

PROJECT SUMMARY (M/P)

Compiled Mar.1986
Revised Mar.1995

ASE SGP/S 101/78

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS						
1.COUNTRY	Singapore	1.SITE OR AREA	Strait of Singapore		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued					
2.NAME OF STUDY	Dredging Project of the Strait of Singapore	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) (FY1991 Overseas Survey) The dredging was successfully completed consequent to the technical study concerned. (FY1994 Domestic Survey) No additional information.					
3.SECTOR	Transportation/Port	(US\$1,000)	1)	24,937							
4.REFERENCE NO.		(US\$1=S\$2.16)	2)								
5.TYPE OF STUDY	M/P	3.CONTENTES OF MAJOR PROJECT(S)									
6.COUNTERPART AGENCY	Port and Harbour Bureau, Ministry of Transport	Plan for deepening the shallow areas(4 sites) in Singapore Strait. Based upon the bathymetric surveys, seismic surveys, Boring, and Inspection by divers, the followings are proposed. (1)Dredging Method:Grab Dredger (2)Dredging Volume:484,000cu.m(area 165,000sq.m) (3)Monthly Production: 38,000cu.m(by 7cu.m Grab) 89,900cu.m(by 13cu.m Grab)									
7.OBJECTIVES OF STUDY	Proposal on dredging method and cost estimates	4.CONDITIONS AND DEVELOPMENT IMPACTS									
8.DATE OF S/W	Jul.1978	Very Large Carriers(Vessels) can pass the Singapore strait. It enables that far eastern countries can obtain crude oil and other raw materials for cheaper transportation cost.									
9.CONSULTANT(S)	Overseas Coastal Area Development Institute										
10.STUDY TEAM	No.of Members 2 Period Aug.1978-Mar.1979(6 months)										
	<table style="margin: auto; border: none;"> <tr> <td>Total M/M</td> <td>Japan</td> <td>Field</td> </tr> <tr> <td style="text-align: center;">32.50</td> <td style="text-align: center;">13.13</td> <td style="text-align: center;">19.37</td> </tr> </table>	Total M/M	Japan	Field	32.50		13.13	19.37			
Total M/M	Japan	Field									
32.50	13.13	19.37									
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY					2.MAJOR REASONS FOR PRESENT STATUS	(FY1991 Overseas Survey) The dredging was deemed necessary in connection with the introduction of the Traffic Separation Scheme in the Strait of Singapore.					
12.EXPENDITURE		5.TECHNICAL TRANSFER			3.PRINCIPAL SOURCE OF INFORMATION	①, ②					
	<table style="margin: auto; border: none;"> <tr> <td>Total</td> <td>124,172 (¥'000)</td> </tr> <tr> <td>Contracted</td> <td>113,950</td> </tr> </table>	Total	124,172 (¥'000)	Contracted	113,950						
Total	124,172 (¥'000)										
Contracted	113,950										

和名 浅瀬浚渫計画

(M/P, Basic Study, Other)

PROJECT SUMMARY (F/S)

Compiled Mar.1990
Revised Mar.1995

ASE SGP/S 301/86

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT																
1.COUNTRY	Singapore	1.SITE OR AREA			I.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input checked="" type="checkbox"/> Discontinued or Cancelled															
2.NAME OF STUDY	Plant Renovation Project of the Sentosa-1 Earth Station	Sentosa Island of Singapore																			
3.SECTOR	Communications & Broadcasting/Telecommunication	2.PROJECT COST			(Description) The project was discontinued. 1) The antenna was the old type (york tower type) which is less flexible for expansion. 2) INTELSAT standards of the antenna were changed when the study was completed. (FY1991 Overseas Survey) No additional information. (FY1993 Overseas Survey) Discontinued. (FY1994 Domestic Survey) No information																
4.REFERENCE NO.		<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: 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></td> <td style="text-align: center;">2)</td> <td style="text-align: center;">770-</td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">3)</td> <td style="text-align: center;">2,160</td> <td></td> <td></td> </tr> </table>						1)	Total Cost	Local Cost	Foreign Cost		2)	770-				3)	2,160		
	1)	Total Cost	Local Cost	Foreign Cost																	
	2)	770-																			
	3)	2,160																			
5.TYPE OF STUDY	F/S	3.CONTENTS OF MAJOR PROJECT(S)																			
6.COUNTERPART AGENCY	Telecommunication Authority of Singapore	The Plant Renovation Project: 1) 5 years life extension Antenna mechanical part & structure - partial repair Antenna servo drive system - to replace some devices 2) 10 years life extension Antenna mechanical part & structure - total repair Antenna servo drive system - to replace all High Power microwave transmitter - extension for TDMA system																			
7.OBJECTIVES OF STUDY	To study the plant renovation of the SENTOSA-1 E/S	4.FEASIBILITY AND ITS ASSUMPTIONS																			
8.DATE OF S/W	Feb.1985	Imp. Period: Aug.1985-Jan.1986																			
9.CONSULTANT(S)	Japan Telecom. Eng. and Consulting Service	<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: 10%; text-align: center;">EIRR1)</td> <td style="width: 10%; text-align: center;">FIRR1)</td> </tr> <tr> <td></td> <td style="text-align: center;">Yes/No</td> <td style="text-align: center;">EIRR2)</td> <td style="text-align: center;">FIRR2)</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">EIRR3)</td> <td style="text-align: center;">FIRR3)</td> </tr> </table>						Feasibility:	EIRR1)	FIRR1)		Yes/No	EIRR2)	FIRR2)			EIRR3)	FIRR3)			
	Feasibility:	EIRR1)	FIRR1)																		
	Yes/No	EIRR2)	FIRR2)																		
		EIRR3)	FIRR3)																		
10.STUDY TEAM	No.of Members 4 Period Mar.1986-Jul.1986(5 months) <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 10%; text-align: center;">Japan</td> <td style="width: 10%; text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">5.40</td> <td style="text-align: center;">2.24</td> </tr> <tr> <td style="text-align: center;">7.64</td> <td></td> <td></td> </tr> </table>		Japan	Field	Total M/M	5.40	2.24	7.64			Conditions and Development Impacts: (1) The objectives of study was to investigate the feasibility of service life extension over the design life of the earth station. (2) The result of the study(report) gave exact information of the earth station expansion project in Singapore telecoms										
	Japan	Field																			
Total M/M	5.40	2.24																			
7.64																					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER																			
12.EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 10%; text-align: center;">24,504 (¥'000)</td> </tr> <tr> <td style="text-align: center;">Total</td> <td></td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">18,662</td> </tr> </table>		24,504 (¥'000)	Total		Contracted	18,662	To submit the diagnosis of service life extension over the design life of the antenna			2.MAJOR REASONS FOR PRESENT STATUS 3.PRINCIPAL SOURCE OF INFORMATION ①, ② Telecommunication Authority of Singapore										
	24,504 (¥'000)																				
Total																					
Contracted	18,662																				

和名 セントサ衛星地球局補修計画

(F/S,D/D)

PROJECT SUMMARY (F/S)

ASE SGP/S 302/88

Compiled Mar.1990
Revised Mar.1995

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Singapore	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	Singapore Urban Transport Improvement	5 routes					
3.SECTOR	Transportation/Urban Transportaion	2.PROJECT COST		Total Cost	Local Cost	Foreign Cost	
4.REFERENCE NO.		(US\$1,000)	1) 700,000				
5.TYPE OF STUDY	F/S		2)				
6.COUNTERPART AGENCY	Public Works Department, Min. of National Development	3.CONTENTS OF MAJOR PROJECT(S)				(Description) Among the five suggested routes, the Sentosa Development Corporation and the Public Works Department are interested in implementing the Orchard - Sentosa Route, and taking steps to prepare part of the route for international tender. The Simpang New Town System is being studied further by the Housing Development Board in order to integrate it with the overall new town planning. The Ang Mo Kio New Town - Marine Parade Route has been included in the official arterial transport network plan. No significant actions have been taken on the Ang Mo Kio New Town Route and the Orchard - Marina Centre Route. Because of the competing new towns development, it is difficult for the Government to muster a consensus over a new system for Ang Mo Kio New Town. The area along the Orchard-Marina Centre Route is heavily builtup and a more detailed study and inter-agency coordination will be necessary before implementation. (FY1991 Overseas Survey) The concept of LRT was generally accepted and incorporated in the Concept Plan for urban transport. (FY1994 Domestic Survey) As the MRT (Mass Rapid Transit) which commenced its operation in 1989 has been utilized intensively, further improvement of feeder services become more important. In 1993, the conduct of the F/S under JICA development Study was requested by the Gov't of Singapore, however it was not committed by the Gov't of Japan.	
7.OBJECTIVES OF STUDY	Evaluation of technical and operational feasibility of introducing a new transport system	The study prepared plans to improve the feeder transport systems by introducing a new transit system for five selected areas. A detailed analysis was made of the Ang Mo Kio New Town System. Major project components: 1) Route and alignment plan, including location of stations 2) Infrastructure plan (structures, stations, yards) and preliminary design 3) Selection of a transit system and an operation plan					
8.DATE OF S/W	Apr.1987	Imp. Period:					
9.CONSULTANT(S)	ALMEC Corporation Pacific Consultants International	4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)		
10.STUDY TEAM	No. of Members 11 Period Aug.1987-Nov.1988 (15 months)	Conditions and Development Impacts: Condition: Smooth linkage of feeder transportation with the trunk system Development impacts: 1) Reduction of pollution (air pollution and noise) 2) Improvement of traffic safety 3) Time saving by passengers 4) Urban development in the vicinities of stations.					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Topographic survey	5. TECHNICAL TRANSFER				2.MAJOR REASONS FOR PRESENT STATUS	
12.EXPENDITURE	Total 209,764 (¥'000) Contracted 195,078	A seminar was held in Feb. 1990. with approximately 300 participants.				3.PRINCIPAL SOURCE OF INFORMATION	
						①、②	

PROJECT SUMMARY (F/S)

ASE SGP/S 303/90

Compiled Mar.1992
Revised Mar.1995

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1.COUNTRY	Singapore	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 Selected Expressways		Central and northeastern parts of Singapore						
3.SECTOR Transportation/Road		2.PROJECT COST		Total Cost	Local Cost	(Description) A part of PIE was put to tender during the study period, and contractors were selected. The next section will be tendered soon. Construction of KLE and PYE will proceed in due course to detailed design, tender and construction in accordance with the schedule set by the PWD. As for PYE, the target year for construction is set for 2009. Implementation schedule: PIE:PIE/Woodville Road IC - PIE/CTE IC Completion in 1994 PIE/CTE IC West - PIE/BKE IC Completion in 1995 KLE:KLE/SCP IC - KLE/PIE IC Completion in 1997 PYE:PYE/PIE IC - PYE/TPE IC Completion in 2010 Estimated Project Cost (million S\$) PIE KLE PYE Construction Cost 84.4 276.4 358.1 Land Acquisition and Compensation Costs 0.0 33.2 17.3 Contingencies (10%) 8.4 31.0 37.5 Total 92.8 340.6 412.5 (FY1991 Overseas Survey) The findings of the study were incorporated in the Concept Plan. The in-house detailed design was made on part of PIE during 1990 - 1993. The construction is scheduled for 1991 - 1995, wholly financed by domestic funds. (FY1992 Overseas Survey) The project is financed by the Government of Singapore (PIE: S\$ 93.3 Mil., KLE: S\$ 332.8 Mil). Construction began in Apr. 1992. Scheduled to be completed in 1999. (FY1994 Domestic Survey) No additional information		
4.REFERENCE NO.				487,000	487,000			
5.TYPE OF STUDY		F/S						
6.COUNTERPART AGENCY		3.CONTENTS OF MAJOR PROJECT(S)				(FY1994 Domestic Survey) No additional information		
Public Works Department (PWD), Ministry of National Development (MND)		1)Improvement of PIE (Pan Island Expressway, 8.65km) 2)New construction of KLE (Kallang Expressway 2.68km) 3)New construction of PYE (Paya Lebar Expressway 10.17km)						
7.OBJECTIVES OF STUDY		Imp. Period: .1990~.2009				(FY1994 Domestic Survey) No additional information		
Analysis of feasibility on the selected three expressways; PIE, KLE, and PYE.		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 6.00 EIRR2) 60.00 EIRR3) 79.50			FIRR1) FIRR2) FIRR3)
8.DATE OF S/W		Oct.1989		Conditions and Development Impacts: Conditions: PIE: Widening of expressway from 6 lanes to 8 lanes KLE & PYE: New construction of expressway with 6 lanes Development Impacts: 1. Saving of total traveling time 2. Saving of total vehicle operating cost 3. Reduction of traffic accidents and environmental impacts The improvement of PIE and the construction of KLE and PYE are considered feasible in technical, economic and social aspects.				
9.CONSULTANT(S)		Oriental Consultants Co., Ltd.						
10.STUDY TEAM		No. of Members 9		3.PRINCIPAL SOURCE OF INFORMATION ①, ②				
		Period Mar.1990-Mar.1991(13 months)						
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY				2.MAJOR REASONS FOR PRESENT STATUS Development of the expressway system is considered urgent to maintain high standards of social infrastructure services in Singapore.				
12.EXPENDITURE								
Total		164,071 (¥'000)		3.PRINCIPAL SOURCE OF INFORMATION ①, ②				
Contracted		152,700						

和名 カラン・バヤレバ高速道路計画

(F/S,D/D)

PROJECT SUMMARY (F/S)

ASO LKA/S 301/77

Compiled Mar. 1986
Revised Mar. 1993

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1. COUNTRY	Sri Lanka	1. SITE OR AREA		Colombo and six other major cities (Jaffna, Trincomalee, Anuradhapura, Kurunegala, Badulla, Ratnapura)		1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled	
2. NAME OF STUDY	Outside Colombo Area Telecommunication Development Scheme: Stage II Project	2. PROJECT COST						Total Cost
3. SECTOR	Communications & Broadcasting/Telecommunication			(US\$1,000)	1)	8,341	1,658	6,683
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)		2)				
5. TYPE OF STUDY	F/S			3)				
6. COUNTERPART AGENCY	Ministry of Post and Telecommunication			1) Subscriber trunk dialling systems: 6 cities except Colombo 2) Cross-bar systems - 6 local switches (total of 14,500 terminals): Colombo Central, Anuradhapura, Jaffna, Kurunegala, Ratnapura, Badulla, Trincomalee - Toll switch (400 terminals): Colombo Central - Toll transit switch (200 terminals): Colombo Central 3) Toll transmission paths (new and extension) New microwave radio systems (3 paths): Extension of microwave radio systems (2 paths); new UHF system (1 path); and cable carrier systems (2 paths) 4) Local cables at 6 telephone offices: Aerial cable 68km and underground cable 30.5km (Badulla, Colombo Central, Jaffna, Kurunegala, Ratnapura) 5) 5 office buildings Badulla Telephone Office and four radio repeater stations (Single Tree Hill, Namunukula, Suriyakanda, Kurunegala Rock)				
7. OBJECTIVES OF STUDY				Imp. Period: 1979-1982				
8. DATE OF S/W	.0	4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 15.10	FIRR1)	(Description) The project was implemented by the OECF loan. Mar. 1978 OECF loan agreement signed (1,940 million yen) Dec. 1982 Implementation completed	
9. CONSULTANT(S)				EIRR2)	FIRR2)	EIRR3)		
10. STUDY TEAM				Conditions and Development Impacts: Conditions: 1) Project life of 20 years, construction period of 2 years, and discount rate of 15% 2) Assuming that the India - Sri Lanka Microwave System (which is expected to be used as the transmission line of the proposed project) be completed by the end of 1978, 50% of its construction cost is included in the project cost. 3) Operation & maintenance costs are assumed to be 3.5% and 12% respectively of the construction cost. Development impacts: 1) Extension of telecommunication to regional cities which are now inadequately serviced 2) Reduction of waiting subscriber applications 3) Stimulation of socio-economic development in Colombo and 6 regional cities				
No. of Members 10 Period Jan. 1977-Jul. 1977 (5 months)				2. MAJOR REASONS FOR PRESENT STATUS				
Total M/M Japan Field 21.00 2.00 19.00				3. PRINCIPAL SOURCE OF INFORMATION ④				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY				5. TECHNICAL TRANSFER				
12. EXPENDITURE								
Total				22,095 (¥'000)				
Contracted				69,027				

和名 電気通信網整備計画

{F/S,D/D}

PROJECT SUMMARY (F/S)

