (FY1993 Overseas Survey) Mayon Volcano Sabo and Flood Control Project (Re-Study): Plans and Programs proposed in the study have been recommended for implementation to OECF Yen credit package but OECF evaluated that it should be wait until lying dormant. (FY1994 Domestic Survey) No additional information. | | | | | | | |
| 4.REFERENCE NO. | | (US\$1=8P) | 2) | | | | | | | | | | |
| 5.TYPE OF STUDY | Other | 3.CONTENTES OF MAJOR PROJECT(S) | | | | | | | | | | | |
| 6.COUNTERPART AGENCY | Dept. of Public Works and Highways (DPWH) | The Government of the Philippines tried to promote the implementation of the Mayon Volcano Sabo and Flood Control Project proposed by the Master Plan Study in March 1981, but the typhoon of June 1981 seriously affected the Project Area. The present study was undertaken to review the proposals of the Master Plan Study and identified emergency measures, including a detailed design of the top priority sabo works. 1st stage Sabo works (Training levee, slur dike, consolidation dam and sobo dam) : Quirangay River, Masarawag River, Nasisi River, Anuling River (1), Anuling River (2), Budiao River, Pawa-Burabad River 1st stage Disaster Prediction and Warning System | | | | | | | | | | | |
| 7.OBJECTIVES OF STUDY | Sabo plan for the area of southern slope of Mayon Volcano based on the disaster due to typhoon Daling in 1981 | 4.CONDITIONS AND DEVELOPMENT IMPACTS | | | | | | | | | | | |
| 8.DATE OF S/W | Feb.1982 | The implementation of this project will contribute to the protection of the people's livelihood in the region suffered from the disaster due to debris flow, so that the social stability and the better livelihood will be insured. | | | | | | | | | | | |
| 9.CONSULTANT(S) | Nippon Koei Co., Ltd. Sabo Technical Center | 5. TECHNICAL TRANSFER | | | 2.MAJOR REASONS FOR PRESENT STATUS | | | | | | | | |
| 10.STUDY TEAM | No.of Members 12 Period Jun.1982-Mar.1983 (10 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;">56.63</td> <td style="text-align: center;">33.03</td> <td style="text-align: center;">23.60</td> </tr> </table> | Total M/M | Japan | Field | 56.63 | | 33.03 | 23.60 | (1) The lecture of sabo technology for the counterparts was held in the local office. (2) The training of sabo, hydrology, river engineering and surveying was | | | | |
| Total M/M | Japan | Field | | | | | | | | | | | |
| 56.63 | 33.03 | 23.60 | | | | | | | | | | | |
| 11.ASSOCIATED AND/OR SUBCONTRACTED STUDY | | 3.PRINCIPAL SOURCE OF INFORMATION | | | ①, ②, ③ | | | | | | | | |
| 12.EXPENDITURE | | | | | | | | | | | | | |
| | Total | 144,352 (Y'000) | | | | | | | | | | | |
| | Contracted | 138,421 | | | | | | | | | | | |

和名 マヨン火山砂防計画

[M/P,Basic Study,Other]

PROJECT SUMMARY (M/P)

Compiled Mar. 1988

Revised Mar. 1995

ASE PHL/S 105/84

| I. OUTLINE OF STUDY | | II. SUMMARY OF STUDY RESULTS | | III. PRESENT STATUS OF STUDY RESULTS | |
|---|---|--|--|---|-------------------|
| 1. COUNTRY | Philippines | 1. SITE OR AREA | Infanta, Real, and Nakar, Quezon, Luzon Island | | 1. PRESENT STATUS |
| 2. NAME OF STUDY | Infanta - Real Area Urban Development Project | 2. PROJECT COST | Total Cost | Local Cost | Foreign Cost |
| 3. SECTOR | Social Infrastructures/Urban Planning & Land Development | (US\$1,000) | 1) 615,000 | | |
| 4. REFERENCE NO. | | (US\$1=20P) | 2) | | |
| 5. TYPE OF STUDY | M/P | 3. CONTENTS OF MAJOR PROJECT(S) | | (Description) In January 1988, the scope of work (F/S) on Infanta-Famy road and urban core development was signed by JICA. The rehabilitation of the Infanta-Famy road is financed by ADB, and currently under construction. (FY1993 Overseas Survey) Infanta-Real Area Urban Development Project: Feasibility studies eliminate in March 1991 was a reason of the peace and order situation in the study area. In the meantime, implementation agency; Human Settlement Development Corporation, of this project close during Akino government and appointed of its function to SIDCOR; Strategic Investment Development Corporation, as of maintenance agency and LIVECOR as of new project agency conducted by former agency. MEDA Region IV is conducting project coordination for public investment related of the project and completed feasibility study of major road project and looking for financial source. (FY1994 Domestic Survey) No additional information. | |
| 6. COUNTERPART AGENCY | Human Settlement Development Corporation | 3. CONTENTS OF MAJOR PROJECT(S) | | | |
| 7. OBJECTIVES OF STUDY | Master plan for the urban development in Infanta-Real area upon establishing the development strategy and target. | 3. CONTENTS OF MAJOR PROJECT(S) | | | |
| 8. DATE OF S/W | Apr. 1983 | 3. CONTENTS OF MAJOR PROJECT(S) | | | |
| 9. CONSULTANT(S) | Yachiyo Engineering Co., Ltd. | 3. CONTENTS OF MAJOR PROJECT(S) | | | |
| 10. STUDY TEAM | No. of Members 15 Period Jul. 1983-Mar. 1985 (21 months) | 3. CONTENTS OF MAJOR PROJECT(S) | | | |
| 11. ASSOCIATED AND/OR SUBCONTRACTED STUDY | | 3. CONTENTS OF MAJOR PROJECT(S) | | | |
| 12. EXPENDITURE | Total 221,634 (¥000) Contracted 212,283 | 3. CONTENTS OF MAJOR PROJECT(S) | | | |
| | | 4. CONDITIONS AND DEVELOPMENT IMPACTS | | | |
| | | A master plan was undertaken for development, improvement and preservation of the study area in conjunction with the national and regional programs of the nation. In formulating the concept plan, proper urban functions were established and the kind and scale of development was reviewed taking into account the functional roles of the study area in development concept of the eastern Manila and eastern seaboard. | | | |
| | | 5. TECHNICAL TRANSFER | | | |
| | | (1) Acceptance of trainees: One <1> counterpart (2 months) (2) Use of Local consultant: Social, economic and financial analysis | | | |
| | | 2. MAJOR REASONS FOR PRESENT STATUS | | | |
| | | 3. PRINCIPAL SOURCE OF INFORMATION | | | |
| | | ①, ③ | | | |

和名 インファンタ・リアル都市開発計画

[M/P, Basic Study, Other]

PROJECT SUMMARY (M/P)