Compiled Mar.1990
Revised Mar.1995

ASO LKA/A 301/77

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Sri Lanka	1. SITE OR AREA				1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Inginimitiya Reservoir Project	Puttalam District					
3. SECTOR	Agriculture/General	2. PROJECT COST		Total Cost	Local Cost	(Description) The proposed project was completed by the OECF loan. Aug.1978 OECF L/A signed (1,800 million yen) Jun.1979 - Jun.1984 D/D and engineering service undertaken by Japan Engineering Consultants Co., Ltd. Sep.1981 Construction started Mar.1985 Construction completed OECF Loan: - Earth dam (length 4.648m, height 18m, Cap. 60.19 million tons) - Irrigation facilities (existing 664 ha, new 1,887ha) - Land clearing & preparation and settlement (1,680 households) (FY1992 Overseas Survey) The dam has already been in use. However, owing to the shortage of water, the planted area was far below the planned target (approx. 50% of the target during 1985 - 1993). Presently a study to identify the reasons of the water shortage (SAPS) is being conducted, and the final report is due in March 1993. (FY1993 Overseas Survey) The Project is completed and in use. A specified F/S based on the JICA's study has been applied. The FY1993 follow-up study adds 57 development studies newly completed during FY 1992. The storing reservoir of the development studies for this year's follow up thus comes to 758. Suffering lack of the finance. (FY1994 Domestic Survey) No information	
4. REFERENCE NO.		(US\$1,000)	1)	23,200	13,600		
5. TYPE OF STUDY	F/S		2)				
6. COUNTERPART AGENCY	Ministry of Irrigation, Power and Highways		3)				
7. OBJECTIVES OF STUDY	Rural Development by the Dam Construction and Downstream Development	3. CONTENTS OF MAJOR PROJECT(S)					
8. DATE OF S/W	Dec.1976	1) Irrigation Area: 2,500 ha					
9. CONSULTANT(S)	Japan Engineering Consultants Co., Ltd.	2) Dam Type: Homogeneous type Length: 3.97 km Top width: 6.10 m Approximate number of cubes: 1,112,190 cu.m					
10. STUDY TEAM	No. of Members Period Mar.1977-Aug.1977 (6 months)	3) Reservoir Effective storage capacity: 60.2 MCM Total drainage area: 614,685 sq.km Maximum annual yield (for 150 sq.miles): 415,574,000 cu.m					
	Total M/M Japan Field	4) Main Canal Type: Earth Channel Length: LB 21.40 km RB 26.06 km Irrigation area: LB 1,620 ha RB 931.5 ha					
	21.50 13.80 7.70	4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 18.00 EIRR2) EIRR3)		
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER				2. MAJOR REASONS FOR PRESENT STATUS	
12. EXPENDITURE		1. OJT 2. Trainee acceptance				3. PRINCIPAL SOURCE OF INFORMATION	
	Total 56,276 (¥000)					①, ②, ③, ④ Irrigation Department	
	Contracted 48,427						

和名 インギニミチャ灌がいダム計画

(F/S,D/D)

PROJECT SUMMARY (F/S)

ASO LKA/A 302/79

Compiled Mar.1990
Revised Mar.1995

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Sri Lanka	1.SITE OR AREA	The area which will be irrigated by Angamedilla anicut and Elaheera anicut on the Amban ganga(62,200ha)			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 Moragahakanda Agricultural development Project		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost	(Description) Moragahakanda agricultural development project (Dec.1979-F/S) was reviewed again and a survey for Mahaweli ganga master plan was executed and its report was submitted on May.1989. After presentation of this report, Master Plan of Feasibility Plan in the same name as this study was done for reconsideration and completed in 1990. (FY1992 Overseas Survey) Another JICA study (M/P+F/S) was conducted in two phases during 1988 - 1989 to review this feasibility study. The new study proposed the construction of dams, irrigation development (62,000ha) and a hydropower plant (25MW) in the 1st phase and proposed 3-stage development plan for the NCRB area in the 2nd phase. The Sri Lankan government is now considering the construction of Karuganga Dam proposed by the new study. As a result, the proposals of this F/S were greatly changed. (FY1993 Overseas Survey) Changes indeveloping policy and priority in connection with restructuring of the Government caused the delay. (FY1994 Domestic Survey) No information
3.SECTOR Agriculture/General		3.CONTENTS OF MAJOR PROJECT(S)		(US\$1,000)	1)	187,470	
4.REFERENCE NO.		1.Dam and Reservoir		2)	63,670	123,800	
5.TYPE OF STUDY F/S		Effective Storage Capacity: 686 MCM Dam Type : Rockfill (Main Dam and 2nd saddle-dam) Concrete Gravity (1st Saddle-dam)		3)			
6.COUNTERPART AGENCY Mahaweli Development Board		2.Downstream Development		Irrigation area: 62,200 ha			(FY1994 Domestic Survey) No information
7.OBJECTIVES OF STUDY Development by dam construction and the downstream development		Canal		Irrigation Canal 145.2 km Drainage canal 91.4 km			
8.DATE OF S/W Jul.1978		Imp. Period: 1980-1988					
9.CONSULTANT(S) Japan Engineering Consultants Co., Ltd. Nippon Koei Co., Ltd.		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 12.00 EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)	
10.STUDY TEAM No.of Members 15 Period Oct.1978-Sep.1979(10 months)		Conditions and Development Impacts: Conditions: Benefit by hydroelectric power for the electric supply capacity and by irrigation for the agricultural products. Development Impacts: Increase of the agricultural products, improvement of an unemployment problem Development of social economy					
Total M/M Japan Field 92.70 51.10 41.60							
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY							
12.EXPENDITURE		5.TECHNICAL TRANSFER					
Total 231,530 (¥'000)		03T					
Contracted 210,460							
						2.MAJOR REASONS FOR PRESENT STATUS	
						Under adjustment of priority for project in the government of Sri Lanka. The deterioration of the safty condition in the Northern area due to the activities of LTTE (Tamir-Islamic guerrilas)	
						3.PRINCIPAL SOURCE OF INFORMATION	
						①, ②	

和名 モラガハカンダ農業開発計画

(F/S,D/D)

PROJECT SUMMARY (M/P+F/S)

Compiled Mar.1990
Revised Mar.1995

ASO LKA/S 201B/80

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT													
1.COUNTRY	Sri Lanka	1.SITE OR AREA	Colombo(Field investigation was also conducted at Galle and Trincomare Pors)		I.PRESENT STATUS <input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input checked="" type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled												
2.NAME OF STUDY	Development Project of the Port of Colombo	2.PROJECT COST	M/P 1) 130,360 Local Cost 2) (US\$1,000) F/S 1) 70,458 2) (US\$1=218.89Yen) 3)	Foreign Cost 16,418 54,040													
3.SECTOR	Transportation/Port	3.CONTENTES OF MAJOR PROJECT(S)	<M/P> The study formulated a Master Plan with a target year of 1988. 1.Conventional berths 1)One new berth (KQ #2): -12m x 250m (to be modified to a container berth after 1988) 2)Expansion one berth to two berths: -9m x 165m & expansion 50m 3)Others(3 berths converted to ship repair berths,one berth converted to a container berth) 2.Container berths 1)Three new berths(KQ #1, #2, #3) 2)Containerization of QEQ #5(crane foundation, etc.) 3.One oil berth: Dolphins, pipelines, bunkering facilities, etc. 4.Cargo handling equipment(85 fork lifts, 8 mobile cranes & one floating crane) 5.Road 5.7km(two-lane in 1982 four-lane in 1988) <P/S>Urgent Plan 1)One new conventional berth(KQ #2): -12m x 250m 2)Conversion of one berth to a ship repair berth 3)Cargo handling equipment(38 3-ton fork lifts, 47 5-ton fork lifts, 30-ton mobile cranes and one floating crane) 4)One new container berth(KQ #1): -12m x 300m 5)Crane foundation and others for QEQ #5: -11m x 200m 6)container equipment(3 container cranes, etc.) 7)Road 5.7km(two-lane)		(Description) <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Date of OECF L/A</td> <td style="width: 50%;">Amount</td> </tr> <tr> <td>Oct. 1980</td> <td>7,600 million Yen</td> </tr> <tr> <td>Apr. 1984</td> <td>6,362</td> </tr> <tr> <td>Jan. 1985</td> <td>2,579</td> </tr> <tr> <td>Oct. 1987</td> <td>1,955</td> </tr> <tr> <td>Mar. 1990</td> <td>6,329</td> </tr> </table> Construction for port improvement began in October 1988. Construction for port expansion began in May 1990. (FY 1991 Overseas Survey) 1991 Construction is started. (FY 1992 Overseas Survey) The project is scheduled to be completed in 1993, but no funding is yet made available for the North Pier. (FY 1992 Overseas Survey) No additional information. (FY1994 Domestic Survey) No additional information.	Date of OECF L/A	Amount	Oct. 1980	7,600 million Yen	Apr. 1984	6,362	Jan. 1985	2,579	Oct. 1987	1,955	Mar. 1990	6,329
Date of OECF L/A	Amount																
Oct. 1980	7,600 million Yen																
Apr. 1984	6,362																
Jan. 1985	2,579																
Oct. 1987	1,955																
Mar. 1990	6,329																
4.REFERENCE NO.		4.FEASIBILITY AND ITS ASSUMPTIONS				Feasibility: Yes EIRR1) 17.10 EIRR2) EIRR3)	FIRR1) 8.22 FIRR2) FIRR3)										
5.TYPE OF STUDY	M/P+F/S	10.STUDY TEAM				Conditions and Development Impacts: <M/P>Basic Guidelines for the M/P: 1)The congestion of the Port will be reduced by mechanization of cargo handling and additional berthing facilities. Development of oil-handling facilities will be planned apace with the expansion of the existing oil refinery. 2)Containerization(modification/ construction of facilities). 3)More effective and adequate land use planning. 4)The road network will be improved to insure better linkage with Colombo City. 5)An urgent need for the expansion of large vessel repair facilities. Demand Forecast: ('000 tons) 1983 1988 (figures in () show containerized cargo) Dry cargo 3,313 (899) 4,573 (2,398) Wet cargo 2,865 3,108 <P/S><Conditions> 1)Project life of 25 years(1980-2004). 2)25% increase of port tariffs, excluding container tariff. <Impacts> 1)the role as a center of entrepot trade / container feeder services. 2)Value-added earned by ship repair(Colombo Dockyard Ltd.) 3)Contribution of expanded port activities to economic development etc.											
6.COUNTERPART AGENCY	Sri Lanka Ports Authority	11.ASSOCIATED AND/OR SUBCONTRACTED STUDY						2.MAJOR REASONS FOR PRESENT STATUS High return from the project									
7.OBJECTIVES OF STUDY	Formulating of: Short Term Development Plan and Long Term Development Plan	12.EXPENDITURE	3.PRINCIPAL SOURCE OF INFORMATION ①, ②, ④														
8.DATE OF S/W	May.1979	Imp. Period:			Feb.1981-Dec.1983												
9.CONSULTANT(S)	Overseas Coastal Area Development Institute	5.TECHNICAL TRANSFER	Giving lecture on the methods for Port Planning														
					Total 104,401 (¥'000) Contracted 89,707												

和名 コロンボ港整備計画

[M/P+F/S]

PROJECT SUMMARY (Other)

Compiled Mar.1990
Revised Mar.1992

ASO LKA/S 601/80

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS	
1.COUNTRY	Sri Lanka	1.SITE OR AREA			I.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2.NAME OF STUDY	Development Project of the Port of Colombo (follow-up)	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description)
3.SECTOR	Transportation/Port	(US\$1,000)	1)	2)		
4.REFERENCE NO.		3.CONTENTES OF MAJOR PROJECT(S)				
5.TYPE OF STUDY	Other	The study team explained the technical issues involved in the construction of the container berth which was proposed by the P/S conducted in FY 1979 and will be financed by OECF.				
6.COUNTERPART AGENCY		4.CONDITIONS AND DEVELOPMENT IMPACTS				
7.OBJECTIVES OF STUDY	Technical explanation to the government authorities	5.TECHNICAL TRANSFER				
8.DATE OF S/W	. 0				2.MAJOR REASONS FOR PRESENT STATUS	
9.CONSULTANT(S)	Overseas Coastal Area Development Institute					
10.STUDY TEAM	No.of Members Period Aug.1980-Sep.1980 (0 months)				3.PRINCIPAL SOURCE OF INFORMATION	
	Total M/M Japan Field				①	
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY						
12.EXPENDITURE						
	Total 1,510 (¥000)					
	Contracted 1,510					

和名 コロンボ港整備計画アフターケア

[M/P, Basic Study, Other]

PROJECT SUMMARY (F/S)

Compiled Mar.1990
Revised Mar.1995

ASO LKA/A 303/81

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Sri Lanka	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 Mahaweli Ganga Agricultural Development: System C		Right Bank on the lower Mahaweli Ganga (68,000ha)					
3.SECTOR Agriculture/General		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost	
4.REFERENCE NO.		(US\$1,000)	1) 2) 3)	85,300	40,100	45,200	
5.TYPE OF STUDY F/S		3.CONTENTS OF MAJOR PROJECT(S)				(Description) (FY1991 Overseas Survey) The project is under implementation. 90% of the project has been completed. (FY1992 Overseas Survey) The construction of the main and branch canals were completed at the end of 1992. The construction of end canals, drainage and pavements is scheduled to be completed during 1993. Technical guidance in agricultural technology and water management is being conducted by Dept. of Economics, Mahaweli Authority (to be continued till 1994). The project has been financed by OECF, IDA and Kuwait Fund. Oct.1981 OECF L/A signed (7,700 mil. yen) May 1988 OECF L/A signed (2,950 mil. yen) Main and branch canals were completed in the end of 1992. Tertiary irrigation and drainage canals and rural roads will be completed in 1993. Japanese Grant Aid: Dec.1982 E/N signed (996 mil. yen for the Pilot Farm) Japanese Technical Cooperation (project type): Feb.1985 - Jan.1990 Trials and demonstration on the pilot farm Dec.1990 - Nov.1992 Follow-up technical cooperation (an expert in upland farming) Nov.1992 - Oct.1994 After-care technical cooperation (experts in agricultural machinery and dry-field farming) The Sri Lankan Government desires continued technical assistance from JICA in diffusion of farming and maintenance and management of the facilities. (FY1993 Overseas Survey) Implementing without big change. (FY1994 Domestic Survey) No additional information.	
6.COUNTERPART AGENCY Mahaweli Development Board		1.Main Canal 17.4 km 2.Branch Canal 54.7 km 3.Farm ditch 50.1 km 4.Main drains Kuda Oya, Hungamala Ela 5.Reclamation (Block 3,4,5)					
7.OBJECTIVES OF STUDY To improve the agriculture in the System-C Area by conveying water from Mahaweli River		1) Land clearing 9,255 ha 2) Distributor and field channels 6,960 ha 3) Secondary and field channels 6,960 ha 4) On-farm development 6,960 ha 5) Roads 130 km 6) Equipment and Vehicles 1) Maintenance equipment 2) Management and operation vehicles 3) Tractor hire service equipment and vehicles 4) Social infrastructure vehicles 5) Settlement vehicles					
8.DATE OF S/W .0		Imp. Period: 1982-1986					
9.CONSULTANT(S) Japan Engineering Consultants Co., Ltd. Nippon Koei Co., Ltd.		4.FEASIBILITY AND ITS ASSUMPTIONS Feasibility: Yes		EIRR1) 16.80 EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)		
10.STUDY TEAM No. of Members 6 Period Mar.1981-Mar.1981(1 months) Total M/M Japan Field 3.00 1.80 1.20		Conditions and Development Impacts: Conditions: (1) Construction period; 5 years (2) Increase of benefits by agricultural products. Agricultural outputs (yearly) rice 124,420 tons pepper 230 tons Maize 1,220 tons Cowpeas 310 tons Coffee 590 tons Groundnut 590 tons Cocoa 200 tons Development Impacts: Improvement of agricultural products and agricultural income Contribution to alleviate the food shortage problem.					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER					
12.EXPENDITURE Total 28,983 (¥000) Contracted 7,000		3.PRINCIPAL SOURCE OF INFORMATION ①, ②, ③, ④ Mahaweli Development Board					
2.MAJOR REASONS FOR PRESENT STATUS							

和名 マハヴェリ農業開発計画システムC地区

{F/S,D/D}

PROJECT SUMMARY (F/S)

ASO LKA/S 302/82

Compiled Mar.1988

Revised Mar.1995

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Sri Lanka	1.SITE OR AREA	Amparai district located at east coast Ceylon 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 Water Supply Scheme for Amparai Group of Towns		2.PROJECT COST		Total Cost	Local Cost		
		(US\$1,000)	1)	20,300	13,100		
		(US\$1=250Yen=20.8Rp)	2)				
			3)				
3.SECTOR Public Utilities/Water Supply		3.CONTENTES OF MAJOR PROJECT(S)				(Description) The study has been highly appreciated by the National Water Supply and Drainage Board. The Ministry of Finance was planning to execute the project upon confirmation of availability of local currency portion. As of Aug.1987, it was reported that the project was started by IDA fund and a British consultant was selected in July 1987. The situation unchanged in 1991. (FY 1991 Overseas Survey) No additional information (FY 1992 Overseas Survey) At this moment (March 1993), the donar(s) for the project has not been decided. Once it is decided, the implementation of the project will be reconsidered. (FY1993 Overseas Survey) Detailed designs of the Ampara W.S.S. have to be reviewed to match the current demand. Because adonor agency is not identified, implementation of the project is delayed. (FY1994 Domestic Survey) No additional information.	
4.REFERENCE NO.		Service Area					
5.TYPE OF STUDY		Served Population					
6.COUNTERPART AGENCY		Daily Max.					
National Water Supply and Drainage Board		Water Sources					
7.OBJECTIVES OF STUDY		Amparai area : Amparai reservoir					
F/S on local water supply system for improvement on shortage of supply and environment hygiene		Coastal area : Sambuveli weir (surface water)					
8.DATE OF S/W		Imp. Period:					
Dec.1981		Jun.1983-Dec.1986					
9.CONSULTANT(S)		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility:	EIRR1)		
Nihon Suido Consultants Co., Ltd.				Yes/No	EIRR2)	FIRR2)	
					EIRR3)	FIRR3)	
10.STUDY TEAM		Conditions and Development Impacts: In the project area, people get potable water out of shallow wells. With the proposed project, environment will improve and also employment opportunities increase. At present, water has been supplied to only 27,000 persons among project area population of 146,000(1981). However, by the project execution, water will be supplied to 172,000 persons out of project area population of 237,000 in the year 1995.					
No.of Members		2.MAJOR REASONS FOR PRESENT STATUS					
6		Due to shortage of government fund,the Sri Lanka Government did not make any official request for assistance from Japan.					
Period		3.PRINCIPAL SOURCE OF INFORMATION					
Feb.1982-Oct.1982(8 months)		①, ②					
Total M/M		5.TECHNICAL TRANSFER					
Japan		Carried out the training program on the water supply planning to two counterpart staff					
Field							
45.61							
27.41							
18.20							
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY							
12.EXPENDITURE							
Total							
112,094 (¥'000)							
Contracted							
103,138							

和名 地方上水道整備計画

{F/S,D/D}

PROJECT SUMMARY (Other)

Compiled Mar. 1990
Revised Mar. 1995

ASO LKA/S 602/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS											
1. COUNTRY	Sri Lanka	1. SITE OR AREA	katunayake			1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued									
2. NAME OF STUDY	Colombo Airport Development (follow-up)	2. PROJECT COST				<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">(US\$1,000)</td> <td style="text-align: center;">1)</td> <td style="text-align: center;">115,739</td> <td style="text-align: center;">25,525</td> <td></td> </tr> <tr> <td style="text-align: center;">(US\$1=20.55Yen)</td> <td style="text-align: center;">2)</td> <td></td> <td></td> <td></td> </tr> </table>			(US\$1,000)	1)	115,739	25,525		(US\$1=20.55Yen)	2)	
(US\$1,000)	1)	115,739	25,525													
(US\$1=20.55Yen)	2)															
3. SECTOR	Transportation/Air Transportaion & Airport	3. CONTENTS OF MAJOR PROJECT(S)	As a result of comparative study of urgency between new runway construction and terminal complex development, new runway construction is recommended as having a higher priority. Following improvements had been proposed for Phase I development (Target year : 1990): - Construction of a new runway (3,350m long) and conversion of the existing runway to a new paracklet taxiway. - Construction of new exit taxiways - Expansion of the existing passenger building (floor area : approx. 10,700 m ² - 36,000 m ² , peak-hour capacity : 2,100 passengers) - Construction of AASL maintenance center and administration headquarter - Construction of rescue and fire fighting facilities - Installation of VASIS, runway lights, etc (precision approach Cat.I) - Construction of utility facilities such as sewage treatment plant and potable water supply.													
4. REFERENCE NO.		4. CONDITIONS AND DEVELOPMENT IMPACTS	Greatly improved handling of air passengers and other users of airpor is expected to contribute to earning of foreign exchange. Provision of adequate separation distance between the new runway and the parulled taxiway would secure safe and efficient take-off and landing of aircraft. The capacity of the passenger aerminul building was expected to be tremendously increased by tripling the total floor space. The new building concept of segregating the departure and arrival passenger flows would upgrade passanger services as well as rediability of security. It was strongly recognized that harmonized development of each facility within the framework of the master plan be imperative in order to achieve the above-mentioned development impacts.													
5. TYPE OF STUDY	Other	5. TECHNICAL TRANSFER	OTT is made by having the local consultants assist the Japanese consultants in the supervision of construction.													
6. COUNTERPART AGENCY	Airport and Aviation Service(S.L.) Ltd.	6. MAJOR REASONS FOR PRESENT STATUS														
7. OBJECTIVES OF STUDY	Detailed investigation of construction cost	3. PRINCIPAL SOURCE OF INFORMATION	①, ②													
8. DATE OF S/W	.0															
9. CONSULTANT(S)	Japan Airport Consultants, Inc.															
10. STUDY TEAM	No.of Members 2 Period Dec.1981-May.1982(6 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;">4.42</td> <td style="text-align: center;">3.26</td> <td style="text-align: center;">1.16</td> </tr> </table>	Total M/M	Japan	Field	4.42	3.26	1.16									
Total M/M	Japan	Field														
4.42	3.26	1.16														
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: center;">26,740 (¥'000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">8,869</td> </tr> </table>	Total	26,740 (¥'000)	Contracted	8,869											
Total	26,740 (¥'000)															
Contracted	8,869															

和名 コロンボ空港整備計画アフターケア

[M/P,Basic Study,Other]

PROJECT SUMMARY (F/S)

ASO LKA/S 303/83

Compiled Mar.1986
Revised Mar.1995

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT			
1. COUNTRY	Sri Lanka	1. SITE OR AREA		Colombo metropolitan 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	Colombo-Katunayake Expressway and New Port Access Road Project	2. PROJECT COST		Total Cost	Local Cost			Foreign Cost	
3. SECTOR	Transportation/Road			(US\$1,000)	1)	51,080	19,790		
4. REFERENCE NO.				(US\$1/225Yen=23Rs)	2)				
5. TYPE OF STUDY	F/S			3)					
6. COUNTERPART AGENCY	Greater Colombo Economic Commission (GCEC)	3. CONTENTS OF MAJOR PROJECT(S)				(Description) The D/D of the port access road (1.5km) of Project B was undertaken as part of the GECF loan on the Colombo Port Improvement (B/A in Oct.1987, 1,955 million yen). Mar.1990 OECF E/S loan agreement (520 million yen) on Colombo - Katunayake Express way Jun.1990 D/D started Dec.1992 D/D completed (FY1993 Overseas Survey) Land acquisition and resettlement are in progress. (FY1994 Domestic Survey) The environmental report regarding this Project has officially announced by the Gov't of Sri Lanka on Mar.1994.			
7. OBJECTIVES OF STUDY		[Project A] 1) Main Road 25.4km K-1:Dalugama IC - Ragama IC 7.1km; K-2:Ragama IC - Ekala IC 8.4km K-3:Ekala IC - Airport 9.9km 2) Alternatives and affiliated roads K-4:Wewelduwa - Kiribathgodal(Access Road to Biyagama) 1.7km K-5:Ekala IC - Negombo(A3)Road 3.1km; K-6:Dandugam - Airport 9.5km K-7:KIPZIC - Canada Sri Lanka Friendship Road 1.6km [Project B] 1) Main Road 5.7km P-1:Colombo Port - Prince of Wales Avenue 1.6km P-2:Prince of Wales Avenue - Peliyagoda 1.5km P-3:Peliyagoda - Dalugama(Along Kandy) 2.9km 2) Alternative and affiliated roads P-4:Peliyagoda -Dalugama (Along Kandy) 2.6km P-5:Peliyagoda - Wattala 1.0km							
8. DATE OF S/W	Sep.1982	Imp. Period: Jan.1986-Dec.1989							
9. CONSULTANT(S)	Japan Bridge and Structure Instituted, Inc. Kokusai Kougyo Co., Ltd.	4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 18.50 EIRR2) EIRR3)			FIRR1) FIRR2) FIRR3)	
10. STUDY TEAM	No. of Members 21 Period Dec.1982-Jan.1984(13 months) Total M/M Japan Field 65.59 7.49 58.10	Conditions and Development Impacts: [Conditions] Start of operation in 1990; the project life of 25 years; opportunity cost of capital at 12%. [Development Impacts]: 1) Establishment of an efficient road network through the separation of passing traffics and large vehicles. 2) Productivity improvement in the GCEC area and Gampaha District as the result of transport connection. 3) Inducement of new industrial investments to Katunayake Investment Promotion Zone and elsewhere. 4) Expansion of the regional market due to the construction of new roads, particularly of the expressway. 5) Shortening of the commuting time within GCEC area and Gampaha District, and the resulting population diffusion effect.							
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Topographic and geological survey	5. TECHNICAL TRANSFER							
12. EXPENDITURE	Total 203,467 (¥000) Contracted 193,010	1) Participation of 2 trainees in JICA training program 2) OJT							
		2. MAJOR REASONS FOR PRESENT STATUS						The project implementation was long suspended owing to the political destabilization, but has been resumed to alleviate the traffic congestion.	
		3. PRINCIPAL SOURCE OF INFORMATION						①, ②, ④	

PROJECT SUMMARY (F/S)

Compiled Mar. 1986
Revised Mar. 1994

ASO LKA/S 304/83

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Sri Lanka	1. SITE OR AREA	Colombo metropolitan area			1. PRESENT STATUS <input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input checked="" type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Telecommunications Network Improvement Project in Greater Colombo	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost	
3. SECTOR	Communications & Broadcasting/Telecommunication		(US\$1,000)	1)	38,333	(Description) May 1985 OECF loan agreement (10,359 million yen) (Ph-I) Mar. 1991 Construction completed Mar. 1991 OECF Loan Agreement (Ph-II) Dec. 1991 Consulting Service Agreement (FY 1991 Overseas Survey) No additional information (FY 1992 Overseas Survey) Jun. 1993 Detailed Design and start of construction due. Dec. 1994 Implementation scheduled to be completed (FY 1993 Overseas Survey) Jan. 1995 Implementation scheduled to be completed.
4. REFERENCE NO.			2)	4,526	33,807	
5. TYPE OF STUDY	F/S	3. CONTENTS OF MAJOR PROJECT(S)	3)			
6. COUNTERPART AGENCY	SLTD	(1) Junction Network Junction cable installation: 109.1km (The above includes optical fiber cable installation for 11.7km.) PCM system establishment: 781 systems PCM repeaters: 1,411 pcs Manhole construction: 327 pcs Duct installation: Installation length 59.7 km, Pipe length 230km				
7. OBJECTIVES OF STUDY	Feasibility study on "Telecommunications Network Improvement Project in Greater Colombo" as an integral part of the National Development Plan.	(2) Subscriber Network Primary cable installation: 147km Secondary cable installation: 950km Cross-connecting cabinet establishment: 187 locations Number of lead-in cable pairs to exchanges: 67,900 pairs Manhole construction: 450 pcs Duct installation: Installation length 96km, Pipe length 490km				
8. DATE OF S/W	Dec. 1982	Imp. Period:				
9. CONSULTANT(S)	Nippon Telecommunication Consulting Co., Ltd.	4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 29.70 EIRR2) EIRR3)	FIRR1) 15.20 FIRR2) FIRR3)	
10. STUDY TEAM	No. of Members 15 Period Jan. 1983-Nov. 1983 (11 months) Total M/M Japan Field 46.30 11.70 34.60	Conditions and Development Impacts: Assumptions: 1) The project life is set at 20 years after service-in. 2) The prices used in the financial analysis were converted to 'the border prices' by multiplying by the standard conversion factor. As for this project, the border prices happen to be the same as the domestic market prices. 3) Economic benefits consist of consumer's surplus and the operating revenues calculated in the financial analysis. Development Impacts: (1) Improvement of telecommunication service in the Metropolitan areas; (2) The greater ease of emergency access to medical institutions is conducive to protection and rescue of human lives; (3) Upgrading and diversification of government services including improvement of security; (4) Increased supply of information; (5) Activation of economic activities; (6) Creation of employment opportunity.				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER	1) Joint preparation of the report; 2) On the job training (SLTD counterparts)			
12. EXPENDITURE	Total 117,636 (¥000) Contracted 109,525				2. MAJOR REASONS FOR PRESENT STATUS	
					High priority; This project is considered top priority by the Government of Sri Lanka. (FY 1992 Overseas Survey) The greater Colombo area is the center of political and economic activities in the country, and the outdated and insufficient telecommunications system had become a major bottleneck to overcome by the early 1980s.	
					3. PRINCIPAL SOURCE OF INFORMATION	
					①②④	

和名 大コロンボ電気通信網整備計画

(F/S,D/D)

PROJECT SUMMARY (M/P)

Compiled Mar.1988
Revised Mar.1992

ASO LKA/S 101/85

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS	
1.COUNTRY	Sri Lanka	1.SITE OR AREA	Whole country		I.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2.NAME OF STUDY	Master Plan for the Domestic Telecommunication Network	2.PROJECT COST	Total Cost	Local Cost	(Description) The government of Sri Lanka applied the project (the Greater Colombo Telecommunications Improvement Project for yen credit, and OECF pledged financing in October 1990. Mar.1991 OECF Loan Agreement (Phase II, 10,968 million yen) Dec.1991 Consulting Service Agreement Jul.1995 Implementation scheduled to be completed (FY 1993 Overseas Survey) No additional information	
3.SECTOR	Communications & Broadcasting/Telecommunication	(US\$1,000)	1)	29,307		
4.REFERENCE NO.		(US\$=26.00Rp)	2)			
5.TYPE OF STUDY	M/P	3.CONTENTS OF MAJOR PROJECT(S)				
6.COUNTERPART AGENCY	Ministry of Posts and Telecommunications Development.	To propose 100% of Digitalization of Trunk Network in the year 2000 and the network development for the following towns (1) Greater Colombo Area Telecommunications Improvement Project-2 (2) SLTD Organization Improvement project (3) Subscriber's line expansion project and Telecommunications network expansion project for rural towns/villages				
7.OBJECTIVES OF STUDY	To study the Master Plan for telecommunications development in the year 2000.	4.CONDITIONS AND DEVELOPMENT IMPACTS				
8.DATE OF S/W	Aug.1984	Conditions: To realize 100% of demand fulfillment and 100% of digitalization in the year 2000				
9.CONSULTANT(S)	Nippon Telecommunication Consulting Co., Ltd.	Impacts: To decrease the difference in Quality and in Quality between Urban area and Rural area.				
10.STUDY TEAM	No.of Members 12 Period Dec.1984-Oct.1985(11 months)	5.TECHNICAL TRANSFER				
	Total M/M Japan Field 28.22 21.80					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		(1) Trainee acceptance: 3 counterparts invited Japan, and (2) On the job training (SLTD counterparts)			2.MAJOR REASONS FOR PRESENT STATUS	(1) Effectiveness (2) High priority
12.EXPENDITURE	Total 136,112 (¥'000) Contracted 128,045				3.PRINCIPAL SOURCE OF INFORMATION	

和名 全国電気通信網整備計画

(M/P, Basic Study, Other)

PROJECT SUMMARY (F/S)