ASE PHL/A 101/84

Compiled Mar.1990

Revised Mar.1994

| I. OUTLINE OF STUDY | | II. SUMMARY OF STUDY RESULTS | | | | III. PRESENT STATUS OF STUDY RESULTS | | | |
|--|---|--|------------|------------|--------------|--|--|-----------|-------|
| 1.COUNTRY | Philippines | 1.SITE OR AREA | Nationwide | | | 1.PRESENT STATUS | <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued | | |
| 2.NAME OF STUDY | Nationwide Ice Plants and Cold Storages Network System | 2.PROJECT COST | | | | | | | |
| 3.SECTOR | Fisheries/Fisheries | (US\$1,000) | Total Cost | Local Cost | Foreign Cost | (Description) The Government of the Philippines requested in 1985 for the Engineering Service(E/S) of this program by the 13th OECF loan and the L/A (175 million yen) was signed in May 1985. The political change at the beginning of 1986 affected all projects and this project was also postponed. The project was subsequently combined with another program (Fish Transport System) which was proposed by the JICA study undertaken during 1988 - 1989, and the OECF-financed E/S was completed in 1989 by the Pacific Consultants International. The E/S selected 4 zones (Camarines Norte, Iloilo, South Cotabato and Zamboanga del Sul) and one prototype (Camarines Sul) out of 11 zones and 52 prototypes in the master plan study and conducted the follow-up study and detailed design and prepared tender documents. (FY1991 Overseas Survey) Based on the E/S, the Government of the Philippines included this combined project to the application list for the 17th Yen Credit Package. The project was not approved, but the Philippine Fishery Development Authority (PFDA) plans to reapply for the 18th Yen Credit Package. The PFDA formulated a pilot project, the Intergrated Fish Trading Complex, on the basis of the project and submitted its proposal for grant aid to the Japanese Government. The request was not successful. (FY1993 Overseas Survey) In 1993 PFDA packaged a project proposal based on the M/P and E/S and submitted it to the NEDA for consideration under the 19th Yen Credit Package. However, it was not favorably considered. | | | |
| 4.REFERENCE NO. | | US\$1=240Yen | 1) 57,284 | 50,761 | 6,523 | | | | |
| 5.TYPE OF STUDY | M/P | | 2) | | | | | | |
| 6.COUNTERPART AGENCY | Department of Agriculture | 3.CONTENTES OF MAJOR PROJECT(S) | | | | | | | |
| 7.OBJECTIVES OF STUDY | To formulate a M/P for the IPCS Network System | Selected 11 zone centres and 49 prototype sites from the priority area in the Philippines and designed the facilities upon the situation of each site. Each zone has zone centre and sub-centres. Major components are listed as follows: 1.Basic facilities: ice making plants, ice storage, freezer, freezing room, generator and mobile ice plant. 2.Supporting facilities: ice transport vehicle/vessel, spare parts, warehouse for spare parts, workshop/equipment, management office lodging house and communication equipment 3.Infrastructure Land reclamation/consolidation, tube-well and other water supply facilities, electric distribution line, parking lot and access road. | | | | | | | |
| 8.DATE OF S/W | Aug.1983 | 4.CONDITIONS AND DEVELOPMENT IMPACTS | | | | | | | |
| 9.CONSULTANT(S) | System Science Consultants | Conditions: 1.Project life was assumed to last until 2020. 2.Discount rate was assumed to be 20%. 3.Prices based on 1984. Development Impacts: 1.Direct benefits 1)Reduction of fish spoilage. 2)Shifting the time and location of fish sales 3)Increase of fish exports 2.Indirect benefits 1)Income increase of fishermen due to upgrading of value of fish 2)Development and effective use of fisheries resources 3)Creation of employment opportunities 4)Acceleration of rural development 5)Acquisition of new technics and organizing fishermen's association 6)Effective use of MFP | | | | | | | |
| 10.STUDY TEAM | No.of Members 11 Period Nov.1983-Mar.1985(17 months) | | | | | | | | |
| | <table style="width: 100%; border: none;"> <tr> <td style="text-align: right;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: right;">65.04</td> <td style="text-align: center;">15.60</td> <td style="text-align: center;">49.44</td> </tr> </table> | | | | | | | Total M/M | Japan |
| Total M/M | Japan | Field | | | | | | | |
| 65.04 | 15.60 | 49.44 | | | | | | | |
| 11.ASSOCIATED AND/OR SUBCONTRACTED STUDY | Nil | 5.TECHNICAL TRANSFER | | | | | | | |
| 12.EXPENDITURE | | - Acceptance of trainees - Joint work related to creation of report | | | | | | | |
| | Total 167,813 (¥'000) Contracted 156,761 | 3.PRINCIPAL SOURCE OF INFORMATION | | | | | | | |
| | | ①②④ | | | | | | | |

和名 水産物流通システム整備計画

[M/P, Basic Study, Other]

PROJECT SUMMARY (F/S)

ASE PHL/S 316/84

Compiled Mar.1988
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 | | <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> </tr> <tr> <td style="text-align: center;">1)</td> <td style="text-align: center;">26,300</td> <td style="text-align: center;">10,200</td> <td style="text-align: center;">16,100</td> </tr> <tr> <td style="text-align: center;">2)</td> <td></td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">3)</td> <td></td> <td></td> <td></td> </tr> </table> | | | Total Cost | Local Cost | Foreign Cost | 1) | 26,300 | 10,200 | 16,100 | 2) | | | | 3) | | | | I. 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 | | | | | | | | | | | | | | | | | | | | |
| 1) | 26,300 | 10,200 | 16,100 | | | | | | | | | | | | | | | | | | | | |
| 2) | | | | | | | | | | | | | | | | | | | | | | | |
| 3) | | | | | | | | | | | | | | | | | | | | | | | |
| 2. NAME OF STUDY Philippine Road Disaster Prevention Project | | 1) San Jose - Aritao (Northern Luzon) 2) Mahaplag - Sogod (Leyte) 3) Rosario - Baguio (Northern Luzon) | | | | | | | | | | | | | | | | | | | | | |
| 3. SECTOR Transportation/Road | | 2. PROJECT COST (US\$1,000) | | (Description) (FY1992 Overseas Survey) After the construction of the Pan-Philippine Highway started in 1969, the pavement has deteriorated and numerous bridges also have shown signs of wear and tear. Disaster spots are found especially along mountainous sections of the Highway. The progress of the construction to rectify the deficiencies is as follows. 1. Dalton Pass (78km) May 1988 OECF loan (Ph-P93) L/A signed (Special Rehabilitation 14,003 million yen) Project: Rehabilitation of Laoag - Allacapan Allacapan - Aritao - Sta. Rita, and Calamba - Calauag Sections Feb. 1990 - May 1991 Detailed design (Pavement, Bridge, drainage & disaster prevention) on the Aritao - Santa Rita Section (200km) completed (Katahira & Engineers) Total investment 1,017.3 million pesos (OECF 835.5 million, GOP 181.8 million) Jun. 1991 Construction commenced (scheduled to be completed in Jan. 1996) 2. Mahaplag - Sogod (37km) No funding has been secured. 3. Kennon Road (34km) Jan. 1988 OECF loan (Ph-P77) L/A signed (Kennon Road Disaster Prevention 2,254 million yen) Jul. 1989 - Feb. 1991 Detailed design (Pavement, Bridges, drainage & disaster prevention) completed (Nippon Koei). Because of the 1990 earthquake, the loan was cancelled. GOP has requested Japanese finance for an alternative road. (FY1993 Overseas Survey) Dalton Pass (Sta. Rita-Aritao) Scheduled to be completed in April 1996. (FY1994 Domestic Survey) Dalton Pass Section Rehabilitation works for this Section (PH-P93) is scheduled to be completed in June 1996. Engineering services for Alternative Route of Dalton Pass Section are proposed and financial assistance under the 20th OECF loan Package is requested by the Government of the Philippines. | | | | | | | | | | | | | | | | | | | |
| 4. REFERENCE NO. | | 3. CONTENTS OF MAJOR PROJECT(S) | | | | | | | | | | | | | | | | | | | | | |
| 5. TYPE OF STUDY F/S | | Protection of Shoulder slope: 1) Dalton Pass Section 77 km 2) Mahaplag - Sogod 37 km 3) Kennon Road 34 km Total 148 km - Surface drain - Subsurface drain - Re-cutting - Slope protection - Structural Work - Sabo Dam | | | | | | | | | | | | | | | | | | | | | |
| 6. COUNTERPART AGENCY Ministry of Public Works and Highwa | | Note) Large scale riparian and Sabo works were excluded. | | | | | | | | | | | | | | | | | | | | | |
| 7. OBJECTIVES OF STUDY Formulation of disaster prevention measures for 3 selected sections of national highways | | Imp. Period: Jul. 1987-Jun. 1990 | | | | | | | | | | | | | | | | | | | | | |
| 8. DATE OF S/W Feb. 1983 | | 4. FEASIBILITY AND ITS ASSUMPTIONS Feasibility: Yes | | | | | | | | | | | | | | | | | | | | | |
| 9. CONSULTANT(S) Nippon Engineering Consultants Co., Ltd. Katahira & Engineers International | | <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%; text-align: center;">EIRR1)</td> <td style="width: 10%; text-align: center;">18.40</td> <td style="width: 10%; text-align: center;">FIRR1)</td> </tr> <tr> <td></td> <td style="text-align: center;">EIRR2)</td> <td style="text-align: center;">14.40</td> <td style="text-align: center;">FIRR2)</td> </tr> <tr> <td></td> <td style="text-align: center;">EIRR3)</td> <td style="text-align: center;">16.60</td> <td style="text-align: center;">FIRR3)</td> </tr> </table> | | | | | EIRR1) | 18.40 | FIRR1) | | EIRR2) | 14.40 | FIRR2) | | EIRR3) | 16.60 | FIRR3) | | | | | | |
| | EIRR1) | 18.40 | FIRR1) | | | | | | | | | | | | | | | | | | | | |
| | EIRR2) | 14.40 | FIRR2) | | | | | | | | | | | | | | | | | | | | |
| | EIRR3) | 16.60 | FIRR3) | | | | | | | | | | | | | | | | | | | | |
| 10. STUDY TEAM No. of Members 8 Period May. 1983-Jun. 1984 (13 months) | | Conditions and Development Impacts: Conditions: (1) Traffic projections for 1990, 2000 and 2010 are estimated. (2) Traffic stoppage due to road disasters are 16 days/year for Dalton Pass, 60 days for Mahaplag, and 18 days for Kennon. Development impacts: (1) Better access to isolated areas. (2) Recovery of road reliability. (3) Stimulation of private investments. (4) Saving of rehabilitation costs. Note) The above EIRRs indicate 1) Dalton Pass Section, 2) Mahaplag-Sogod, 3) Kennon Road. | | | | | | | | | | | | | | | | | | | | | |
| 11. ASSOCIATED AND/OR SUBCONTRACTED STUDY Geological and topographic surveys | | 5. TECHNICAL TRANSFER OJT and JICA training program for counterparts | | | | | | | | | | | | | | | | | | | | | |
| 12. EXPENDITURE Total 181,268 (¥'000) Contracted 160,257 | | | | | | | | | | | | | | | | | | | | | | | |
| | | 2. MAJOR REASONS FOR PRESENT STATUS - large impact - high priority | | | | | | | | | | | | | | | | | | | | | |
| | | 3. PRINCIPAL SOURCE OF INFORMATION ①, ②, ③, ④ | | | | | | | | | | | | | | | | | | | | | |

PROJECT SUMMARY (F/S)

ASE PHL/S 314/84

Compiled Mar.1988
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 | | Northern Luzon (Region I) | | 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 | Development Project of the Port of San Fernando | 2.PROJECT COST | | | | | |
| 3.SECTOR | Transportation/Port | 3.CONTENTS OF MAJOR PROJECT(S) | | (US\$1,000) | 1) | 18,400 | 7,345 |
| 4.REFERENCE NO. | | Wharf(Pier -10 - -14m) 900m Dredging 4,500sq.m Transit Sheds 32,000sq.m Open Storage Yard 12,000sq.m Roads 12,000sq.m | | (US\$1=14P) | 2) | | |
| 5.TYPE OF STUDY | F/S | | | 3) | | | |
| 6.COUNTERPART AGENCY | Philippine Ports Authority | | | (Description) The project was suspended after completion of F/S. Jul. 1990 Port facilities were damaged by the earthquake Aug. 1990 Construction of Pier 2 was started with own funds according to the result of JICA study Feb. 1991 Construction of Pier 1 was started with own funds (FY1991 Overseas Survey) The project is likely to be revived when the financing constraints are eased, but there is no prospect of securing funds. (FY1993 Overseas Survey) The Port Project has not been updated yet after JICA study. (FY1994 Domestic Survey) No additional information. | | | |
| 7.OBJECTIVES OF STUDY | Preparation of Master Plan (Target year 2000) and Short-term Development Plan (Target year 1990). | | | | | | |
| 8.DATE OF S/W | Oct.1982 | Imp. Period: Jan.1987-Dec.1989 | | 4.FEASIBILITY AND ITS ASSUMPTIONS | | Feasibility: Yes | EIRR1) 22.90 FIRR1) 4.10 EIRR2) FIRR2) EIRR3) FIRR3) |
| 9.CONSULTANT(S) | Overseas Coastal Area Development Institute | Conditions and Development Impacts: Estimated cargo volume in 1990 and 2000 are: 1990 1,900 thousand tonnes 2000 3,700 thousand tonnes The development of this promotes the port activities and contributes to the regional development in and around Region I, as there is no large scale port in this region. | | 2.MAJOR REASONS FOR PRESENT STATUS (1)Shortage of finance (2)Alteration from the Marcos Government to the new Government (3)Problem of purchasing land (4)Alteration in the amount of cargo and contents (FY1991 Overseas Survey) (1)Technical or environmental problems. (2)Review or new study is required. | | | |
| 10.STUDY TEAM | No.of Members 9 Period Feb.1983-Mar.1984(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;">58.77</td> <td style="text-align: center;">38.40</td> <td style="text-align: center;">20.37</td> </tr> </table> | | | | | Total M/M | Japan |
| Total M/M | Japan | Field | | | | | |
| 58.77 | 38.40 | 20.37 | | | | | |
| 11.ASSOCIATED AND/OR SUBCONTRACTED STUDY | Natural Conditions Survey | 5.technical transfer | | 3.PRINCIPAL SOURCE OF INFORMATION | | ①, ② | |
| 12.EXPENDITURE | | Counterpart training for method of feasibility study to two counterparts | | | | | |
| | | Total | 128,037 (¥'000) | | | | |
| | | Contracted | 129,003 | | | | |

和名 サンフェルナンド港整備計画

(F/S,D/D)

PROJECT SUMMARY (F/S)

Compiled Mar.1988
Revised Mar.1995

ASE PHIL/S 315/84

| 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 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 Development Project on the Meteorological Telecommunication System | | Covering the whole country | | | | | | | | | | | |
| 3.SECTOR Transportation/Meteorology & Seismology | | 2.PROJECT COST | | Total Cost | Local Cost | (Description) The project is under implementation with OECF financing. Jan.1988 OECF E/S loan agreement (308 million yen) Sep.1989 D/D completed Feb.1990 OECF loan agreement (4,986 million yen) (FY1993 Overseas Survey) Jul.1990 - Dec. Additional D/D Jun.1992 Construction started Aug.1994 Scheduled to be completed Aug.1995 O&M Guidance Serviced to end. (FY1994 Domestic Survey) Based on the results of F/S, the detailed design (E/S) works were completed in September,1989. And the construction works were commenced in June,1992, and the construction works were scheduled to be finished in late August,1994. However, the construction of one weather radar station building has been delayed, the construction of which is the responsibility of Philippine Atmospheric, Geophysical and Astronomical Services Adm., so that the overall construction of the project is delayed, and will be completed in the middle of December 1994. At present, the related construction works are going on smoothly towards the completion of the project. | | | | | | | |
| 4.REFERENCE NO. | | | | 18,626 | 2,206 | | | 16,421 | | | | | |
| 5.TYPE OF STUDY | | F/S | | | | | | | | | | | |
| 6.COUNTERPART AGENCY Philippine Atmospheric Geophysical and Astronomical Services Adm. Ministry of Defence (at F/S time) | | 3.CONTENTS OF MAJOR PROJECT(S) | | | | | | | | | | | |
| 7.OBJECTIVES OF STUDY Establishment of Meteorological Telecommunication System | | - Telecom. facilities (1) Main Trunk Line: About 950km between Luzon Island and Mindanao Island (2) Branch Lines: Lines connecting each station - OH transmitter/receiver, VHF and HF transmitter/receiver, Facsimile, Minicomputer etc. - Standby power supply. - Buildings and antenna of each relay station, access-road Meteorological observation facilities. | | | | | | | | | | | |
| 8.DATE OF S/W | | Nov.1982 | | Imp. Period: Sep.1988-Feb.1995 | | | | | | | | | |
| 9.CONSULTANT(S) Japan Weather Association | | 4.FEASIBILITY AND ITS ASSUMPTIONS | | Ffeasibility: Yes | EIRR1) 51.90 FIRR1) EIRR2) FIRR2) EIRR3) FIRR3) | | | | | | | | |
| 10.STUDY TEAM | | | | Conditions and Development Impacts: Conditions - Benefits are calculated on the condition that rate of natural disaster decrease is 5%. - Completion of the Project is in 1995. - Eight years is required for acquisition of technological knowledge by the staff concerned. - Replacement of the equipment to be made every 10 years. Development Impacts - Mitigation of meteorological disasters - Improvement of the safe operation of aircrafts and ships - Improvement of the agricultural production development of related sectors (tourism, commerce, industry, etc.) | | | | | | | | | |
| No.of Members 13 Period Aug.1983-Sep.1984(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;">80.00</td> <td style="text-align: center;">33.00</td> <td style="text-align: center;">47.00</td> </tr> </table> | | Total M/M | Japan | Field | 80.00 | 33.00 | 47.00 | 5. TECHNICAL TRANSFER | | | | 2.MAJOR REASONS FOR PRESENT STATUS (1) Greatness of project impact - Mitigation of meteorological disasters - Economic impacts resulting from mitigation of transportation disasters (2) High priority of the project | |
| Total M/M | Japan | Field | | | | | | | | | | | |
| 80.00 | 33.00 | 47.00 | | | | | | | | | | | |
| 11.ASSOCIATED AND/OR SUBCONTRACTED STUDY | | | | | | 3.PRINCIPAL SOURCE OF INFORMATION ①, ②, ④ | | | | | | | |
| 12.EXPENDITURE | | | | | | | | | | | | | |
| Total | | 261,238 (¥'000) | | | | | | | | | | | |
| Contracted | | 209,692 | | | | | | | | | | | |