ASO LKA/A 304/85

Compiled Mar.1990
Revised Mar.1995

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT							
1.COUNTRY	Sri Lanka	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 Rehabilitation of Tank Irrigation Project		Minipe scheme 6,800ha Nagadeepa scheme 2,400ha											
3.SECTOR Agriculture/Irrigation, Drainage & Reclamation		2.PROJECT COST		Total Cost	Local Cost	(Description) (FY 1992 Overseas Survey) The project has been implemented by the OECF loan and the Japanese grant aid. Jul.1988 OECF L/A signed (1,850 mil. yen) The loan covers the rehabilitation of main canals (73.3km) and roads, branch canals (90km) and roads, etc. Construction scheduled to be completed in 1994. Apr.1989 Grant Aid E/N signed (449 mil. yen) Minipe and Nagadeepa rural development Phase I: Improvement of roads and digging of wells Completed Jun.1989 Grant Aid E/N signed (709 mil. yen) Phase II: Improvement of roads and digging of wells Completed (FY1993 Overseas Survey) Sep.1995 Scheduled to be completed. (FY1994 Domestic Survey) No additional information.							
4.REFERENCE NO.		(US\$1,000)		16,830	9,370			7,460					
5.TYPE OF STUDY F/S		US\$1=27.5Rs		1)	2)								
6.COUNTERPART AGENCY Ministry of Lands and Land Development		3) 3)		3.1)									
7.OBJECTIVES OF STUDY To stabilize agricultural products and increase incomes and living standard		3.CONTENTES OF MAJOR PROJECT(S)											
8.DATE OF S/W Jun.1984		1.Canal System		Minipe	Nagadeepa								
9.CONSULTANT(S) Japan Engineering Consultants Co., Ltd. Kyowa Engineering Consultants Co., Ltd.		Main Canal		55.3km	11.6km								
10.STUDY TEAM No. of Members 10 Period Jan.1985-Mar.1986 (15 months)		Branch Canal		-	6.3km								
<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;">50.29</td> <td style="text-align: center;">18.33</td> <td style="text-align: center;">31.96</td> </tr> </table>		Total M/M	Japan	Field	50.29	18.33	31.96	D Canal		70.3km	20.0km		
		Total M/M	Japan	Field									
50.29	18.33	31.96											
		F Canal		42.0km	42.9km								
		Heen Ganga Intake		7.4m(H) X 74m(L)									
		2.Road System											
		Rehabilitation of Road		18.8km	5.9km								
		Bridge		-	4 X 50m								
		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 17.10	FIRR1)							
					EIRR2)	FIRR2)							
					EIRR3)	FIRR3)							
		5.7ECHNICAL TRANSFER											
		1.0JT 2.Acceptance of Trainees (1 person)											
12.EXPENDITURE						2.MAJOR REASONS FOR PRESENT STATUS							
Total		198,301 (¥'000)											
Contracted		184,918											
						3.PRINCIPAL SOURCE OF INFORMATION ①, ②, ③, ④							

和名 農業用貯水池復旧計画

(F/S,D/D)

PROJECT SUMMARY (M/P)

ASO LKA/A 101/87

Compiled Mar.1990
Revised Mar.1995

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS																		
1.COUNTRY	Sri Lanka	1.SITE OR AREA	Gampaha district(1,600sq.km, 1.4 million population)			1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued																
2.NAME OF STUDY	Integrated Rural Development Project for Gampaha District	2.PROJECT COST	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">Total Cost</td> <td style="width: 15%; text-align: center;">Local Cost</td> <td style="width: 15%; text-align: center;">Foreign Cost</td> </tr> <tr> <td>(US\$1,000)</td> <td>1)</td> <td style="text-align: center;">22,046</td> <td style="text-align: center;">512</td> <td style="text-align: center;">21,534</td> </tr> <tr> <td></td> <td>2)</td> <td style="text-align: center;">10,710</td> <td></td> <td></td> </tr> </table>					Total Cost	Local Cost	Foreign Cost	(US\$1,000)	1)	22,046	512	21,534		2)	10,710			(Description) In 1987, the Sri Lankan government selected the Model Project for Improvement of Agricultural Production which is one of the priority projects based on this master plan as the first priority project for implementation, and made request to the Japanese government for grant aid to materialize it. Basic design was completed in January 1989, E/N in June (grant aid 996 million Yen), contract with consultant in August and contract with contractor for Phase I in January 1990. First phase construction was completed in February 1991. The project was completed over 2 phases, with Phase II E/N concluded in June 1990 (grant aid 1.075 billion Yen), consultant contract for July 1990, and contractor contract in October 1990. Second phase construction was completed in October 1991. As of the present, formal request has been made by the Sri Lankan government for project technical cooperation for the project. (FY1991 Overseas Survey) No additional information (FY1992 Overseas Survey) A formal request for a project-type technical cooperation was made, and a pre-development study mission was dispatched in March 1993. A request for a Grant Aid was made in February 8 1993, for construction and renovation of bridges and improvement of link roads (A total cost of Rp. 370.4 mil.). (FY1993 Overseas Survey) Project-type technical cooperation has not yet commenced. (FY1994 Domestic Survey) The Basic design was completed in January 1994, E/N was signed in April 1994. (Grant Aid 1195 million Yen for Phase I) and E/N was signed in Sept. 1994. (Grant Aid 531 million Yen for Phase II) Phase I work is under implementation and phase II work is under tendering. At present Project-type technical cooperation is proceeding for the first part of the project for Improvement of Agricultural production.		
		Total Cost	Local Cost	Foreign Cost																			
(US\$1,000)	1)	22,046	512	21,534																			
	2)	10,710																					
3.SECTOR	Agriculture/General	3.CONTENTS OF MAJOR PROJECT(S)	5 long term and 20 short term objectives were set. 3 priority projects were selected from the short term projects for early development. Short term projects: 1.Development of Agricultural Production 2.Development of Agricultural Infrastructure 3.Development of Rural Industries 4.Development of Human Resources 5.Development of Social Infrastructure Priority projects: 1.Model Project for Improvement of Agricultural Production 2.Development of Human Resources 3.Development of Social Infrastructure The Cost 1) above pertains to the short-term plan, and the Cost 2) to the total of priority projects.																				
4.REFERENCE NO.		4.CONDITIONS AND DEVELOPMENT IMPACTS	Implementation of the priority projects is prerequisite for later implementation of all the short term projects which will nurture a conducive socio-economic and physical infrastructure to realize the latter. Impacts of priority projects are as follows: 1.Increased production(minor export crops, general upland crops, paddy) 2.Increased farmers income 3.Social benefit (Improved diet, increased employment opportunities, upgrading of education level, improved health)			2.MAJOR REASONS FOR PRESENT STATUS Project implementation is progressing smoothly. This is due to the fact that the understanding of affected residents was obtained during the master study phase, and that the project places emphasis on the rehabilitation of existing structures.																	
5.TYPE OF STUDY	M/P	5.technical transfer	1.Training 8 (2 persons in 1986 under the master plan study, and 4 persons in 1990 and 2 persons in 1991 under detailed design and construction supervision)																				
6.COUNTERPART AGENCY	Ministry of Project Planning and Implementation	7.OBJECTIVES OF STUDY	District-wide integrated rural development			3.PRINCIPAL SOURCE OF INFORMATION ①, ②, ③																	
8.DATE OF S/W	Apr.1986	10.STUDY TEAM	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">No.of Members</td> <td style="width: 15%;">13</td> <td style="width: 15%;">Period</td> <td colspan="3">Jul.1986-Mar.1987(9 months)</td> </tr> <tr> <td>Total M/M</td> <td>Japan</td> <td>Field</td> <td colspan="3"></td> </tr> <tr> <td>54.27</td> <td>23.24</td> <td>31.03</td> <td colspan="3"></td> </tr> </table>					No.of Members	13	Period	Jul.1986-Mar.1987(9 months)			Total M/M	Japan	Field				54.27	23.24	31.03	
No.of Members	13	Period	Jul.1986-Mar.1987(9 months)																				
Total M/M	Japan	Field																					
54.27	23.24	31.03																					
9.CONSULTANT(S)	Chuo Kaihatsu International Corp. Sanyu Consultants Inc.	11.ASSOCIATED AND/OR SUBCONTRACTED STUDY																					
12.EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Total</td> <td style="width: 15%;">168,183 (¥000)</td> </tr> <tr> <td>Contracted</td> <td>146,293</td> </tr> </table>	Total	168,183 (¥000)	Contracted	146,293																		
Total	168,183 (¥000)																						
Contracted	146,293																						

和名 ガンパハ県農業総合開発計画

[M/P,Basic Study,Other]

PROJECT SUMMARY (M/P)

Compiled Mar.1991
Revised Mar.1995

ASO LKA/A 102/89

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDY RESULTS												
1. COUNTRY	Sri Lanka	1. SITE OR AREA	Kirinda Fishery Harbour Southeastern Coast Fishery population 1,408/ Fishing boats 128/Yearly haul 385t		1. PRESENT STATUS <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued											
2. NAME OF STUDY	Sand Drift in the Southeastern Coast	2. PROJECT COST				<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">Total Cost</td> <td style="width: 15%; text-align: center;">Local Cost</td> <td style="width: 15%; text-align: center;">Foreign Cost</td> </tr> <tr> <td style="text-align: center;">(US\$1,000)</td> <td style="text-align: center;">1) 14,437</td> <td></td> <td style="text-align: center;">14,437</td> </tr> <tr> <td></td> <td style="text-align: center;">2) US\$1=35.32Rp in1989</td> <td></td> <td></td> </tr> </table>			Total Cost	Local Cost	Foreign Cost	(US\$1,000)	1) 14,437		14,437	
	Total Cost	Local Cost	Foreign Cost													
(US\$1,000)	1) 14,437		14,437													
	2) US\$1=35.32Rp in1989															
3. SECTOR	Fisheries/Fisheries	3. CONTENTS OF MAJOR PROJECT(S)	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Extension of Main Breakwater</td> <td style="width: 15%; text-align: right;">200m</td> </tr> <tr> <td>Improvement of Existing Main Breakwater</td> <td style="text-align: right;">100m</td> </tr> <tr> <td>Construction of Sub-breakwater</td> <td style="text-align: right;">230m</td> </tr> <tr> <td>Construction of Jetty</td> <td style="text-align: right;">200m</td> </tr> </table>		Extension of Main Breakwater	200m	Improvement of Existing Main Breakwater	100m	Construction of Sub-breakwater	230m	Construction of Jetty	200m	<p>(Description)</p> <p>The following study on the basic design for the project for rehabilitation of the Kirinda Fisheries Harbour.</p> <p>(1) Economic and Social Study in the Kirinda area. a. Study of population (total population, the number of household, birthrate, mortality rate, etc.) and industries (railroad, road, allied industries, development plan, etc.). b. Investigation of regional development in case this project is executed. (2) Fishery Study To collect information of fish products, fishery circulation, fish consumption, fishing boats, etc. Economic analysis and estimation of investment effect in consideration of the above-mentioned results. (3) In consideration of effective utilization of land facilities in Kirinda Fisheries Harbour, to plan a suitable layout and countermeasure for siltation for executing this project.</p> <p>(FY1991 Overseas Survey) No additional information.</p> <p>(FY1993 Overseas Survey) The project is now in progress according to the masterplan.</p> <p>(FY1994 Domestic Survey) The implementation management work has been completed on 12th of Oct.1994.</p>			
Extension of Main Breakwater	200m															
Improvement of Existing Main Breakwater	100m															
Construction of Sub-breakwater	230m															
Construction of Jetty	200m															
4. REFERENCE NO.		4. CONDITIONS AND DEVELOPMENT IMPACTS	<p>With conducting natural condition survey in the NE & SW monsoon season and clarifying numerical simulation for the sand drift, the following proposals were planned.</p> <p>(1) By constructing a Groyne at the Kirinda point, the sand drift of the SW monsoon season will be shifted onto an offshore course. (2) By extension of main breakwater, the coastal sand drift will be prevented and the tranquility within the harbour will be improved for mooring. (3) by establishing another new sub-breakwater in the north of the existing sub-breakwater, siltation will be prevented at harbour mouth.</p>													
5. TYPE OF STUDY	M/P	5. TECHNICAL TRANSFER			<p>-Training and study in Japan(1 person) -Guidance about using survey materials and a new method of investigation in Sri Lanka</p>											
6. COUNTERPART AGENCY	Ministry of Fisheries and Aquatic Resources Executing Agency: Ceylon Fishery Harbours Corporation	11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	2. MAJOR REASONS FOR PRESENT STATUS													
7. OBJECTIVES OF STUDY	Countermeasure for Siltation	12. EXPENDITURE			3. PRINCIPAL SOURCE OF INFORMATION											
8. DATE OF S/W	Oct. 1987		①, ②, ③													
9. CONSULTANT(S)	Nippon Tetrapod Co., Ltd.															
10. STUDY TEAM	No. of Members 6 Period Mar.1988-Dec.1989 (16.5 months)															
	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%; text-align: center;">Total M/M</td> <td style="width: 15%; text-align: center;">Japan</td> <td style="width: 15%; text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">29.73</td> <td style="text-align: center;">16.81</td> <td style="text-align: center;">12.92</td> </tr> </table>	Total M/M			Japan	Field	29.73	16.81	12.92							
Total M/M	Japan	Field														
29.73	16.81	12.92														

和名 南東部沿岸漂砂調査

{M/P, Basic Study, Other}

PROJECT SUMMARY (M/P+F/S)

ASO LKA/S 202B/89

Compiled Mar.1991
Revised Mar.1995

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT			
1.COUNTRY	Sri Lanka	1.SITE OR AREA	Colombo Port			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	Development of the Port of Colombo	2.PROJECT COST						M/P 1) 478,534 Local 2) 409,376 Cost	Foreign Cost
3.SECTOR	Transportation/Port		F/S 1) 257,849 2) 3)	42,117	215,732				
4.REFERENCE NO.		3.CONTENTES OF MAJOR PROJECT(S)				(Description) Oct. 1989 OECF loan agreement on Jaya Container Terminal No.3 (6,200 million yen) Mar. 1990 OECF loan agreement (Phase I 6,329 million yen) Oct. 1991 Construction work of JCT No.3 was commenced Mar. 1991 OECF loan agreement (Phase II 10,968 million yen) Mar. 1992 OECF loan agreement (Phase III 21,055 million yen) Aug. 1993 OECF loan agreement (Phase IV 7,728 million yen) (FY 1992 Overseas Survey) 1) JCT No.4 and communications system: under construction 2) Rehabilitation of Queen Elizabeth Quay: completed 3) Pipe laying and dredging: scheduled to be implemented 4) New North Pier: in progress (FY1993 Overseas Survey) Dec.1994 JCT No.3 is scheduled to be completed Dec.1995 JCT No.4 is scheduled to be completed (FY1994 Domestic Survey) Jul. 1994 OECF L/A was concluded (Development of the Project of Colombo, 5,668mil. Yen). Contents of Project:(1) Construction of the General Cargo Berth at the North Pier as the alternative from Q6Q. (2)Redevelopment of Q6Q to be containerized.			
5.TYPE OF STUDY	M/P+F/S	<M/P> Plan A: Cost 1) Plan B: Cost2) 1)New North Pier Berth No.3 -11m x 210m Berth No.4 -7.5m x 130m 2)Port container terminal 3)New Queen Elizabeth Container Terminal(NQECT) Berth No.1 -14 x 350m -14 x 340m Berth No.2 -14 x 350m -14 x 330m Berth No.3 -12 x 300m -12 x 330m 4)Extension of SW breakwater (550m) 5)New SW breakwater (510m) 6)Re-alignment of main entrance channel 7)Computer communication 8)Port highway system <F/S> 1)Jaye Container Berth (JCT) Berth No.3 (-13.5m x 330m, planned capacity 300,000TEUs, stacking yards 6,300TEUs) Berth No.4 (-13.5m x 360m, planned capacity 300,000TEUs, stacking yards 6,150TEUs, feeder berth -9.0m x 170m) Gantry cranes(Post Panamax):2 units, High speed transfer cranes:6units 2)New North Pier(NNP) Berth No.1: -7.5m x 130m, Warehouse: 40m x 160m Berth No.2: -11.0m x 210m, Warehouse: 40m x 160m 3)Pipe line for the new oil terminal: 700m 4)Rehabilitation of Queen Elizabeth Quay: Berths No.4 and No. 5, etc.							
6.COUNTERPART AGENCY	Sri Lanka Ports Authority	Imp. Period: 1989-1995							
7.OBJECTIVES OF STUDY	F/S, M/P, & ST/P	4.FEASIBILITY AND ITS ASSUMPTIONS							
8.DATE OF S/W	Mar.1988	Feasibility: Yes							
9.CONSULTANT(S)	Overseas Coastal Area Development Institute Japan Port Consultants Co., Ltd.	EIRR(1) 21.40 FIRR(1) 8.70 EIRR(2) EIRR(3) FIRR(2) FIRR(3)							
10.STUDY TEAM	No.of Members 10 Period Nov.1988-Nov.1989(13 months)	Conditions and Development Impacts:						2.MAJOR REASONS FOR PRESENT STATUS	
	Total M/M Japan Field 52.66 28.19 24.47	Planning Conditions: 1)Sri Lanka's political stability improves to secure project implementation 2)Relative importance of the Port in the international container shipping network will not change significantly 3)Further development beyond the plan should be coordinated with the development of the Port of Galle Development Impacts: 1)Increased handling of container cargo transshipments 2)Reduction of transport costs 3)Increased foreign exchange earnings 4)Activation of international trade in Sri Lanka and neighboring countries 5)Promotion of export processing industries around the Port of Colombo 6)Improved reliability of the port of Colombo						The project was commenced on good timing for adapting to the change of containerization in the world	
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Boring, Topographic Survey Bathymetric Survey	5.technical TRANSFER						3.PRINCIPAL SOURCE OF INFORMATION	
12.EXPENDITURE	Total 175,721 (¥000) Contracted 176,480	On-the-Job training JICA counterpart training						①, ②, ④	

和名 コロンボ港開発計画

(M/P+F/S)

PROJECT SUMMARY (M/P)