和名 気象通信網整備計画

(F/S,D/D)

PROJECT SUMMARY (F/S)

ASE PH/A 310/84

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 | | | | 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 | Gumain River Irrigation Project | Southwestern Pampanga river basin, Pampanga Province, Central Luzon | | | | | | | |
| 3.SECTOR | Agriculture/General | 2.PROJECT COST | | Total Cost | Local Cost | Foreign Cost | | | |
| 4.REFERENCE NO. | | (US\$1,000) | 1) | 197,714 | 80,928 | 116,786 | | | |
| 5.TYPE OF STUDY | F/S | US\$1=14P | 2) | | | | | | |
| 6.COUNTERPART AGENCY | National Irrigation Administration | 3.CONTENTS OF MAJOR PROJECT(S) | | | | (Description) (FY1991 Overseas Survey) No financial arrangement is expected. After performing a re-study, the government of the Philippines suspended the project implementation. (FY1993 Overseas Survey) Since the Project site has been badly affected by LAHAR caused by the eruption of Mt. Pinatubo, and there are no possibility to be financed, National Irrigation Administration (NIA) is considering to suspend this Project due to the difficulties to realize and implement. For example, existing Gumain Dam was almost filled up by a four(4) meter rise of river bed and destroyed. A big amount of piled silt and fine grained sand are flowed down with flood from the upper stream, and resulted a raise of river bed, erosion of riverbanks and meandering to fill up existing facilities for irrigation and farmland continuously. NIA considers that it would be better to wait until the settlement of the effect of LAHAR and the stabilization of the river flow, without any action. (FY1994 Domestic Survey) The Project implementation has been suspended due to the eruption of Mt. Pinatubo. | | | |
| 7.OBJECTIVES OF STUDY | Feasibility study for Gumain River Basin irrigation and drainage project. | 1. Irrigation area: 16,750 ha 2. Gumain dam: (Type) Rockfill (crest length) 43.5m (height) 108.0m 3. Intake weir: (proposed) 1 (rehabilitation) 3 4. Head race: 13.6 km 5. Irrigation canal (main) 28.8 km (branch) 169.6 km | | | | | | | |
| 8.DATE OF S/W | Feb.1983 | Imp. Period: Jan.1986-Dec.1992 | | | | | | | |
| 9.CONSULTANT(S) | Nippon Koei Co., Ltd. Nippon Giken Inc. | 4.FEASIBILITY AND ITS ASSUMPTIONS | Feasibility: Yes | EIRR1) 12.80 EIRR2) EIRR3) | FIRR1) FIRR2) FIRR3) | | | | |
| 10.STUDY TEAM | No. of Members 15 Period Jul.1983-Feb.1985 (20 months) | Conditions and Development Impacts: Conditions: Project benefits are estimated based on the difference in net agricultural product between with and without the project. Because a large part of the proposed area is not used for agricultural products, negative externalities of the dam construction (e.g. submerged area) are not considered. Development impacts: Increase in agricultural products, food supply, income level in the agricultural sector, and land productivity, etc. | | | | | | | |
| 11.ASSOCIATED AND/OR SUBCONTRACTED STUDY | Topographic mapping | 5. TECHNICAL TRANSFER | | | | | | | |
| 12.EXPENDITURE | Total 267,250 (¥'000) Contracted 258,015 | Technology transfer to counterparts in the course of the study. | | | | | | | |
| | | 2.MAJOR REASONS FOR PRESENT STATUS | | | | | | (FY 1992 Overseas Survey) Damage caused by the eruption of Mt. Pinatubo. | |
| | | 3.PRINCIPAL SOURCE OF INFORMATION | | | | | | | |
| | | | | | | | | ①, ②, ③ | |

PROJECT SUMMARY (M/P)

Compiled Mar.1988
Revised Mar.1995

ASE PHL/S 107/85

| 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 | Metro Manila Transportation Planning | 2.PROJECT COST | Total Cost | Local Cost | Foreign Cost | (Description) 1) The database prepared by the study has been intensively used by DOTC, DPWH and Transport Training Center. The database has not been adequately updated, although the manuals were prepared. 2) The public transport route management system based on PC has been officially introduced to DOTC's planning administration system. The system is being utilized but the inadequate database updating affects the quality of planning. 3) Rerouting plans were partly implemented during the study period. 4) Rerouting of jeepneys along the LRT corridor was not wholly implemented due to political reasons. However, the proposed integration of bus/jeepney routes was implemented and the official updated route list was prepared. 5) Development plans for the mode interchange areas have not been properly followed up by the government. However, in response to recent rises in land price and improved opportunities for urban development, the plans are being reviewed to revive the possibility of implementing the recommendations. (FY1993 Overseas Survey) In 1991, the DOTC has proposed the updating of the database prepared under the study through the Metro Manila Urban Transport Integration Study (MMUTIS), also for JICA assistance. It has not been selected as it is tied up with the IBRD-assisted Urban Transport Development Project (UTDP), which the DOTC has to complete. (FY1994 Domestic Survey) Due to worsening traffic situation as well as movement of various transport infrastructure projects and plans such as expansion of the LRT system, urban expressways etc, the updated comprehensive urban transportation plan and effective transportation policy becomes more essential. POTC has decided again in 1993 and 1994 to request JICA the conduct of the MMUTIS. The UTDP under world Bank had only been insufficiently completed and expensed results were not obtained. | | | | | | |
| 3.SECTOR | Transportation/Urban Transportation | | 1) 40,212 | | | | | | | | | |
| 4.REFERENCE NO. | | 3.CONTENTS OF MAJOR PROJECT(S) | 2) | | | | | | | | | |
| 5.TYPE OF STUDY | M/P | 1) A detailed bus/jeepney rerouting plan for the area served by LRT Line 1, and related plans of detailed traffic management, road and public transport facilities. 2) A bus/jeepney route management system and improved traffic management plans for bus/jeepney terminal areas in Metro Manila. 3) Development plans for five mode interchange areas: a) Divisoria (large-scale transport/commercial/cultural facilities complex for LRT, bus/jeepney); b) Recto (large-scale transport/commercial/cultural facilities complex for LRT Lines 1 and 2, bus/jeepney); c) Cubao (large-scale transport/commercial/business complex for LRT Line 2, bus/jeepney); d) C/Quezon Avenue (medium-scale transport/commercial complex for bus/jeepney); e) Novaliches (small-scale transport/commercial facility development in suburbs for bus/jeepney/tricycle) 4) Transport database management methods and system. | | | | | | | | | | |
| 6.COUNTERPART AGENCY | Ministry of Transportation and Communications | | | | | | | | | | | |
| 7.OBJECTIVES OF STUDY | Transportation rerouting plan Transportation development policy | | | | | | | | | | | |
| 8.DATE OF S/W | Jul. 1982 | | | | | | | | | | | |
| 9.CONSULTANT(S) | ALMEC Corporation | 4.CONDITIONS AND DEVELOPMENT IMPACTS | | | | | | | | | | |
| 10.STUDY TEAM | No. of Members 15 Period Oct. 1982-Mar. 1984 (31 months) Jun. 1984-Sep. 1985 <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;">158.68</td> <td style="text-align: center;">13.56</td> <td style="text-align: center;">145.12</td> </tr> </table> | Total M/M | Japan | Field | 158.68 | | 13.56 | 145.12 | (1) Rerouting Conditions: Strengthening of bus/jeepney route management capabilities of related government agencies; Development of public transport facilities to lead bus/jeepney operators. Effects: Rationalized public transport operation by functional split of the LRT/bus/jeepney; Effective utilization of available road space and facilities (2) Mode Interchange Area Development Conditions: Government financial support or incentives for transport terminal development; Adjustment of land rights and acquisition in the built-up area. Effects: Effective land use in the mode interchange areas; Increased transport services by the improved traffic flow, convenience, safety, etc. (3) Transport Database Management Method Conditions: Commitment of relevant agencies; Periodic database updating system Effects: Improved efficiency in planning and administration | | | |
| Total M/M | Japan | Field | | | | | | | | | | |
| 158.68 | 13.56 | 145.12 | | | | | | | | | | |
| 11.ASSOCIATED AND/OR SUBCONTRACTED STUDY | transport surveys and systems analysis | | | | | | | | | | | |
| 12.EXPENDITURE | <table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: right;">490,159 (¥'000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: right;">468,192</td> </tr> </table> | Total | 490,159 (¥'000) | Contracted | 468,192 | 5. TECHNICAL TRANSFER | 1) JICA: A series of seminars on the use of PCs for transportation planning; 2) Counterpart training (two); 3) Employment of local consultants (cost estimate and systems analysis); 4) Donation of PCs & softwares | | 2.MAJOR REASONS FOR PRESENT STATUS | 1) Jeepneys, unlike buses, are proven difficult for local authorities to manage, and the data collected during the study is now outdated. An attempt to strengthen route management was largely unsuccessful. 2) Mode interchange areas are already built-up areas with higher land price. The private sector is reluctant to develop unprofitable transport terminals and does not have the know-how to increase the value added of such development by integrating with commercial/business facilities development. The government lacks administrative | | |
| Total | 490,159 (¥'000) | | | | | | | | | | | |
| Contracted | 468,192 | | | | | | | | | | | |
| | | | 3. PRINCIPAL SOURCE OF INFORMATION | ①, ② | | | | | | | | |

和名 マニラ首都圏都市交通計画 (フェーズIおよびII)

{ M/P, Basic Study, Other }

PROJECT SUMMARY (M/P)

ASE PHL/S 106/85

Compiled Mar.1988
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 | | | 1.PRESENT STATUS | <input type="checkbox"/> In Progress or In Use <input checked="" type="checkbox"/> Delayed <input type="checkbox"/> Discontinued |
| 2.NAME OF STUDY | Panay River Basin-Wide Flood Control | Panay Basin, Copig Province, Panay Island | | | 2.PROJECT COST | (Description) The feasibility study of the priority projects selected by the Master Plan Study has been delayed because its priority in the flood control component in particular is recognized by local people and the projects are believed to enhance vital economic activities in the region. Further, imbalance of the development within Visayas increased due to the recent acceleration of investment in Cebu. Therefore, the priority projects in Panay island are considered as one of the key components in the region-wide development plan. (FY1991 Overseas Survey) The Terms of Reference for a JICA study was submitted to NEDA and JICA for possible technical assistance. The project was included in the Medium-term Public Investment Program (MEPIP) and the Medium-term Technical Assistance Program. (FY1993 Overseas Survey) Panay River Basin-Wide Flood Control: Recommendations to the Regional Development Council have been made for the pursuance of the detailed design of the project. The Terms of Reference for a JICA study was submitted to NEDA and JICA for possible technical assistance. The project was included in (FY1994 Domestic Survey) No further progress is informed for this Project. |
| 3.SECTOR | Social Infrastructures/River & Erosion Control | Total Cost Local Cost Foreign Cost (US\$1,000) 1) 323,000 195,000 128,000 (US\$1=234Yen) 2) | | | | |
| 4.REFERENCE NO. | | 3.CONTENTS OF MAJOR PROJECT(S) | | | | |
| 5.TYPE OF STUDY | M/P | | | | | |
| 6.COUNTERPART AGENCY | Dept. of Public Works and Highways (DPWH) | (1) Flood control project: a. Improvement and enlargement of bankful 150km of floodways and river structures; b. Constructions of polder dikes at 7 towns/villages; c. Construction of a multipurpose dam (Panay B dam); d. Establishment of appropriate guidelines for flood plain management in areas vulnerable to floods of about 340 sq.km. in total and relocation of housing in these areas. (2) Irrigation projects: a. Development of 3,250ha by irrigation in Panitan-Panay area; b. Rehabilitation of irrigation facilities and expansion of arable areas in Mambusao to 2,145ha. (3) Water supply project: a. Supply of uncontaminated water from Panay river to Roxas City and increase the existing supply capacity by 7,450 cu.m. (4) Hydropower generation project: a. Construction of the Panay B power station with an installed capacity of 7,100 kW and an annual energy output of 31.4 Gwh. * Above project costs are in 1984 prices. | | | | |
| 7.OBJECTIVES OF STUDY | Flood control | | | | | |
| 8.DATE OF S/W | Dec.1982 | 4.CONDITIONS AND DEVELOPMENT IMPACTS | | | | |
| 9.CONSULTANT(S) | Nippon Koei Co., Ltd. | | | | | |
| 10.STUDY TEAM | | Flood control plan can protect 340 sq.km in the basin which is equivalent of 1/4 of the area of potentially usable land, and 15% of the basin catchment area. Not only by flood control but also by irrigation and municipal and industrial water supply, integrated land use in the basin will be promoted in the future. Although this project has a smaller economic impact than the present guideline of the Philippines(EIRR 15%), it is important to implement this project for rural economy as well as for flood control. | | | | |
| | | | | | | No.of Members 18 Period Feb.1983-Nov.1985(33 months) |
| | | | | | 2.MAJOR REASONS FOR PRESENT STATUS | |
| | | | | | | |
| 11.ASSOCIATED AND/OR SUBCONTRACTED STUDY | | | | | 3.PRINCIPAL SOURCE OF INFORMATION | |
| | | | | | | |
| 12.EXPENDITURE | | 5.TECHNICAL TRANSFER | | | | |
| Total 414,927 (¥'000) | | (1) OJT: A seminar was held after the draft final report was submitted. (2) Trainee: Two trainees visited Japan. (3) Working with counterparts was conducted. | | | ①, ②, ③ | |
| Contracted 241,418 | | | | | | |

和名 パナイ河流域洪水防御基本計画

{M/P, Basic Study, Other}

PROJECT SUMMARY (M/P+F/S)