Compiled Mar. 1993
Revised Mar. 1995

ASO LKA/S 102/91

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDY RESULTS							
1. COUNTRY	Sri Lanka	1. SITE OR AREA	Port of Galle		1. PRESENT STATUS <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued						
2. NAME OF STUDY	Development of the Port of Galle	2. PROJECT COST				Total Cost Local Cost Foreign Cost (US\$1,000) 1) 592,000 (US\$1=Rs41) 2)					
3. SECTOR	Transportation/Port	3. CONTENTS OF MAJOR PROJECT(S)	(Description) In this study, the urgent plan (breakwater 350m) was formulated. After the completion of this study, the implementation of that was requested from Sri Lanka Government. If the breakwaters are constructed, the SLPA says that a foreign shipping line will call at the Port of Galle. (FY1994 Domestic Survey) No additional information.								
4. REFERENCE NO.		Master Plan: (1) Southwest Breakwater : 1,500m (protection from SW Monsoon)									
5. TYPE OF STUDY	M/P	(2) Container Terminal : 3 berths (-14m, 1,090m), container yard (2,200 slots) Cargo handling machinery (container cranes, transtainers, tractor trailers), other related facilities and buildings									
6. COUNTERPART AGENCY	Sri Lanka Ports Authority	(3) General/Bulk Cargo : 2 berths (-14m x 270m, and -12m x 240m), storage sheds, handling machinery (unloaders, belt conveyors, forklifts)									
7. OBJECTIVES OF STUDY	1. F/S formulated with a target year of 1997 2. Technical transfer to the counterparts	(4) Bunker Oil Berth : 1 Dolphin-type berth (-7.5m x 120m)									
8. DATE OF S/W	Apr. 1990	4. CONDITIONS AND DEVELOPMENT IMPACTS									
9. CONSULTANT(S)	Overseas Coastal Area Development Institute Japan Port Consultants Co., Ltd.	Development impacts: 1) It will enable the direct access to foreign markets from the southern region (e.g. Galle, Matara and Hambantota), contributing to the restructuring and rational function arrangement of Sri Lanka Ports. 2) It will relieve the crowdedness of the Port of Colombo and meet future demands. 3) It will decrease the traffic load of the National Road A2 (from Colombo to Hambantota via Galle) and the coastal railroad, meeting the increase of traffic demands and motorization. 4) It will develop benefits to containers with the improvement of service standards and cost conditions for the shippers and consignees in the hinterland of Galle. 5) The functions of international shipping base of the port of Galle will promote the regional economy. 6) It will be conducive to the development of Kegalla export processing district in the Galle region. The port development will increase the number and production of factories in the Kegalla region. 7) It will build a development core in the southern region, activating the economy through industrialization. Especially, the development of cement factories in behind the port and milling factories close to the port will proceed in the future. 8) The agriculture in the southern region will be favorably influenced from the cost reduction of inland transportation compared with the case of using the Port of Colombo. 9) The port construction and management along with regional industrial development will increase employments and income level in the region.									
10. STUDY TEAM	No. of Members 10 Period Sep. 1990 - Nov. 1991 (13 months)	5. TECHNICAL TRANSFER									
	<table style="margin-left: auto; margin-right: auto;"> <tr> <td>Total M/M</td> <td>Japan</td> <td>Field</td> </tr> <tr> <td style="text-align: center;">68.72</td> <td style="text-align: center;">39.65</td> <td style="text-align: center;">29.07</td> </tr> </table>	Total M/M			Japan	Field	68.72	39.65	29.07	2. MAJOR REASONS FOR PRESENT STATUS	
Total M/M	Japan	Field									
68.72	39.65	29.07									
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Bathymetric Survey Topographic Survey Boring	Through discussion with counterparts, technical transfer was conducted by transmitting the method of development planning, calmness analysis and so on.	3. PRINCIPAL SOURCE OF INFORMATION ①, ②								
12. EXPENDITURE	Total 232,251 (¥'000) Contracted 226,013										

和名 ゴール港整備計画

[M/P, Basic Study, Other]

PROJECT SUMMARY (F/S)

Compiled Mar.1994
Revised Mar.1995

ASO LKA/A 305/92

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1.COUNTRY	Sri Lanka	1.SITE OR AREA				1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input checked="" type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled	
2.NAME OF STUDY	Walawe Irrigation Upgrading and Extension Project	Left bank of the Walawe river 180km southeast Colombo						
3.SECTOR	Agriculture/General	2.PROJECT COST		Total Cost	Local Cost	Foreign Cost	(Description) Basic design is being carried out under grant aid. It consists of main rural roads of 31 km including a bridge across the Walawe river and a water purification plant in Suriyawewa. A request of technical assistance improvement of the existing area was submitted to official, and an appraisal mission was sent. (FY1993 Overseas Survey) An application has been made to OECF for financing & implementation of the Project which includes detailed designs, preparation of contract document and supervision of construction. (FY1994 Domestic Survey) Since January 1994, this project has been under implementation by grant aid. 1994.1.21:Grant Aid E/N 968 million yen (Stage I) 1994.7.28:Grant Aid E/N 1,018 million yen (Stage II) Major components: Construction of main rural roads of 31km including a bridge across the Walawe river and a water purification plant in Suriyawewa 1994.6: OECF loan agreement (E/S) 379 million yen Major components: Rehabilitation of irrigation facilities in the existing irrigation area (2,900ha), Rearrangement of irrigation/drainage water network in a part (1,040ha) of the rain water dependent area, execution of the farm land renovation, stabilization of irrigation water, Upgrading of land use efficiency. Detailed design which includes preparation of environmental monitoring plan, study and proposal of O&M system, and preparation of agricultural extension plan for the Walawe Left Bank Irrigation Upgrading and Extension project. Loan is to be used for consulting/service fees of the D/D etc.	
4.REFERENCE NO.		1)	66,045	41,273	24,773			
5.TYPE OF STUDY	F/S	2)	12,841	7,841	5,000			
6.COUNTERPART AGENCY	Mahaveli Authority of Sri Lanka	3)	45,727	18,023	27,705			
7.OBJECTIVES OF STUDY	Increasing agricultural production, incomes of rural people, and employment opportunities in the Project and through grading and extension of irrigation facilities and provision of rural infrastructure	3.CONTENTS OF MAJOR PROJECT(S)						
8.DATE OF S/W	Nov. 1990	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) 17.30 EIRR2) 14.20 EIRR3) 13.60	FIRR1) FIRR2) FIRR3)		
9.CONSULTANT(S)	Nippon Koei Co., Ltd. Naigai Engineering Co., Ltd.	Conditions and Development Impacts: 1) Based on the estimated benefits and costs 2) Benefit reduction of 10%, cost rice of 10% 3) Benefit reduction of 10%, cost rice of 15%				2.MAJOR REASONS FOR PRESENT STATUS		
10.STUDY TEAM	No. of Members 8 Period Jun.1992-Nov.1992 (18 months)							
	Total M/M	Japan	Field					
	29.31	11.50	17.81					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Natural Environment (Vegetation, Animals, Socio-economic Environment) Surveys.	5. TECHNICAL TRANSFER				3.PRINCIPAL SOURCE OF INFORMATION		
12.EXPENDITURE	Total 183,493 (¥000) Contracted 90,005	Survey/Investigation and planning method, and its evaluation				①, ②		

和名 ワラウエ農業開発計画

(F/S,D/D)

PROJECT SUMMARY (F/S)

Compiled Mar.1988

Revised Mar.1995

ASE THA/S 301/76

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Thailand	1. SITE OR AREA		Southern line 1,159 km 110 bridges Northern line 751 km 22 bridges Northeastern line 1,205 km 45 bridges		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		2. PROJECT COST		Total Cost	Local Cost	Foreign Cost	(Description) The project has been under implementation by the government funds since 1979. Based on the recommendations of the study, 104 bridges have been strengthened so far. 17 of them were replaced by steel bridges. Furthermore, additional 37 bridges have been under various stages of implementation by the national budgets during 1987 and 1991. The remaining 25 are expected to be built after 1992. (FY1991 Overseas Survey) The strengthening works on the eastern line is not concluded yet, because the traffic density remains low. Construction of other parts will be finished in 1993. (FY1993 Overseas Survey) The project except bridges on eastern line is scheduled to be completed in 1996. SRT budgeted at 300 million bahts. To increase loading capacity, the old steel bridges needs strong thening. Otherwise, speed restriction has to be introduced. (FY1994 Domestic Survey) The strengthening works on the main lines was already finished. For the eastern line, the strengthening works have been performed by construction a new prestressed concrete bridge up to Khlong Sip Kao Station (KM.84) in order to upgrade the track standard to match with the new line construction Klong Sip Kao-Kaeng Khoi which will open in near future. Upgrading of the remaining Steel bridge on this line shall be subjected to the result of the Eastern Railway Corridor Study conducted by TDRI. Moreover, the strengthening of some remaining steel bridges on the branch lines have to be revised due to budget constraint and if it is necessary the works will be integrate in the track rehabilitation scheme.
Project of Strengthening and / or Replacement of Steel Bridges on the State Railway		(US\$1,000)		1) 16,683	8,656	8,027	
3. SECTOR		3. CONTENTS OF MAJOR PROJECT(S)		1) (US\$1=20Bahts) 2) 3)			
Transportation/Railway		The number of steel bridge on the whole railway in Thailand become 1,397 (2,853 span) at the end of 1976. 169 of them (214 span) are recommended to need improvement by the study of VKRAS(England). After this study, government of Thailand proposed gov. of Japan to cooperate a now detailed study of strengthening and replacement of them. So the purpose of this study are following: 1) Evaluating strength of 214 span 2) Suggesting a standard design and method of improvement / strengthening / replacement. 3) Estimating a cost of this project. Proposals: Of the 214 spans: 197 spans are to be repaired and strengthened. 17 spans are to be replaced with the construction of new bridges					
4. REFERENCE NO.		4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility:	EIRR1)	FIRR1)	
5. TYPE OF STUDY		Yes/No		EIRR2)	FIRR2)		
F/S				EIRR3)	FIRR3)		
6. COUNTERPART AGENCY		Conditions and Development Impacts: 1) Improvement of bridges constituting greater danger to train operation will be given high priority. 2) Disturbance to train operation during the works will be minimized. 3) According to the current traffic density, the lines considered likely to generate more profit through improvement work will be given priority. 4) The work is scheduled to be accomplished in five years. 5) The work is planned in relation to the schedule for replacement of timber bridges. 6) Steel materials will be imported, but the processing of the members for repair and strengthening will be done by fabricators in Thailand. 7) The new bridges required for replacement will be imported from foreign countries. The cost estimation is based on prevailing rate during April 1976, with assumption of 10% per year as the rate of subsequent price escalation. It was considered beneficial for SRT to receive a few advisors for its technical and financial needs for the initial one or two years. *Above implementation period is 5 year [Development Impacts] The nation's railway capacity and it operation would be improved so much by implementation of this bridge project.					
State Railway of Thailand							
7. OBJECTIVES OF STUDY		Investigation, from the aspects of design and work execution, of the existing 214 spans of steel bridges requiring strengthening and/or replacement					
8. DATE OF S/W		Imp. Period:					
Oct. 1975							
9. CONSULTANT(S)		Japan Railway Technical Service					
10. STUDY TEAM		No. of Members 17 Period Jan. 1976-Nov. 1976 (10 months)					
Total M/M Japan Field 87.27 66.60 20.67							
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER					
		Investigations were conducted with the cooperation of counterparts. Methodology training for strengthening steel bridges in Japan. (5 trainees)					
12. EXPENDITURE		3. PRINCIPAL SOURCE OF INFORMATION					
Total		106,843 (¥'000)		①, ②			
Contracted		108,230					

和名 鉄道橋梁改良計画

(F/S,D/D)

PROJECT SUMMARY (D/D)

Compiled Mar.1990
Revised Mar.1992

ASE THA/S 401/77

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Thailand	1.SITE OR AREA				1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="checkbox"/> Discontinued or Cancelled <input type="radio"/> Processing
2.NAME OF STUDY		Bangkok Metropolitan Area					
Bangkok Telephone Network Project : Junction Lines		2.PROJECT COST				(Description) Jul. 1978 OECF loan agreement (1,464 million yen)	
		Total Cost Local Cost Foreign Cost					
		(US\$1,000) 1) 2) 3)					
3.SECTOR		3.CONTENTS OF MAJOR PROJECT(S)					
Communications & Broadcasting/Telecommunication		Contents Scale Construction of Junction cable 250,000 Pair-km					
4.REFERENCE NO.							
5.TYPE OF STUDY		D/D					
6.COUNTERPART AGENCY		Telephone Organization of Thailand (TOT)					
7.OBJECTIVES OF STUDY		D/D of junction cable network and five local cable networks					
8.DATE OF S/W		Feb.1977					
9.CONULTANT(S)		Imp. Period:					
Nippon Telecommunication Consulting Co., Ltd.		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: EIRR1) FIRR1) Yes/No EIRR2) FIRR2) EIRR3) FIRR3)			
10.STUDY TEAM		Conditions and Development Impacts: -To full of demand in site area -This project come under construction of junction network for 3rd M/P Package 1, Phase 1					
No.of Members 13							
Period May.1977-Feb.1978(9 months)							
Total M/M Japan Field							
		29.73 70.77					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER					
		Many counterparts engineers participated in preparation of D/D.					
12.EXPENDITURE						2.MAJOR REASONS FOR PRESENT STATUS	
Total 260,588 (¥000)						Telephone demand in the metropolitan area is urgent.	
Contracted 251,129						3.PRINCIPAL SOURCE OF INFORMATION	
						①④	

和名 バンコク市内線路網実施設計

(F/S,D/D)

PROJECT SUMMARY (F/S)

Compiled Mar.1986
Revised Mar.1995

ASE THA/S 303/78

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Thailand	1.SITE OR AREA				1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input checked="" type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY	Separate System of Metropolitan Water Supply in Bangkok	Bangkok metropolitan area					
3.SECTOR	Public Utilities/Water Supply	2.PROJECT COST		Total Cost	Local Cost	Foreign Cost	
4.REFERENCE NO.		(US\$1,000)	1) 2) 3)	73,121			
5.TYPE OF STUDY	F/S	3.CONTENTS OF MAJOR PROJECT(S)				(Description) The project was completed by the OECF financing. Jun.1979 OECF L/A signed(8,400 million yen) Sep.1984 OECF L/A signed(10,710 million yen)Completed in 1989 Oct.1985 OECF L/A signed(2,985 million yen)Completed in 1989 Nov.1988 OECF L/A signed(4,380 million yen)To be completed in June 1993 Sep.1991 OECF L/A signed(8,638 million yen)Scheduled to be completed in Aug.1995 Jan.1993 OECF L/A signed(16,969 million yen) Sep.1993 OECF L/A signed(5,599 million yen) (Contents of the tasks carried out by OECF's fund) *1-1.Improve and construct more conveyance channels. 2.Reinforce the Ban Kaeng Filter Plant(to increase its filtration capacity upto 400,000 tons a day). 3.Excavate more transmission tunnels. 4.Construct more distribution reservoirs and pump stations. 5.Extend main distribution pipeline. 6.Extend branch distribution pipelines. 7.Excavate more deepwells. 8.Construct the new headquarter building of MWNA(Yen credit was allocated for above 2 to 4 and expenses for supervision/inspection of these works). *2,*3-1.Construct additional raw water pump station at Sam Lae. 2.Reinforce the Ban Kaeng Filter Plant(to increase its filtration capacity upto 400,000 tons a day). 3.Construct more distribution reservoirs and distribution stations. 4.Extend main transmission pipeline. 5.Extend branch transmission pipelines. 6.Extend main distribution pipeline. 7.Extend branch distribution pipelines. 8.Works for water leak prevention (Yen Credit was allocated for supervision/inspection of the works.) The implementation works for above has been completed on September and December,1989. *4-1.Repairment of the transmission tunnel between Ban Kaeng, Bafong Yoting and Bia. 2.Related expenses for supervision/inspection of the works.(Yen Credit was allocated only for the Foreign Exchange portion.) It was planned to be completed by June,1993. *5-1.Construct more raw water pump stations at Sam Lae. 2.Reinforce the Ban Kaeng Filter Plant to increase its filtration capacity(400,000 tons a day). 3.Lay new transmission pipelines from Rat Yarisel to Rat Prana and from Bafong Yoting to Ratcha Bisek. 4.Related expenses for supervision/inspection of the works.(Yen Credit was allocated only for the Foreign Exchange portion.) It was planned to be completed by February,1993. *6-1.Expand two(2) Syphone stations along the conveyance channels for raw water. 2.Increase the filtration capacity of the water purification facilities(at the Ban Kaeng Filter Plant). 3.Install four(4) pumps and construct a reservoir as for a new pump station. 4.Lay main and branch new distribution pipelines,and rehabilitate	
6.COUNTERPART AGENCY	Metropolitan Water Works Authority	1.Project: Separate System of Metropolitan Water Supply Project surrounding Bangkok 2.Area: The 9 Amphoes surrounding Bangkok city and the related housing and industrial project areas (168sq.km) 3.Target year: Completion set at 2000 (Start to work in 1982) 4.Water source: 8 Amphoes (excluding Nong Khaem) and Bang Chan from groundwater. The others from Central System. 5.Groundwater: 33 Deep Wells built in 9 areas.					
7.OBJECTIVES OF STUDY	Water Service plan	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)	
8.DATE OF S/W	Jan.1977	Imp. Period: 1981-.2000				Conditions and Development Impacts: Conditions: 1.Population density in served area: 1,500/sq.km (minimum) 2.Population in served area: 363,900 (in 2000) 3.House connection ratio: 75% (in 2000) 4.Daily max. demand: 77,800cu.m Development impacts 1.Supply of clean water 2.Rational system realized This plan was independent system; but will be advanced in connection with existing Central Water Supply System in Bangkok city.	
9.CONSULTANT(S)	Pacific Consultants International						
10.STUDY TEAM	No.of Members 14 Period May.1977-Jul.1978(15 months)					2.MAJOR REASONS FOR PRESENT STATUS	
	Total M/M Japan Field 24.30 7.20 17.10						
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER				3.PRINCIPAL SOURCE OF INFORMATION ①, ④	
12.EXPENDITURE	Total 143,869 (¥'000) Contracted 44,780	- Overseas training for counterpart staff - Inspection of water purification plant					