Compiled Mar.1988
Revised Mar.1995

ASE PHL/S 203B/85

| I. OUTLINE OF STUDY | | II. SUMMARY OF STUDY RESULTS | | | III. PRESENT STATUS OF STUDIED PROJECT | | | | | |
|-----------------------|---|--|--|--------|---|---|------------------------|--|--------------|-----------|
| 1. COUNTRY | Philippines | 1. SITE OR AREA | South-west Luzon | | | 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 type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled | | | | |
| 2. NAME OF STUDY | Development Project on the Port of Batangas | 2. PROJECT COST | | | | | M/P 1) 2) | Local Cost | Foreign Cost | |
| 3. SECTOR | Transportation/Port | | (US\$1,000) F/S 1) 2) | 13,631 | 5,684 | (Description) Jan.1988 OECF E/S loan agreement (190 million yen) 1990 D/D completed Jul.1991 OECF loan agreement (5,788 million yen) OECF financing: 1) Construction of wharves (22 berths) 2) Construction of breakwaters 3) Dredging and reclamation (FY1993 Overseas Survey) Apr.1994 - Dec.1997 Phase I construction scheduled. The squatter problem may cause the project to delay. The CALABARZON Integrated Regional Development Program includes this project as one of its infrastructure components. (FY1994 Domestic Survey) The commencement of construction works has been delayed due to the squat. | | | | |
| 4. REFERENCE NO. | | 3. CONTENTS OF MAJOR PROJECT(S) | 3) | | 7,947 | | | | | |
| 5. TYPE OF STUDY | M/P+F/S | <M/P> Construction of 13 berths, in addition to the existing 4 berths. Foreign trade: 2 berths(15,000DWT), 1 berth(30,000 DWT) Domestic trade: for Ro-Ro: 4 berths(700 DWT) for conventional domestic vessels: 6 berths for ferry: existing 4 berths Wharf 1,570 m Dredging 1,414 thousand cu.m Land reclamation 731 thousand cu.m Road 142 thousand sq.m <F/S>11 berths in total are planned as follows: Domestic Trade: for Ro-Ro 3 berths for miscellaneous 3 berths for ferry 4 berths Wharf (-10m) 185 m (-5m) 105 m (-5m,Pier) 105 m (-4.5m) 155 m Dredging 430,000 cu.m | | | Imp. Period: Jun.1986-Dec.1989 4. FEASIBILITY AND ITS ASSUMPTIONS Feasibility: EIRR1) 35.00 FIRR1) 0.50 Yes EIRR2) FIRR2) EIRR3) FIRR3) | | | | | |
| 6. COUNTERPART AGENCY | Philippine Port Authority | | | | | | 7. OBJECTIVES OF STUDY | 10. STUDY TEAM No. of Members 10 Period Sep.1984-Dec.1985 (16 months) <table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">76.49</td> <td style="text-align: center;">44.50</td> <td style="text-align: center;">31.99</td> </tr> </table> | | Total M/M |
| Total M/M | Japan | Field | | | | | | | | |
| 76.49 | 44.50 | 31.99 | | | | | | | | |
| 8. DATE OF S/W | Jun.1984 | 11. ASSOCIATED AND/OR SUBCONTRACTED STUDY Sounding survey, Shoreline survey, Geographical survey, Soil explorations | | | 2. MAJOR REASONS FOR PRESENT STATUS 3. PRINCIPAL SOURCE OF INFORMATION ①. ②. ④ | | | | | |
| 9. CONSULTANT(S) | Overseas Coastal Area Development Institute | | | | | | 12. EXPENDITURE | 5. TECHNICAL TRANSFER Counterpart training(3 persons) - Feasibility study method - Field survey of ports similar to Batangas port | | |
| | | Total | Conditions and Development Impacts: <M/P><Conditions> The amount of cargo in the year of 2000 is estimated to be 3,063,000 tons, comprising 10,970,000 tons for Ro-Ro and ferries, 5,780,000 ton for foreign trade, and 13,880,000 tons for domestic trade. <Impacts> Batangas city is located approximately 100km south of Metro Manila. Economy of Batangas area including Batangas city is expected to grow accompany with the progress of Metro Manila. <F/S><Conditions> The estimated amount of port handling cargo in 1990 is estimated to be 8,710,000 tons. The item of 1)-3) of Development Impact was calculated as the benefit. All revenue and expenses are calculated at constant 1984 prices. <Impact> 1) The incremental valued added arising from cargo transportation. 2) The reduction of transportation costs between Bataugas and Calapan. 3) The saving of berth waiting costs. | | | | | | | |
| | | Contracted | | | 11. ASSOCIATED AND/OR SUBCONTRACTED STUDY Sounding survey, Shoreline survey, Geographical survey, Soil explorations | | | | | |
| | | 181,400 (¥'000) | 12. EXPENDITURE Total 181,400 (¥'000) Contracted 178,642 | | | | | | | |

船名 バタンガス港整備計画

(M/P+F/S)

PROJECT SUMMARY (F/S)

Compiled Mar.1988
Revised Mar.1995

ASE PHL/S 318/85

| 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 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 | Philippine Road Disaster Prevention Project, Stage II | 1) Lucena - Calawag (N. Luzon) 2) Allen - Calbayog (Samar) 3) Bauang - Baguio (N. Luzon) | | | | | |
| 3. SECTOR | Transportation/Road | 2. PROJECT COST | | Total Cost | Local Cost | Foreign Cost | |
| 4. REFERENCE NO. | | (US\$1,000) | 1) | 3,725 | 1,438 | 2,287 | |
| 5. TYPE OF STUDY | F/S | (US\$1=236.4Yen) | 2) | | | | |
| 6. COUNTERPART AGENCY | Ministry of Public Works and Highways | 3) | 3. CONTENTS OF MAJOR PROJECT(S) | | | | |
| 7. OBJECTIVES OF STUDY | Formulation of disaster prevention measures for 3 selected sections of national highways | Protection of shoulder slope: Lucena - Calawag 95.7 km Allen - Calbayog 72.9 km Naguilian Road 47.2 km Total 215.8 km | | | | (Description) (FY1992 Overseas Survey) After the construction of the Pan-Philippine Highway started in 1969, the pavement has deteriorated and numerous bridges also have shown signs of wear and tear. Disaster spots are found especially along mountainous sections of the Highway. The progress of the construction to rectify the deficiencies is as follows: 1. Lucena - Calauag Section May 1988 OECF loan (Ph-P93) L/A signed (special Rehabilitation 14,003 million yen) Project: Rehabilitation of Laoag-Allacapan, Allacapan - Aritao - Sta. Rita, and Calamba - Calauag Sections. Detailed design (Pavement, Bridges, drainage & disaster prevention) on the Lucena - Calauag Section (96km) completed (Tokyo Consultants) Total investment 461.7 million pesos (OECF 379.2 million, GOP 82.5 million) Jun. 1991 Construction commenced (scheduled to be completed in Jun. 1996) 2. Allen - Calbayog Section (73km) and Naguilian Road (47km) Feb. 1990 OECF loan (Ph-P105) L/A signed (Disaster Prevention and Rehabilitation 5,708 million yen) Project: Disaster prevention of Calauag - Matnog and Allen - Calbayog Section (353km) and Naguilian Road Jan. 1991 - Sep. 1992 Detailed design (Pavement, Bridges, drainage & disaster prevention) completed on Allen - Calbayog Section and Naguilian Road (PCI) Sep. 1992 Construction commenced (scheduled to be completed in Jul. 1995) Construction of Naguilian Road is in progress. (FY1993 Overseas Survey) The proposed projects have been under implementation as shown below. 1) Calamba-Calaung Road Construction began in July 1991 to be completed in June 1996. Total investment cost: 1,343.2 million pesos (foreign currency 825.7 million pesos equivalent; local currency 517.5 million pesos) Calauag-Matnog Road and Allen-Calbayog Road were dropped because of the increased cost and budget shortfalls. The application to be 19th Yen Credit is being considered for part of these roads. 2) Naguilian Road Construction began in Sept. 1992 to be completed in March 1995. Total investment cost: 618.7 million pesos (foreign currency 534 million pesos equivalent; local currency 84.7 million pesos) (FY1994 Domestic Survey) (Please turn over) | |
| 8. DATE OF S/W | Aug. 1984 | Imp. Period: | | Jan. 1990-Aug. 1991 | | | |
| 9. CONSULTANT(S) | Nippon Engineering Consultants Co., Ltd. Katahira & Engineers International | 4. FEASIBILITY AND ITS ASSUMPTIONS | | Feasibility: Yes/No | EIRR1) 16.00 EIRR2) 14.40 EIRR3) 15.40 | | FIRR1) FIRR2) FIRR3) |
| 10. STUDY TEAM | No. of Members 7 Period Sep. 1984-Jul. 1985 (9 months) | Conditions and Development Impacts: Conditions: (1) Traffic projections for 1990, 2000 and 2010 are estimated. (2) Road closure by disasters are 8 days/year for Lucena - Calawag, 9 days for Allen - Calbayog and 4 days for Naguilian Road. Development impacts: (1) Better access to isolated areas. (2) Recovery of road reliability. (3) Stimulation of private investments. (4) Saving of rehabilitation costs. | | | | | |
| Total M/M | | Japan | | Field | | | |
| | | 2.46 | | 29.00 | | | |
| 11. ASSOCIATED AND/OR SUBCONTRACTED STUDY | Geological and topographic surveys | Note) The above EIRRs indicate 1) Lucena-Calawag, 2) Allen-Calbayog, 3) Naguilian Road. | | | | | |
| 12. EXPENDITURE | Total 99,822 (¥'000) Contracted 93,173 | 5. TECHNICAL TRANSFER | | | | | |
| | | OJT and JICA training program for counterparts | | | | | |
| 2. MAJOR REASONS FOR PRESENT STATUS | | | | | | | |
| - large impact. - high priority | | | | | | | |
| 3. PRINCIPAL SOURCE OF INFORMATION | | | | | | | |
| ①, ②, ③, ④ | | | | | | | |