和名 首都圏周辺市街地区水道拡張計画

(F/S,D/D)

PROJECT SUMMARY (F/S)

Compiled Mar.1986
Revised Mar.1995

ASE THA/S 305/78

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Thailand	1.SITE OR AREA				III. PRESENT STATUS OF STUDIED PROJECT	
2.NAME OF STUDY	Phetchabun - Chai Badan Highway Project	Phetchabun - Chai Badan. Northern Region					
3.SECTOR	Transportation/Road	2.PROJECT COST		Total Cost	Local Cost	Foreign Cost	
4.REFERENCE NO.		(US\$1,000)	1)	16,600	9,400	7,200	
5.TYPE OF STUDY	F/S	(US\$1=20Bahts)	2)				
6.COUNTERPART AGENCY	Department of Highway		3)				
7.OBJECTIVES OF STUDY	Road Construction	3.CONTENTS OF MAJOR PROJECT(S)				(Description) 1)D/D completed by DOH 2)OECF loan(E/N 1980 July; 8,160 million yen) 3)Construction from June 1981 to September 1983 4)The total cost of the Project was made up of 50% of OECF Loan & 50% of DOH Budget. *OECF Loan target (The Productive Road Construction Project, L/A in Aug.1980, 8,160 mil.Yen) : The expense for the road improvement works from single to simple double lanes paved road for the existed non-improved 27 routes in the northern, north-eastern and central areas. (FY1991 Overseas Survey) No additional information. (FY1992 Overseas Survey) 1,366 million yen was appropriated for this project from the OECF loan. The total cost for the project was 171.42 million bahts. The construction was started in June 1981 for the Yang Lat-Phechabun route and was completed in September 1981 for Sithep-Wichian Buri route. The total length was 149.2 km. (FY1994 Domestic Survey) No information.	
8.DATE OF S/W	Feb.1978	Three Alternatives of route: I Improvement of local community II New land development III Improvement of transportation					
9.CONSULTANT(S)	Nippon Koei Co., Ltd. Katahira & Engineers International	1.Optimal route (I+II) Tha Maduk - Rang Yoi - Si Thep - Wichian Buri - Sap Bon - Nong Daeng - Sak Bot - Noen Sadao - Khok Charoen - Yang Lat - Tham Nam Bang - Nam Ron - Phetchabun					
10.STUDY TEAM	No.of Members 12 Period Mar.1978-Mar.1979(9 months)	2.Road length 1)Improvement 130.1 km (85%) 2)New construction 21.2 km (15%) Total 151.3 km					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		3.Pavement type 1)SBST (asphalt) 94.2 km (62%) 2)Laterite 57.1 km (38%) Total 151.3 km					
12.EXPENDITURE	Total 108,742 (¥'000) Contracted 101,688	4.Road width 1)Formation width 9.0 m 2)Pavement width 5.5 m					
		4.FEASIBILITY AND ITS ASSUMPTIONS					
		Feasibility: Yes EIRR1) 20.40 FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)					
		Conditions and Development Impacts: Conditions: Traffic forecast 1)Passenger traffic forecasted by trip rates obtained from a home interview survey and projected population increase. 2)Freight traffic forecasted by transportation demand of agricultural products. Development impacts: 1.Benefits (million baht) 1983 1989 1997 1)Road users' cost saving 47.8 55.3 62.4 2)Incremental net added value of agricultural products 15.2 51.0 46.3 3.Improvement of regional communication 3.Saving transportation cost 4.Increase in farmers' income 5.Development of better transportation 6.Reduction of running cost					
		5.technical transfer					
		5.technical transfer (1)OJB (2)JICA training (3)Joint reporting					
		2.MAJOR REASONS FOR PRESENT STATUS					
		(1) Big Development effects (2) Favorable financial status (3) High priority (4) Strong promotion by department of Highway					
		3.PRINCIPAL SOURCE OF INFORMATION					
		①, ②, ③, ④					

和名 ペチャブン~チャイバダン道路建設計画

[F/S,D/D]

PROJECT SUMMARY (F/S)

Compiled Mar. 1986
Revised Mar. 1993

ASE THA/S 304/78

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT													
1. COUNTRY	Thailand	1. SITE OR AREA	Each place of the country			1. PRESENT STATUS <input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled												
2. NAME OF STUDY	Rural Long Distance Public Telephone Service	2. PROJECT COST					Total Cost	Local Cost	Foreign Cost									
		(US\$1,000)	1) 385,008	54,618	330,390	(Description) Sep. 1984 OECF loan agreement (3,090 million yen) Dec. 1986 Contract on construction Sep. 1999 Construction completed												
		(US\$1=180Yen)	2)															
			3)															
3. SECTOR	Communications & Broadcasting/Telecommunication	3. CONTENTS OF MAJOR PROJECT(S)																
4. REFERENCE NO.		1. Installation of telephones Long distance telephone circuits, including public telephones, in major rural districts without telephones for the purpose of improving the telephone service in 469 rural areas. Telephone exchanges in 18 districts in 1989, and in 187 more districts in 1994. 2. Transmission system: Terrestrial transmission system UHF (900 MHz band) 3. Modulation system No much difference between FDM and PCM system from technical and economic viewpoints 4. Equipment shelter Communication equipment station inclusive of power plant: This is to reduce construction cost and civil work period to the possible minimum. 5. System maintenance The existing maintenance organization and practices can be applied to each Maintenance Center by increasing maintenance staffs to some extent																
5. TYPE OF STUDY	F/S																	
6. COUNTERPART AGENCY	Telephone Organization of Thailand																	
7. OBJECTIVES OF STUDY	To recommend the optimum transmission system to TOT.																	
8. DATE OF S/W	Jul. 1979	Imp. Period: 1981-1982																
9. CONSULTANT(S)	Nippon Telecommunication Consulting Co., Ltd.	4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes/No	EIRR1) 11.30 EIRR2) EIRR3)	FIRR1) 18.22 FIRR2) FIRR3)													
10. STUDY TEAM	No. of Members 6 Period Aug. 1978-Mar. 1979 (8 months) <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">Total M/M</td> <td style="width: 33%;">Japan</td> <td style="width: 33%;">Field</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">27.03</td> </tr> </table>	Total M/M	Japan	Field			27.03	Conditions and Development Impacts: Conditions: 1. Forecasted circuit requirements <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;"></td> <td style="width: 33%; text-align: center;">1984</td> <td style="width: 33%; text-align: center;">1989</td> <td style="width: 33%; text-align: center;">1994</td> </tr> <tr> <td></td> <td style="text-align: center;">2,513</td> <td style="text-align: center;">3,763</td> <td style="text-align: center;">8,218</td> </tr> </table> 2. Alternative proposal 1) Two terrestrial radio system 2) One domestic satellite system Development impacts: 1. Connection to the national network 2. Increase in the quality of telecommunication 3. Public telecommunication services for 469 sites where telephone service is unavailable.				1984	1989	1994		2,513	3,763	8,218
Total M/M		Japan	Field															
			27.03															
	1984	1989	1994															
	2,513	3,763	8,218															
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER																
12. EXPENDITURE		(1) Trainee acceptance: 2 engineer(TOT) invited to Japan (2) On the Job Training(TOT counterparts)																
Total	75,078 (¥'000)				2. MAJOR REASONS FOR PRESENT STATUS High priority: The project was realized by the strong request from the King.													
Contracted	79,180					3. PRINCIPAL SOURCE OF INFORMATION ①④												

和名 長距離市外電話網

(F/S,D/D)

PROJECT SUMMARY (F/S)

ASE THA/S 302/78

Compiled Mar.1986
Revised Mar.1995

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Thailand	1.SITE OR AREA	Pattaya, Ko lan Island			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	Pattaya Tourism Development	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost		
3.SECTOR	Tourism/(Tourism in)General		(US\$1,000) 1) 368,000	193,000		(Description) The project is under construction with government funds. (FY1991 Overseas Survey) The Thai Government (National Economic and Social Development Board) applied for an OECF Loan in 1979 but was not accepted. A new local administrative office was established according to the new development plan and the new detailed design prepared by the Department of Town and Country Planning. The project has been revived in a new JICA study "Pattaya Tourism Development." (FY1994 Domestic Survey) No information.	
4.REFERENCE NO.		3.CONTENTS OF MAJOR PROJECT(S)	(US\$1=20Bahts) 2)				
5.TYPE OF STUDY	F/S		3)				
6.COUNTERPART AGENCY	Dept. of Tourism						
7.OBJECTIVES OF STUDY	Establishment plan of infrastructure for tourism						
8.DATE OF S/W	Nov.1976	Imp. Period:					
9.CONSULTANT(S)	Pacific Consultants International Nippon Tetrapod Co., Ltd.	4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: No	EIRR1) 26.00 FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)			
10.STUDY TEAM	No.of Members 12 Period Dec.1976-Dec.1977 (12 months) Total M/M Japan Field 118.13 88.73 29.40	Conditions and Development Impacts: Private investment has been made in tourism industry while public sector has not invested; therefore, inappropriate development continues and tourism resource has not been utilized. This project aims to utilize this resource and contribute to tourism development.					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER	Overseas training for 6 trainees				
12.EXPENDITURE	Total 335,524 (¥'000) Contracted 206,380	3.PRINCIPAL SOURCE OF INFORMATION					
		①, ②					

和名 パタヤ地区基盤整備計画

(F/S,D/D)

PROJECT SUMMARY (M/P)

Compiled Mar.1986
Revised Mar.1995

ASE THA/S 101/79

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDY RESULTS									
1.COUNTRY	Thailand	1.SITE OR AREA	Bangkok Metropolitan Area		1.PRESENT STATUS <input type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input checked="" type="checkbox"/> Discontinued								
2.NAME OF STUDY	Bangkok Suburban Transportation Project	2.PROJECT COST											
3.SECTOR	Transportation/Railway	Total Cost Local Cost Foreign Cost (US\$1,000) 1) 834,400 (US\$1=260Yen) 2)		(Description) The project proposed by the study was not included in the Sixth National Development Plan. No progress was made in upgrading the railway service in downtown Bangkok. (FY 1991 Overseas Survey) The project was integrated in the Infrastructure Section of the Fourth National Economic and Social Development Plan. (FY1993 Overseas Survey) Because of the following two reasons, the project didn't continue. - Government gave the first priority to solve traffic problems in town. - The existing railway system in the suburban area could be used. SRT officials said that no new lines in Bangkok suburban were to be built. (FY1994 Domestic Survey) No information.									
4.REFERENCE NO.		3.CONTENTES OF MAJOR PROJECT(S)											
5.TYPE OF STUDY	M/P	Formulation of Master Plan for large scale transportation for Bangkok and its surrounding areas. Basic policy is to make the utmost use of existing railway system as the transportation means for people commuting to work.											
6.COUNTERPART AGENCY	Expressway and Rapid Transit Authority(ETA), Royal State Railway of Thailand(SRT)	Main components are: Suburban lines(new construction) 6 lines(11 segments) total length 102.8km Improvement of existing lines (double track,new stations, signal and communication) total length 151 km Rolling stock(Year 2000) Suburban line 756 or 478 (depending on fare) Existing national railway 318											
7.OBJECTIVES OF STUDY	Transportation Plan	4.CONDITIONS AND DEVELOPMENT IMPACTS											
8.DATE OF S/W	Jul.1978	This project is expected to mitigate traffic congestion in inner city and suburban area in BANGKOK. Furthermore, utilization of existing rail line is also expected to contribute to improve financial condition of SRT, and to contribute to induce urban structure of Bangkok to appropriate direction with corridor development.											
9.CONULTANT(S)	Pacific Consultants International	10.STUDY TEAM											
No.of Members 7 Period Oct.1978-Aug.1979 (11 months)		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">Total M/M</td> <td style="width: 33%;">Japan</td> <td style="width: 33%;">Field</td> </tr> <tr> <td style="text-align: center;">46.57</td> <td style="text-align: center;">35.50</td> <td style="text-align: center;">11.07</td> </tr> </table>				Total M/M	Japan	Field	46.57	35.50	11.07	2.MAJOR REASONS FOR PRESENT STATUS	
Total M/M	Japan	Field											
46.57	35.50	11.07											
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER		3.PRINCIPAL SOURCE OF INFORMATION									
12.EXPENDITURE		Training in Japan		①, ②									
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">Total</td> <td style="width: 33%;">90,378 (¥'000)</td> <td></td> </tr> <tr> <td>Contracted</td> <td>85,377</td> <td></td> </tr> </table>		Total	90,378 (¥'000)		Contracted	85,377							
Total	90,378 (¥'000)												
Contracted	85,377												

和名 首都圏交通計画

{M/P,Basic Study,Other}

PROJECT SUMMARY (M/P)

Compiled Mar. 1990
Revised Mar. 1995

ASE THA/A 101/79

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS																					
1. COUNTRY	Thailand	1. SITE OR AREA	Mid and down stream of Mae Klong River Basin : area 490,000ha		1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued																				
2. NAME OF STUDY	Irrigated Agricultural Development in the Greater Mae Klong River	2. PROJECT COST	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%; text-align: center;">Total Cost</td> <td style="width: 10%; text-align: center;">Local Cost</td> <td style="width: 10%; text-align: center;">Foreign Cost</td> </tr> <tr> <td>(US\$1,000)</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>1)</td> <td style="text-align: center;">441,300</td> <td style="text-align: center;">264,780</td> <td style="text-align: center;">176,520</td> </tr> <tr> <td></td> <td>2)</td> <td style="text-align: center;">285,300</td> <td style="text-align: center;">171,180</td> <td style="text-align: center;">114,120</td> </tr> </table>				Total Cost	Local Cost	Foreign Cost	(US\$1,000)						1)	441,300	264,780	176,520		2)	285,300	171,180	114,120	(Description) A feasibility study was conducted in 1979 on Kamphaeng Saen irrigation and agricultural development, but the project was not implemented, partly owing to the change of government policy. (FY 1991 Overseas Survey) The Phase II Development Program is being undertaken and will be finished in 1994. A review study may be necessary in the near future. (FY 1994 Domestic Survey) This project targeted the land consolidation (about 2,000,000 rai) on the left bank of Greater Mae Klong river. The right bank area (700,000 rai) of the river had been implemented using IBRD loan as the Phase I. Following this, the project area was also decided to be implemented with IBRD loan.	
		Total Cost	Local Cost	Foreign Cost																						
(US\$1,000)																										
	1)	441,300	264,780	176,520																						
	2)	285,300	171,180	114,120																						
3. SECTOR	Agriculture/General	3. CONTENTS OF MAJOR PROJECT(S)	1. Short-term development plan 1) Improvement of field of 185,900ha 2) Repair of irrigation and drainage canals of 1,082km 2. Long-term development plan 1) Improvement of field of 174,200ha 2) Repair of irrigation and drainage canals of 56km 3) Construction of irrigation and drainage canals of 345 km * Cost 1) is for the short-term development plan and cost 2) is for the long-term development plan excluding the short-term development plan.																							
4. REFERENCE NO.		4. CONDITIONS AND DEVELOPMENT IMPACTS	1. The production of rice will be 1.7 times in 30 years (total amount 2,400,000t) 2. The production of Sugarcane will be 1.3 times in 30 years (total amount 1,400,000t) * Of 2,400,000t of rice production, 1,000,000t will be possible to be exported. 3. EIRR 26.5%																							
5. TYPE OF STUDY	M/P	5. TECHNICAL TRANSFER	00T																							
6. COUNTERPART AGENCY	Ministry of Agriculture and Cooperatives.	7. OBJECTIVES OF STUDY	To formulate the on-farm improvement plan of Mae Klong area in order to increase the rice production and the efficiency of water usage.																							
8. DATE OF S/W	Jul. 1977	12. EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%; text-align: center;">Total</td> <td style="width: 10%; text-align: center;">346,684 (¥'000)</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">242,550</td> </tr> </table>				Total	346,684 (¥'000)			Contracted	242,550														
		Total	346,684 (¥'000)																							
		Contracted	242,550																							
9. CONSULTANT(S)	Sanyu Consultants Inc.	11. ASSOCIATED AND/OR SUBCONTRACTED STUDY																								
10. STUDY TEAM	No. of Members 20 Period Dec. 1977-Mar. 1980 (28 months) <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%; text-align: center;">Total M/M</td> <td style="width: 10%; text-align: center;">Japan</td> <td style="width: 10%; text-align: center;">Field</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">130.19</td> <td style="text-align: center;">45.83</td> <td style="text-align: center;">84.36</td> </tr> </table>			Total M/M	Japan	Field			130.19	45.83	84.36	2. MAJOR REASONS FOR PRESENT STATUS														
		Total M/M	Japan	Field																						
		130.19	45.83	84.36																						
				3. PRINCIPAL SOURCE OF INFORMATION ①, ②																						

和名 メクロン川マスタープラン

(M/P, Basic Study, Other)

PROJECT SUMMARY (F/S)

ASE THA/S 306/79

Compiled Mar. 1986
Revised Mar. 1995

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																	
1. COUNTRY	Thailand	1. SITE OR AREA				1. PRESENT STATUS <input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled	(Description) 1983 Sep. OECF loan agreement (5,770 million yen) 1984 Dec. D/D completed 1986 Feb. Construction commenced 1988 Aug. Construction completed * Contents of OECF Loan (The Productive Road Construction Project 3) 1. prefectural road construction in the northern and north-eastern Thailand (165km) 2. rehabilitation works of 8 routes in the northern area. (293.9km) 3. consulting costs. (FY1991 Overseas Survey) No additional information. (FY1992 Overseas Survey) 2,517 million yen was appropriated for the project from the OECF loan. The total cost for the project was 348.70 million bahts. The total length was 162.2 km. (FY1994 Domestic Survey) No information.																
2. NAME OF STUDY Nong Bua - Ban Lam Chi Bon Highway Project		1. SITE OR AREA Nakkon Sawan Prefecture, Chiyaphum Prefecture		2. PROJECT COST																			
3. SECTOR Transportation/Road		3. CONTENTS OF MAJOR PROJECT(S) Three alternatives of route: I Nong Bua-Wang Wat II Wang Wat-Tha Pong III Tha Pong-Lup Pho		Total Cost Local Cost Foreign Cost (US\$1,000) 1) 30,600 17,300 13,300 US\$1=20Bahts 2) 3)																			
4. REFERENCE NO.		1. Objective: The project aims at accelerating socio-economic development in rural areas and, at the same time, at providing an inter-provincial road, in an east-west direction, to supplement the existing highway network which are mainly of radial type connection with Bangkok.																					
5. TYPE OF STUDY F/S		2. Optimal route: Nong Bua-Nong Ngu Luam-Sap Bon-Wang Wat-Tha Pong-Nong Bua Rave-Lup Pho																					
6. COUNTERPART AGENCY Department of Road Ministry of communication		3. Road length 1) Improvement: 41.9km 2) New construction: 112.8km total 154.7km																					
7. OBJECTIVES OF STUDY Provincial road improvement		4. Road width 1) Formation width: 9.0-10.0m 2) Pavement width (SBST): 5.5-6.0m 5. Surface treatment 1) SBST: 105.0km (68%) 2) Soil aggregate surface: 49.7km (32%)																					
8. DATE OF S/W Jul. 1978		Imp. Period: Apr. 1981-Dec. 1983																					
9. CONSULTANT(S) Nippon Koei Co., Ltd. Katahira & Engineers International		4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: EIRR1) 21.70 FIRR1) Yes EIRR2) FIRR2) EIRR3) FIRR3)																			
10. STUDY TEAM No. of Members 11 Period Jun. 1979-Feb. 1980 (8 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;">43.40</td> <td style="text-align: center;">18.50</td> <td style="text-align: center;">24.90</td> </tr> </table>		Total M/M	Japan	Field	43.40	18.50	24.90	Conditions and Development Impacts: Conditions: 1. The method of optimum route selection Evaluation of the alternatives was made mainly according to the following three factors: 1) Construction cost 2) Route length which reflects on the road users' costs 3) Availability of newly cultivatable land along the route which reflects the magnitude of agricultural benefits. 2. Uncultivated land available for future development: 286,000 rai 3. Estimation of passenger traffic was based on the projected population and the person trip rate model derived from the home interview survey. Development impacts: <table style="width: 100%; border: none;"> <tr> <td>1. Benefits (million Baht)</td> <td style="text-align: center;">1984</td> <td style="text-align: center;">1990</td> <td style="text-align: center;">1998</td> </tr> <tr> <td>Road users' cost saving</td> <td style="text-align: center;">113.6</td> <td style="text-align: center;">130.7</td> <td style="text-align: center;">161.6</td> </tr> <tr> <td>Agricultural development benefit</td> <td style="text-align: center;">1.2</td> <td style="text-align: center;">58.8</td> <td style="text-align: center;">55.4</td> </tr> </table> 2. Agricultural development 1) Increase of productivity (paddy) 2) Acceleration of rate of opening of new land 3) Increase of farm gate price		1. Benefits (million Baht)	1984	1990	1998	Road users' cost saving	113.6	130.7	161.6	Agricultural development benefit	1.2	58.8	55.4		
Total M/M	Japan	Field																					
43.40	18.50	24.90																					
1. Benefits (million Baht)	1984	1990	1998																				
Road users' cost saving	113.6	130.7	161.6																				
Agricultural development benefit	1.2	58.8	55.4																				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY Topographic Survey Traffic Survey		5. TECHNICAL TRANSFER		2. MAJOR REASONS FOR PRESENT STATUS																			
12. EXPENDITURE		(1) OJT: Discussion about route selection. Traffic forecast and development benefits. (2) Trainee: 1 engineer		- large development impact - good linkage with other major road - high priority - effective administration																			
<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: center;">104,520 (¥'000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">103,547</td> </tr> </table>		Total	104,520 (¥'000)	Contracted	103,547			3. PRINCIPAL SOURCE OF INFORMATION ①, ②, ③, ④															
Total	104,520 (¥'000)																						
Contracted	103,547																						

和名 ノンブアーバンラムチボン道路建設計画

(F/S,D/D)

PROJECT SUMMARY (F/S)

ASE THA/A 303/80

Compiled Mar.1990
Revised Mar.1995

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT						
1. COUNTRY	Thailand	1. SITE OR AREA		Lampang City, Lampang Province, northern part of Thailand area 22,700 ha		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 Mae Wang-Kew Lom Irrigated Agriculture Development Project		2. PROJECT COST		Total Cost	Local Cost			Foreign Cost				
3. SECTOR Agriculture/General		3. CONTENTS OF MAJOR PROJECT(S)		(US\$1,000)	1)	34,880	19,506					
4. REFERENCE NO.		Irrigation area : 22,700ha Main irrigation canal : 100.12 km Tributary irrigation canal : 79.65 km Main drainage canal : 240.77 km Field improvement : 15,400 ha * Above costs are in 1979 prices.		2)								
5. TYPE OF STUDY				3)								
6. COUNTERPART AGENCY RID (Royal Irrigation Department), Ministry of Agriculture and Cooperatives												
7. OBJECTIVES OF STUDY To make integrated agricultural development plan by the improvement of agricultural infrastructure based on the field renovation.				(Description) At the time of the JICA study, the Thai Government enacted the Law of Agricultural Infrastructure Improvement, and was vigorously promoting the improvement of agricultural infrastructure to expand the area of double cropping. However, the proposed project was not implemented, partly because it presupposed farmers' sharing of the development cost, which turned out to be much higher than expected, and partly because the external debts of the Thai Government increased. (FY 1991 Overseas Survey) No additional information. (FY 1993 Overseas Survey) E/S by OECF loan (L/A in 1982. July 16 of 430 million USD) was conducted in 1982, however due to changes in development policy of the government of Thailand and the suspension of construction of Kuu Khong Ma Dam which was supposed to be one of the water source for the project, the project was not implemented yet. (FY1994 Domestic Survey) The priority of the on-farm development which is major component of this project is low because of the change of government policy about agricultural development strategy. F/S of Kew Kohma dam was decided to start by a local consulting firm with the budget of 23 million Baht.								
8. DATE OF S/W		Feb. 1979						Imp. Period:		Oct. 1980-Sep. 1987		
9. CONSULTANT(S) Sanyu Consultants Inc.		4. FEASIBILITY AND ITS ASSUMPTIONS						Feasibility: Yes	EIRR1) 27.10 EIRR2) 25.30 EIRR3)	FIRR1) FIRR2) FIRR3)		
10. STUDY TEAM No. of Members 10 Period Jul. 1979-Mar. 1980 (9 months) Total M/M Japan Field 47.04 21.97 25.07		Conditions and Development Impacts: Conditions: Considering the production of paddy crop is relatively high, promotion of production during dry season is planned by utilizing the water of Kiv Lom Dam. To do this field improvement should be implemented. Development Impacts: Large increase of benefit by double cropping through effective use of existing water resource is expected.										
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER		2. MAJOR REASONS FOR PRESENT STATUS There are no plans to revive the project because of the reasons noted above.								
12. EXPENDITURE		Training of and technical transfer to staffs of RID in Thailand and Japan.						3. PRINCIPAL SOURCE OF INFORMATION				
Total		115,644 (¥'000)		①, ②, ③, ④								
Contracted		107,095										

和名 メワンかんがい農業開発計画

[F/S,D/D]

PROJECT SUMMARY (D/D)

ASE THA/S 402/80

Compiled Mar. 1990
Revised Mar. 1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT		
1. COUNTRY	Thailand	1. SITE OR AREA	Bangkok Metropolitan Area			1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Bangkok Telephone Network Project: Local Cable Network	2. PROJECT COST					
3. SECTOR	Communications & Broadcasting/Telecommunication		1) (US\$1,000)	2)	3)	(Description) 1987 Jul. OECF L/A completed for extending telecommunication network	
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)					
5. TYPE OF STUDY	D/D	1) Detailed design of local cable network for five exchanges (Pronchit, Chinwatana, Packrett, Ramintra, and Onutt-I) 2) Additional detailed designs for three exchanges (Kurontoi, Labrana and Ekachai)					
6. COUNTERPART AGENCY	Telephone Organization of Thailand	4. FEASIBILITY AND ITS ASSUMPTIONS					
7. OBJECTIVES OF STUDY	Detailed designs for 8 telephone exchanges		Feasibility: Yes/No	EIRR1) EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)		
8. DATE OF S/W	Jul. 1978	Imp. Period:					
9. CONSULTANT(S)	Nippon Telecommunication Consulting Co., Ltd.	Conditions and Development Impacts: Detailed designs are based on the program in the 4th National Economic Development Plan. Five exchanges correspond to Package I of Phase 2 and three additional exchanges to Package II of Phase 1.					
10. STUDY TEAM	No. of Members 12 Period Aug. 1978-Jun. 1979 (22 months) Oct. 1979-Aug. 1980 Total M/M Japan Field 107.79 49.63 59.16	5. TECHNICAL TRANSFER					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		OJT for counterparts					
12. EXPENDITURE	Total 278,789 (¥000) Contracted 277,097	3. PRINCIPAL SOURCE OF INFORMATION					
						①④	
2. MAJOR REASONS FOR PRESENT STATUS						Urgency of the problem	

和名 バンコック市内線路網実施設計

(F/S,D/D)

PROJECT SUMMARY (F/S)

Compiled Mar.1990

Revised Mar.1995

ASE THA/A 304/81

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT			
1.COUNTRY	Thailand	1.SITE OR AREA	Right bank of PaSak River, SaraBuri Province			1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input checked="" type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled		
2.NAME OF STUDY	Kaeng Khoi-Ban Mo Pumping Irrigation Project	2.PROJECT COST (US\$1,000)	1) Total Cost 40,700	2) Local Cost 24,500	3) Foreign Cost 16,200				
3.SECTOR	Agriculture/General	3.CONTENTS OF MAJOR PROJECT(S)	The objective of the project is to encourage the agriculture in the project area through stable irrigation water supply to the entire beneficial area together with introduction of the dry season crop as much as possible. Proposed cropping plans are about 14,000ha in wet season and 2,800ha in dry season within limited water resources allocation. Major facility of the project is summarized as follows; - Main pumping station: 1,000mm x 560kw, Q=17.5cu.m/sec, H-16.5m, 7 units - Irrigation canal : 148km including lateral canals - Drainage canal : 22km - Demonstration farm : 260ha						
4.REFERENCE NO.									
5.TYPE OF STUDY	F/S								
6.COUNTERPART AGENCY	RID (Royal Irrigation Department), Ministry of Agriculture and Cooperatives								
7.OBJECTIVES OF STUDY	Feasibility study on irrigated agricultural development project	(Description) The detailed design was undertaken by Sanyu Consultants Inc. and Chuo Kaihatsu Corporation during the period from July 1984 to June 1985, with the E/S loan from OECF. However, the project implementation was delayed, because the adjustment of water rights (with beneficiaries of the waterway between Chainat and PaSak) was not settled. July 1982 OECF loan agreement signed (E/S, 190 million yen) (FY 1991 Overseas Survey) No additional information. (FY 1993 Overseas Survey) D/D by OECF Loan (L/A on 1982 July 16 of 190 million USD) was conducted during July 1984 to June 1985, however, due to the suspension of Nakhon Nayok Dam construction of Pasak River delayed the implementation of the project. The government of Thailand is planning to initiate construction of Nakhon Nayok Dam to solve serious water shortage in these days. Once the dam construction is initiated, the project proposed by JICA Study can be implemented. (FY1994 Domestic Survey) Dam project on the main stream of Pasak River has been started in 1994. Therefore, the basic conditions were settled for this project. RID intends to implement the project under OECF loan and is planned to be up-dated the last detailed design.							
8.DATE OF S/W	Feb.1981					Imp. Period:	1983-1988		
9.CONSULTANT(S)	Sanyu Consultants Inc.					4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 16.90 EIRR2) 14.30 EIRR3)	FIRR1) FIRR2) FIRR3)
10.STUDY TEAM	No.of Members 10 Period Jun.1981-Jan.1982(8 months) Total M/M Japan Field 37.55 17.80 19.75					Conditions and Development Impacts: [Conditions] - Available water resources of the project are quite limited due to runoff discharge fluctuation of the Pasacu river until construction of storage dam on the river. - Extension and education of the beneficial farmers are very important role for introduction of irrigated agricultural development. - Urgent resolution of the available water resources for the project - Detailed design of the project has been finished by the government of Thailand supported by OECF engineering service loan. [Impacts] -Planting of 100% in rainy season and 20% in dry season will be done by completion of irrigation facilities to increase agricultural profit. -Training related to improvement of terminal facilities, water management and culture technique will be done in demonstration farm. *EIRR calculated (14.3%) includes on-farm.			
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.technical transfer	Transfer to staffs of RID in Thailand and Japan was done.						
12.EXPENDITURE	Total 96,370 (¥'000) Contracted 90,677					2.MAJOR REASONS FOR PRESENT STATUS	Although RID and farmers in the project area want to implement the project, the problem on water rights delayed the implementation.		
						3.PRINCIPAL SOURCE OF INFORMATION	①, ②, ③, ④		

和名 ケンコイ・バンモープンポンかんがい計画

PROJECT SUMMARY (M/P+F/S)