和名 道路防災計画ステージII

(F/S,D/D)

III. PRESENT STATUS OF STUDIED PROJECT

(DESCRIPTION)

(FY 1992 Overseas Survey)

After the construction of the Pan-Philippine Highway started in 1969, the pavement has deteriorated and numerous bridges also have shown signs of wear and tear. Disaster spots are found especially along mountainous sections of the Highway. The progress of the construction to rectify the deficiencies is as follows.

1. Lucena - Calauag Section

May 1988 OECF loan (Ph-P93) L/A signed (special Rehabilitation 14,003 million yen)

Project: Rehabilitation of Laoag-Allacapan, Allacapan - Aritao - Sta. Rita, and Calamba - Calauag Sections.

Detailed design (Pavement, Bridges, drainage & disaster prevention) on the Lucena - Calauag Section (96km) completed (Toko Consultants)

Total investment 461.7 million pesos (OECF 379.2 million, GOP 82.5 million)

Jun. 1991 Construction commenced (scheduled to be completed in Jun. 1996)

2. Allen - Calbayog Section (73km), and Naguilian Road (47km)

Feb. 1990 OECF loan (Ph-P105) L/A signed (Disaster Prevention and Rehabilitation 5,708 million yen)

Project: Disaster prevention of Calauag - Matnog and Allen - Calbayog Section (353km) and Naguilian Road

Jan. 1991 - Sep. 1992

Detailed design (Pavement, Bridges, drainage & disaster prevention) completed on Allen - Calbayog Section and Naguilian Road (PCI)

Sep. 1992 Construction commenced (scheduled to be completed in Jul. 1995) Construction of Naguilian Road is in progress.

(FY 1993 Overseas Survey)

The proposed projects have been under implementation as shown below.

1) Calamba-Calaung Road

Construction began in July 1991 to be completed in June 1996. Total investment cost: 1,343.2 million pesos (foreign currency 825.7 million pesos equivalent; local currency 517.5 million pesos)

Calauag-Matnog Road and Allen-Calbayog Road were dropped because of the increased cost and budget shortfalls. The application to be 19th Yen Credit is being considered for part of these roads.

2) Naguilian Road

Construction began in Sept. 1992 to be completed in March 1995. Total investment cost: 618.7 million pesos (foreign currency 534 million pesos equivalent; local currency 84.7 million pesos)

(FY 1994 Domestic Survey)

(1) Lucena-Calauag Section: Rehabilitation of the section has been implemented as a part of Calamba-Calauag Road Rehabilitation Project. Rehabilitation works for the section will be completed by January 1996.

(2) Allen-Calbayog Section: Although detailed design for this section has been completed as a part of Disaster Prevention and Road Rehabilitation Project (PH-P105), construction is not scheduled yet.

(3) Naguilian Road: Detailed design and construction have been/are being undertaken as apart of Disaster Prevention and Road Rehabilitation Project (PH-P105). The construction was commenced in September 1992 and is scheduled to be completed in August 1996.

PROJECT SUMMARY (F/S)