Compiled Mar.1986
Revised Mar.1995

ASE THA/S 202B/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																																				
1.COUNTRY	Thailand	1.SITE OR AREA				1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled																																			
2.NAME OF STUDY	Bangkok Sewerage System Project	Bangkok City and Thonburi area located at the other side of Chao Phaya river. <M/P> Bangkok City<F/S>																																								
3.SECTOR	Public Utilities/Sewerage	2.PROJECT COST		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;">M/P 1)</td> <td style="width: 10%;">116,160 Local</td> <td style="width: 10%;">69,100 Foreign</td> <td style="width: 10%;">47,060</td> <td></td> </tr> <tr> <td></td> <td>2)</td> <td>Cost</td> <td>Cost</td> <td></td> <td></td> </tr> <tr> <td></td> <td>(US\$1,000)</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>F/S 1)</td> <td>32,300</td> <td>23,200</td> <td></td> <td></td> </tr> <tr> <td></td> <td>2)</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>3)</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>			M/P 1)	116,160 Local	69,100 Foreign	47,060			2)	Cost	Cost				(US\$1,000)						F/S 1)	32,300	23,200				2)						3)					(Description) <M/P> A feasibility study was subsequently implemented and Japanese experts went to Thailand for technical assistance. (FY1993 Overseas Survey) DDS had reviewed the M/P since 1990 and formulated following 5 projects. - Si Praya : 92-93, BMA budget (284 mil. Baht) - Yannawa : 94-95, BMA (25%) and Central Government (75%) budget (4,700 mil. Baht) - Bangkok Waste Water Treatment Project Phase I: 94-95, BMA(25%) and Central Government (75%) budget (6,300 mil.Baht) - Rattanakosin Project (D/D): 91-92, Central Government budget (11 mil. Baht) - Nongkham - Pasicharoen - Ratburana: scheduled to be approved in FY 1994, BMA (25%) and Central Government (75%) budget (7,000 mil Baht) <F/S> Bangkok Metropolitan Administration(BMA) undertook D/D on two sewage treatment plants (the capacity: 30,000 cu.m/day and 25,000 cu.m/day). In late 1990, BMA was preparing a request to Japanese assistance on another treatment plant with a capacity of 60,000 cu.m/day. (FY1991 Overseas Survey) The Department of Drainage and Sewerage has modified the study, by rearranging the Bangkok Sewerage Area into 6 areas. Detailed design is under implementation for each area and the implementation will begin before long. (FY1994 Domestic Survey) A part of the above project is under way.
	M/P 1)	116,160 Local	69,100 Foreign	47,060																																						
	2)	Cost	Cost																																							
	(US\$1,000)																																									
	F/S 1)	32,300	23,200																																							
	2)																																									
	3)																																									
4.REFERENCE NO.		3.CONTENTS OF MAJOR PROJECT(S)																																								
5.TYPE OF STUDY	M/P+F/S	<M/P> Bangkok City has some problems such as flooding in rainy season and water pollution of river in dry season. Several studies on those problems have been carried out. This study was to review the previous study reports and to make new master plan in order to obtain the practical plan. Scope of the study is limited for sewerage system planning. <F/S> Project area : 970 ha Intercepting sewer : d 3,000-2,400mm for L=7,100m Combined sewer : d 8,500-2,000mm for L=1,300m Intermediate Pumping Station: 3 stations, Q=13-24cu.m/min Plant : Q=135,000 cu.m/day Inf.BOD= 160 mg/l Eff.BOD= 60 mg/l (Modified aeration process: grit chamber, aeration tank, final sedimentationbasin, basin, chlorination chamber, digester, etc.)																																								
6.COUNTERPART AGENCY	Department of Drainage and Sewerage, BMA	Imp. Period: 1984-1988 4.FEASIBILITY AND ITS ASSUMPTIONS <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;">Feasibility:</td> <td style="width: 10%;">EIRR1)</td> <td style="width: 10%;">FIRR1)</td> </tr> <tr> <td></td> <td>Yes</td> <td>EIRR2)</td> <td>FIRR2)</td> </tr> <tr> <td></td> <td></td> <td>EIRR3)</td> <td>FIRR3)</td> </tr> </table>					Feasibility:	EIRR1)	FIRR1)		Yes	EIRR2)	FIRR2)			EIRR3)	FIRR3)																									
	Feasibility:					EIRR1)	FIRR1)																																			
	Yes	EIRR2)	FIRR2)																																							
		EIRR3)	FIRR3)																																							
7.OBJECTIVES OF STUDY	Planning on the countermeasure of pollution and flood. F/S on first phase program, as recommended in M/S.	10.STUDY TEAM No. of Members 10 Period Aug.1979-Feb.1980(29 months) Jul.1980-Jul.1982 <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;">Total M/M</td> <td style="width: 10%;">Japan</td> <td style="width: 10%;">Field</td> </tr> <tr> <td></td> <td>186.30</td> <td>114.30</td> <td>72.00</td> </tr> </table>					Total M/M	Japan	Field		186.30	114.30	72.00																													
	Total M/M					Japan	Field																																			
	186.30	114.30	72.00																																							
8.DATE OF S/W	Mar.1979	Conditions and Development Impacts: <M/P> Study area is 37,000 ha, same as previous CDM plan, which was divided into 10 sewerage districts. Separate systems have been fundamentally adopted for the system. In central area of the city, however, a combined system has been temporarily adopted. Treatment plant is located at the vacant lot of the Tobacco Public Corporation. Treatment method is modified aeration system. <F/S> In 1982, the celebration of the 200th anniversary of Bangkok as Capital of Thailand, sewerage project was focussed to cope with the water quality problem of canal in the city. Sewerage project and Water Disposal plan were made as a pair. F/S was conducted for the area selected by the investment efficiency as recommended in M/P. Development impacts are expected with pollution prevention of canal and decrease of inundation problem, which area, however, can not be scaled quantitatively.																																								
9.CONSULTANT(S)	Nihon Suido Consultants Co., Ltd.																																									
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Topographic survey	2.MAJOR REASONS FOR PRESENT STATUS A feasibility study was subsequently implemented and Japanese experts went to Thailand for technical assistance.																																								
12.EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;">Total</td> <td style="width: 10%;">397,120 (¥000)</td> </tr> <tr> <td></td> <td>Contracted</td> <td>377,556</td> </tr> </table>		Total	397,120 (¥000)		Contracted	377,556	5. TECHNICAL TRANSFER (1)Carried out training program for two persons (2)Employment of the local consultant for land survey (3)Equipment granted and instructed for water quality tests (4)Report writing																																		
	Total	397,120 (¥000)																																								
	Contracted	377,556																																								
		3.PRINCIPAL SOURCE OF INFORMATION ①, ②																																								

和名 バンコック市下水道整備計画

[M/P+F/S]

PROJECT SUMMARY (M/P+F/S)

Compiled Mar. 1986
Revised Mar. 1995

ASE THA/S 201B/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT							
1. COUNTRY	Thailand	1. SITE OR AREA	17 changwats of the Norther Regions (170,000 sq.km)		1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled						
2. NAME OF STUDY	Road Development in the Northern Region	2. PROJECT COST	M/P 1) 36,500 Local Cost 2) (US\$1,000) (US\$1=23Bahts)	Foreign Cost 44,822	14,091	(Description) 1983 - 1986 D/D completed by DOH Sep. 1983 OECF loan agreement (5,770 million yen) Jan. 1986 Construction started Aug. 1988 Construction completed * Contents of OECF Loan (The Productive Road Construction Project 3) 1. prefectural road construction in the northern and north-eastern Thailand. (165km) 2. rehabilitation works of 8 routes in the northern area. (193.9km) 3. consulting costs. (FY1991 Overseas Survey) The construction was financed by OECF, IBRD and Thai Government. (FY1992 Overseas Survey) The construction was completed in December 1991. 3,241 million yen was appropriated for the project from the OECF loan. For the project, OECF loan (491.33 million bahts), World Bank loan (40 million bahts) and DOH budget (89.20 million bahts) were appropriated. (FY1994 Domestic Survey) No information.						
3. SECTOR	Transportation/Road	3. CONTENTS OF MAJOR PROJECT(S)	F/S 1) 58,913 2) 3)									
4. REFERENCE NO.		<M/P> The study selected priority road sections by taking into account development potentials by area. 44 links (total length 1,200km) were selected for improvement or for new construction. A pre-feasibility study was undertaken on 31 links (860km) which were considered for short- and medium term implementation and narrowed down to 16 links (410km) for the subsequent feasibility study. <F/S> The feasibility study was undertaken on 14 links (417.2km) requested by DOH. The analysis indicated the following 12 links (393.8km) as feasible. - 11 links (P4 standard) Total 378.1km: 1) Khanu Worakaksa Buri - Kao Liao - Rt. 117 46.0km; 2) B. Wang Chik - Rt. 117 (B. Pa Daeng) 13.0km; 3) B. Wang Tham - B. Tha Makhm 8.3km; 4) B. Kiu Phrao - B. Kaen Tai 55.0km; 5) Rt. 115 (B. Thung Maha Chai) - B. Nong Takhian 53.5km; 6) B. Thung Ngau - B. Chomphu 47.8km; 7) A. Wang Chin - Thoen 54.0km; 8) B. Nong Khanak - B. Wang Pong 21.0km; 9) B. Rong Sua Ten - B. Huai Khom 13.2km; 10) A. Phrom Phiram - Rt. 11 (B. Nong Makhang) 14.4km; 11) Rt. 12 (Muang Kao, Sukhothai) - Si Satchanarai 51.9km 1 link (P5 standard): A. Wat Bot - B. Nakhm 15.7km.										
5. TYPE OF STUDY	M/P+F/S	4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)								
6. COUNTERPART AGENCY		Imp. Period: Conditions and Development Impacts: <Conditions> <F/S> 1) The Northern Region has limited availability of arable land because of difficult topography and has been underdeveloped. The proposed project will provide transport infrastructure and stimulate productive activities; 2) In order to establish a framework of balanced regional growth through better inter-regional communication, the study formulated a optimum plan to strengthen the road network, and proposed priority short- and medium-term routes. <Development impacts> <M/P,F/S> 1) The project will stimulate the regional stagnation caused by the shortage of productive land and low income by providing better transport infrastructure; 2) The project will contribute to the productivity improvement and diversification of agricultural production; 3) The road density of the Northern Region is lower than elsewhere, and the project will promote better communication. Five sections with higher EIRRs are a) 28.5, b) 22.5, c) 20.6, d) 20.3, e) 20.2 (8)										
7. OBJECTIVES OF STUDY	Formulation of a master plan for highway development and feasibility analysis of priority road sections (new construction and improvement)	10. STUDY TEAM			2. MAJOR REASONS FOR PRESENT STATUS							
8. DATE OF S/W	Dec. 1979	No. of Members 12 Period Jun. 1980-Mar. 1982 (0 months) <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">Total M/M</td> <td style="width: 33%;">Japan</td> <td style="width: 33%;">Field</td> </tr> <tr> <td>140.33</td> <td>16.03</td> <td>124.30</td> </tr> </table>					Total M/M	Japan	Field	140.33	16.03	124.30
Total M/M	Japan	Field										
140.33	16.03	124.30										
9. CONSULTANT(S)	Nippon Koei Co., Ltd. Katahira & Engineers International	5. TECHNICAL TRANSFER			3. PRINCIPAL SOURCE OF INFORMATION							
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Agricultural data collection	1) OJT for the counterparts on the method of selecting priority road sections 2) Participation of 1 counterparts in the JIKA training program					①, ②, ③, ④					
12. EXPENDITURE	Total 385,805 (¥000) Contracted 381,842											

和名 北部地方道路網整備計画

(M/P+F/S)

PROJECT SUMMARY (M/P+F/S)

Compiled Mar.1990

Revised Mar.1994

ASE THA/A 201B/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																											
1.COUNTRY	Thailand	1.SITE OR AREA		2 places in each part of north, central, northeast, south, totaling 8 places.<M/P> In the districts of north, central, northeast, south, where four proposed		1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled																										
2.NAME OF STUDY		2.PROJECT COST		M/P 1) Local Cost Foreign Cost 2) (US\$1,000) 45,508 6,478 39,030 (US\$1=23Bahts) F/S 1) 2) 3)																													
3.SECTOR		3.CONTENTES OF MAJOR PROJECT(S)				(Description) <M/P> A Feasibility study was subsequently undertaken. 1. Thai Government requested Japanese Government for cooperation on the establishment of model agricultural cooperatives based on the final master plan report of Feb.1981 2. An S/W mission was sent to Thailand on an F/S in July 1981. After the S/W was concluded and the study was conducted from July to Sept. 3. The final report of F/S was submitted in Mar.1982, and Japanese experts were assigned for one year and a half from Dec. 1982. The project-type technical cooperation (5 years) began in July 1984. <F/S> The proposals of the study was implemented with the Japanese technical cooperation and grant aid. 1. Thai Government requested Japanese Government for a project-type technical cooperation and grant aid in June 1983. 2. R/D for technical cooperation was concluded in July 1984, and the five-year project began. The project was completed in July 1989, but extended for two years for the follow-up cooperation. 3. In 1985, the Agricultural Cooperative Training Center of Northeast Thailand was established by the Japanese grant (598 million yen) Investment Cost (thousand Baht) <table style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <tr> <td></td> <td style="text-align: center;">JICA</td> <td style="text-align: center;">RTG</td> <td style="text-align: center;">Total</td> </tr> <tr> <td>May -Nov.87</td> <td style="text-align: center;">3,711</td> <td style="text-align: center;">---</td> <td style="text-align: center;">3,711</td> </tr> <tr> <td>Jan.-Jun.87</td> <td style="text-align: center;">4,489</td> <td style="text-align: center;">175</td> <td style="text-align: center;">4,664</td> </tr> <tr> <td>FY 87, 88</td> <td style="text-align: center;">4,000</td> <td style="text-align: center;">233</td> <td style="text-align: center;">4,233</td> </tr> <tr> <td>FY 89</td> <td style="text-align: center;">4,000</td> <td style="text-align: center;">200</td> <td style="text-align: center;">4,200</td> </tr> <tr> <td>Total</td> <td style="text-align: center;">16,000</td> <td style="text-align: center;">608</td> <td style="text-align: center;">16,609</td> </tr> </table> Thai side appreciate the model project of the agricultural cooperative development.					JICA	RTG	Total	May -Nov.87	3,711	---	3,711	Jan.-Jun.87	4,489	175	4,664	FY 87, 88	4,000	233	4,233	FY 89	4,000	200	4,200	Total	16,000	608	16,609
	JICA	RTG	Total																														
May -Nov.87	3,711	---	3,711																														
Jan.-Jun.87	4,489	175	4,664																														
FY 87, 88	4,000	233	4,233																														
FY 89	4,000	200	4,200																														
Total	16,000	608	16,609																														
4.REFERENCE NO.		<M/P> We pointed realities and problems of organization, operations and management of agricultural cooperative of Thailand, and proposed basic idea for their improvement, based on case studies in each area. 1. Basic idea to strengthen the function of agricultural cooperative four strategic targets, streng thening of member's organization base, promotion of regional agriculture by conducting guidance of agriculture management, expansion of sales and purchase abiding by fair rule, realization of comprehensive agricultural financial sytsem, are shown, and 'total system' to facilitate all of them in a comprehensive way was proposed. 2. Establishment of Agricultural Cooperative. <F/S> 1.Projects to nurture agricultural cooperative 2.Establishment of consultant units and traveling guidance 3.Strengthening of training by agricultural cooperative training centers 4.Improvement of facilities of agricultural cooperative 5.Comprehensive financial measures																															
5.TYPE OF STUDY										M/P+F/S																							
6.COUNTERPART AGENCY		Cooperatives Promotion Department MOAC Imp. Period:																															
7.OBJECTIVES OF STUDY		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes EIRR1) FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)																													
8.DATE OF S/W		Jul.1981 Conditions and Development Impacts: <M/P>1.We proposed that establishment of model Agricultural Cooperative should be chosen taking into consideration the difference of regional character and basic condition of each area. 2.Development effect of promoting agricultural cooperative is expected by planning of agricultural cooperative promotion, guidance to implement the plan, and dissemination of the fruits of model agricultural cooperative to neighboring cooperatives. <F/S>Conditions; 1.Establishment of promoting system in CPD. 2.Guidance of agricultural management and strengthening of sales activities. 3.Financial back up by the government 4.Cooperation with ACFT and CLT Development Impacts: 1.Improvement of management by agricultural cooperatives 2.Increase of employment opportunities, Increase of income, Decreasing the difference of income.																															
9.CONSULTANT(S)		The Institute for the Development of Agricultural 5.TECHNICAL TRANSFER - Transfer of research method during the period of F/S. - Discussion and cooperative operation in writing a report accepting two trainees.																															
10.STUDY TEAM		No.of Members 6 Period May.1980-Feb.1982(23 months) <table style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <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;">37.21</td> <td style="text-align: center;">27.36</td> <td style="text-align: center;">9.85</td> </tr> </table>				Total M/M	Japan	Field	37.21	27.36	9.85																						
Total M/M	Japan	Field																															
37.21	27.36	9.85																															
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		3.PRINCIPAL SOURCE OF INFORMATION																															
12.EXPENDITURE		<table style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: center;">127,935 (¥000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">107,192</td> </tr> </table>				Total	127,935 (¥000)	Contracted	107,192																								
Total	127,935 (¥000)																																
Contracted	107,192																																

和名 農業協同組合組織育成計画

[M/P+F/S]