ASE PHL/S 317/85

Compiled Mar. 1988
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 Upstream reach of Agno River, middle Luzon island | | | | 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 San Roque Multi-Purpose Project (Re-Study) | | 2. PROJECT COST <table style="width: 100%; border-collapse: collapse;"> <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 style="text-align: right;">(US\$1,000)</td> <td style="text-align: center;">1)</td> <td style="text-align: center;">1,200,000</td> <td></td> <td></td> </tr> <tr> <td style="text-align: right;">(US\$1=9.00P)</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> | | | | | | | 1) | Total Cost | Local Cost | Foreign Cost | (US\$1,000) | 1) | 1,200,000 | | | (US\$1=9.00P) | 2) | | | | | 3) | | | |
| | 1) | Total Cost | Local Cost | Foreign Cost | | | | | | | | | | | | | | | | | | | | | | | |
| (US\$1,000) | 1) | 1,200,000 | | | | | | | | | | | | | | | | | | | | | | | | | |
| (US\$1=9.00P) | 2) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3. SECTOR Social Infrastructures/Water Resource Development | | 3. CONTENTS OF MAJOR PROJECT(S) <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 10%; text-align: center;">Structure</td> <td style="width: 20%; text-align: center;">Scale</td> <td colspan="2"></td> </tr> <tr> <td>Main Dam (filldam)</td> <td></td> <td>Gross storage</td> <td colspan="2" style="text-align: center;">990 million cu.m</td> </tr> <tr> <td></td> <td></td> <td>Effective storage</td> <td colspan="2" style="text-align: center;">670 million cu.m</td> </tr> <tr> <td>Installed Capacity</td> <td></td> <td>390MW</td> <td colspan="2"></td> </tr> </table> | | | | | Structure | Scale | | | Main Dam (filldam) | | Gross storage | 990 million cu.m | | | | Effective storage | 670 million cu.m | | Installed Capacity | | 390MW | | | (Description) Suspended after F/S. Note: A hydroelectric power project is required in view of the large load demand in Luzon Island. The existing nuclear power station is not operated, and this raises the need for hydroelectric power generation. Although the proposed project is not included in the NPC list, the project is likely to be adopted if NPC decides to implement new projects. (FY1993 Overseas Survey) According to National power supply program, this project will have implemented from the year of 2001 and expecting to power supply from the year of 2004, thus this project has no progress unless project will composed through the BOT. (FY1994 Domestic Survey) When the President Ramos visited Europe, the Italian private group offered to review the feasibility of the project and to implement the project by the BOT method, if the project is viable. Responding this offer, the President Ramos announced to form a national Committee, the Implementation Agency of which is the Pangasinan Province. Although progress of the project for implementation is unclear, implementation by the BOT method is judged to be not easy due to the nature of the project, i.e. multipurpose project. | |
| | Structure | Scale | | | | | | | | | | | | | | | | | | | | | | | | | |
| Main Dam (filldam) | | Gross storage | 990 million cu.m | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Effective storage | 670 million cu.m | | | | | | | | | | | | | | | | | | | | | | | | |
| Installed Capacity | | 390MW | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4. REFERENCE NO. 5. TYPE OF STUDY F/S 6. COUNTERPART AGENCY National Power Corporation (NPC) | | 7. OBJECTIVES OF STUDY - Review of hydrological study - Evaluation on quality of irrigation water | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8. DATE OF S/W Oct. 1983 | | Imp. Period: | | | | 2. MAJOR REASONS FOR PRESENT STATUS (1) Domestic condition: change of political power, deficit of domestic fund. (2) Others: Construction cost was estimated at over US\$ 1.2 billion so that it was difficult to secure finance. | | | | | | | | | | | | | | | | | | | | | |
| 9. CONSULTANT(S) Nippon Koei Co., Ltd. | | 4. FEASIBILITY AND ITS ASSUMPTIONS <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 10%; text-align: center;">Feasibility:</td> <td style="width: 20%; text-align: center;">EIRR(1)</td> <td style="width: 20%; text-align: center;">FIRR(1)</td> <td style="width: 20%;"></td> </tr> <tr> <td></td> <td style="text-align: center;">Yes</td> <td style="text-align: center;">EIRR(2)</td> <td style="text-align: center;">FIRR(2)</td> <td></td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">EIRR(3)</td> <td style="text-align: center;">FIRR(3)</td> <td></td> </tr> </table> | | | | | | | Feasibility: | EIRR(1) | FIRR(1) | | | Yes | EIRR(2) | FIRR(2) | | | | EIRR(3) | FIRR(3) | | | | | | |
| | Feasibility: | EIRR(1) | FIRR(1) | | | | | | | | | | | | | | | | | | | | | | | | |
| | Yes | EIRR(2) | FIRR(2) | | | | | | | | | | | | | | | | | | | | | | | | |
| | | EIRR(3) | FIRR(3) | | | | | | | | | | | | | | | | | | | | | | | | |
| 10. STUDY TEAM No. of Members 17 Period Nov. 1983-Mar. 1985 (17 months) <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 30%; text-align: center;">Japan</td> <td style="width: 30%; text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">12.69</td> <td style="text-align: center;">25.66</td> </tr> <tr> <td style="text-align: center;">38.35</td> <td></td> <td></td> </tr> </table> | | | Japan | Field | Total M/M | 12.69 | 25.66 | 38.35 | | | Conditions and Development Impacts: 1. JICA preliminary study team pointed out to carry out additional investigations for the review of hydrological analysis and the evaluation of water quality. 2. Although there was a slight difference between the estimated low flow and those of F/S (by Italian Consultant), the scale of reservoir was proposed as the same of the F/S. 3. On the basis of the forecasted water quality in the reservoir, the increasing ratio of copper concentration in the soil of paddy field and the damage of crop were studied. The data shows that the damage will be tangible after 150 years. | | | | 3. PRINCIPAL SOURCE OF INFORMATION ①, ③ | | | | | | | | | | | | |
| | Japan | Field | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total M/M | 12.69 | 25.66 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.35 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11. ASSOCIATED AND/OR SUBCONTRACTED STUDY | | 5. TECHNICAL TRANSFER 1. Training in Japan (JICA trainee): 2 persons (first year) and 1 person (second year) 2. Supply of equipment and the instruction on operation. | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12. EXPENDITURE <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 30%; text-align: center;">Total</td> <td style="width: 30%; text-align: center;">117,374 (¥'000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">102,244</td> <td></td> </tr> </table> | | | Total | 117,374 (¥'000) | Contracted | 102,244 | | | | | | | | | | | | | | | | | | | | | |
| | Total | 117,374 (¥'000) | | | | | | | | | | | | | | | | | | | | | | | | | |
| Contracted | 102,244 | | | | | | | | | | | | | | | | | | | | | | | | | | |

和名 サンロケ多目的ダム開発計画

(F/S,D/D)

PROJECT SUMMARY (F/S)

Compiled Mar.1990
Revised Mar.1995

ASE PHL/A 311/85

| I. OUTLINE OF STUDY | | II. SUMMARY OF STUDY RESULTS | | | | III. PRESENT STATUS OF STUDIED PROJECT | | |
|--|-------------|--|-----------------|---|----------------------------------|--|--|---------------------------------|
| 1.COUNTRY | Philippines | 1.SITE OR AREA | | Asue river and adjacent basin (irrigated area: 6,760ha) | | 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 Asue River Basin Agricultural Development Project | | 2.PROJECT COST | | Total Cost | Local Cost | | | Foreign Cost |
| | | (US\$1,000) | 1) | 38,470 | 16,927 | 21,543 | | |
| | | US\$1=240Yen in Oct.1984 | | 2) | 72,813 | 40,408 | 32,405 | |
| | | | | 3) | | | | |
| 3.SECTOR Agriculture/General | | 3.CONTENTS OF MAJOR PROJECT(S) | | | | (Description) Some F/S on the irrigation development in the Philippines have implemented other than this project, however they have not been realized because of the deterioration of domestic financial situation. NIA has been hoping to implement this project but the realization has not yet been put into any shape. (FY1991 Overseas Survey) The Government of the Philippines has no plan to obtain finance for the project. (FY1993 Overseas Survey) According to CORPLAN of NIA, this project is expected to be implemented from 1999 to 2005, however, the realization cannot be put into any shape without the improvement of national financial situation same as the other irrigation development projects. It is expected that this project will contribute to activate the agriculture in Panay Island with the production increase of rice, vegetables and others if this Project can be realized. The Gov't of Philippines is eager to implement this Project because one of the priority policies is to smooth out the regional differentials as announced on the Mid-Term Development Plan. (FY1994 Domestic Survey) No information. | | |
| 4.REFERENCE NO. | | Outside benefit area: Dam and appurtenant facilities, basin alteration channel, hydropower plant, transmission facilities, water service facilities | | | | | | |
| 5.TYPE OF STUDY F/S | | Inside Benefit area: Asue weir, Bakabak weir, Gubaton weir, main irrigation canal and appurtenant facilities, Asue river improvement works, drainage canal, roads and appurtenant facilities, terminal facilities, rural community center. | | | | | | |
| 6.COUNTERPART AGENCY National Irrigation Authority | | The Cost 1) above is based on the effective exchange rate as of Oct. 1984, and the cost 2) includes price changes. | | | | | | |
| 7.OBJECTIVES OF STUDY Integrated rural development in Asue and adjoining basin | | Imp. Period: | | | | | | |
| 8.DATE OF S/W Jan.1983 | | 4.FEASIBILITY AND ITS ASSUMPTIONS | | Feasibility: Yes | EIRR1) 13.20 EIRR2) EIRR3) | | | FIRR1) 9.70 FIRR2) FIRR3) |
| 9.CONSULTANT(S) Chuo Kaihatsu International Corp. Sanyu Consultants Inc. Tamano Consultants Co., Ltd. | | Conditions and Development Impacts: Project impacts on national socio-economy: 1. Contribution to food self sufficiency 2. Contribution to national economy 3. Contribution to reduction of oil imports 4. Saving of foreign currency 5. Improvement of living standards and nutrition Project impacts on Project areas: 1. Stabilization of livelihood and increased income 2. Improvement of health, sanitation and living environment 3. Increase of employment opportunities 4. Strengthening of road network 5. Household electrification 6. Improvement of quality and marketability of farm products 7. Stabilization of domestic water supply 8. Community activities through community center 9. Improvement of farmer incentive to participate in project through irrigation facility O/M groups | | | | | | |
| 10.STUDY TEAM No.of Members 12 Period May.1984-Aug.1985(16 months) | | | | | | | | |
| | | Total M/M | Japan | Field | | | | |
| | | 70.43 | 31.26 | 39.17 | | | | |
| 11.ASSOCIATED AND/OR SUBCONTRACTED STUDY | | 5. TECHNICAL TRANSFER | | | | 2.MAJOR REASONS FOR PRESENT STATUS (FY 1992 Overseas Survey) Economic and political circumstances. | | |
| 12.EXPENDITURE | | Training in Japan | | | | 3.PRINCIPAL SOURCE OF INFORMATION | | |
| | | Total | 225,492 (¥'000) | | | | | |
| | | Contracted | 210,094 | | ①, ②, ③ | | | |

和名 アスエ川流域農業開発計画

[F/S,D/D]