

# PROJECT SUMMARY (F/S)

Compiled Mar.1986  
Revised Mar.1995

ASE THA/S 308/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT					
1.COUNTRY	Thailand	1.SITE OR AREA				I.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	Rama VI Bridge Construction Project	Northern area of Bangkok									
3.SECTOR	Transportation/Road	2.PROJECT COST		Total Cost	Local Cost	Foreign Cost					
4.REFERENCE NO.		(US\$1,000)	1)	34,000	19,100	14,900					
5.TYPE OF STUDY	F/S	(US\$1=230Yen)	2)								
6.COUNTERPART AGENCY	Public Works Dept.(PWD), Ministry of Interior		3)								
7.OBJECTIVES OF STUDY	Alleviation of traffic congestion in Bangkok, with the bridge serving to complete the middle ring road	3.CONTENTS OF MAJOR PROJECT(S)				(Description) Sep. 1983 OECF (10th) E/S loan agreement (170 million yen) Aug. 1986 D/D on New Rama IV Bridge completed Sep. 1987 OECF (13th) loan agreement on the new bridge (5,599 million yen) Dec. 1988 PQ for construction completed Jun. 1989 Tender for construction closed Nov. 1989 Construction contract completed Jan. 1990 Notice to proceed received by the contractor Sep. 1992 Construction to be completed  Up to now 70 percent of the work completed. Construction and construction supervision are in progress satisfactorily and smoothly.  (FY 1992 Overseas Survey) The project is included in the 5th and 6th National Social and Economic Development Plan.  (FY1994 Domestic Survey) The maintenance period ended in Sep.1993 after the completion of this Project in Sep.1992. The consulting work for this Project has been completed.					
8.DATE OF S/W	Mar. 1981	Imp. Period: Oct.1983-Mar.1986									
9.CONSULTANT(S)	Chiyoda Engineering Consultants Co.,Ltd. Japan Overseas Consultants Co., Ltd.	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 20.30 EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)					
10.STUDY TEAM	No. of Members 12 Period Jun.1981-Mar.1982(10 months)  <table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">38.05</td> <td style="text-align: center;">3.55</td> <td style="text-align: center;">34.50</td> </tr> </table>	Total M/M	Japan	Field	38.05	3.55	34.50	Conditions and Development Impacts: Conditions: 1) Traffic volume projections for 1985, 1990 and 2000 2) Standard running speed of cars at 50km/hour 3) Traffic volumes of passengers and goods are projected on the basis of the O/D survey. Development impacts: 1) Alleviation of traffic congestions in Bangkok and its adjacent areas 2) Industrial and residential development of the area along the Middle Ring Road because of an expansion of the traffic capacity of the road			
Total M/M	Japan	Field									
38.05	3.55	34.50									
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Traffic survey, topographic survey and geological survey.	5. TECHNICAL TRANSFER				2.MAJOR REASONS FOR PRESENT STATUS					
12.EXPENDITURE	Total 124,023 (¥'000) Contracted 116,682	1) OJT 2) Participation of counterparts in the JICA program. 3) Employment of local consultants				1) Large impact: stimulation of the regional economy by the alleviation of congestion and the reduction of travel time 2) High priority: the completion of the Middle Ring Road ensures the balanced growth of the metropolitan area of Bangkok. 3) Administrative expertise: PWD has experiences in bridge construction (already constructed 5 bridges across Chao Phraya River)					
						3.PRINCIPAL SOURCE OF INFORMATION					
						①, ②, ③, ④					

和名 チャオピア河架橋計画 (ラマ六世橋建設計画)

(F/S,D/D)

# PROJECT SUMMARY (F/S)

ASE THA/S 309/82

Compiled Mar.1986  
Revised Mar.1994

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Thailand	1. SITE OR AREA	East Coast Region (changwats Rayong and Chon Buri)			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	East Coast Water Resources Development Project	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) Jul.1982 OECF loan agreement on the pipeline (6,570 million yen) Jul.1982 OECF loan agreement on E/S of Nong Pla Lai Dam (320 million yen) Sep.1982 D/D completed Jun.1984 Construction completed Sep.1988 OECF loan agreement on the dam(4,357 million yen) Sep.1989 OECF loan agreement on construction of Mab Ta Phud - Sattahip Pipeline (1,750 million yen) Dec.1990 Construction of the pipeline (Mab Ta Phud - Sattahip) is under implementation  (FY 1991 Overseas Survey) The construction is under implementation from 1989 to 1993 .  (FY 1993 Overseas Survey) No additional information	
3. SECTOR	Social Infrastructures/Water Resource Development	(US\$1,000)	1) 242,000	103,870	137,700		
4. REFERENCE NO.		(US\$1=230Yen=23B)	2)		3)		
5. TYPE OF STUDY	F/S	3. CONTENTS OF MAJOR PROJECT(S)	1. Nong Pla Lai Sub-project a. Reservoir and dam: Catchment Area 426 sq.m, Gross reservoir storage 200,700,000 sq.m; Dam type-Earth fill type with cut-off trench, Crest elevation EL. 49.0 m, Max. dam height 31.0 m, Crest length 4,000m b. Water transmission system: Supply to Mab Ta Pud: Design discharge 3.63 cu.m/s, Total length 27.6 km Supply to Sattahip from Mab TA Pud: Design discharge 1.09 cu.m/s, Total length 21.9 km Supply to Laem Chabang: Design discharge 1.01 cu.m/s, Total length 53.0 km c. Irrigation and drainage system Irrigation area 3,650 ha, Irrigation canal: Main length 46.2 km, Lateral length 20 km Drainage area: Inside the project area 21.3 sq.m, Outside the project area 14.9 sq.m; Drainage length 6.5 km 2. Ban Bung Sub-project Reservoir and dam: Catchment area 53 sq.m, Gross reservoir storage 21,900,000 cu.m; Dam type-Earth fill type with cut-off trench, Crest elevation El. 86.3 m, Max. dam height 21.5 m, Crest length 2,800 m				
6. COUNTERPART AGENCY	Royal Irrigation Department	7. OBJECTIVES OF STUDY					Water Resources Development covering Rayong, Nong Pla Lai, Chon Buri Changwats
8. DATE OF S/W	Dec.1980	8. DATE OF S/W	Imp. Period: Jan.1983-Nov.1986				
9. CONSULTANT(S)	CTI Engineering Co., Ltd. Sanyu Consultants Inc. Nomura Research Institute	9. CONSULTANT(S)					4. FEASIBILITY AND ITS ASSUMPTIONS Feasibility: Yes EIRR1) 10.50   FIRR1) 4.90 EIRR2) 8.20   FIRR2) 1.80 EIRR3)   FIRR3)
10. STUDY TEAM	No. of Members 11 Period Feb.1981-Mar.1982 (13 months)  Total M/M      Japan      Field 61.79      26.54      35.25	10. STUDY TEAM	Conditions and Development Impacts: Conditions: The proposed industrial development project in the east coast region be progressed as originally scheduled.  Development Impacts: 1. Direct impacts a. Municipal and industrial water consumption; b. Production of paddy and groundnuts; and c. Flood control 2. Indirect impacts a. Promotion of industrial development (gas separation & petrochemical plant, soda ash plant, chemical fertilizer plant, sponge iron plant, industrial estate, deep sea port, etc.); b. Improvement of living standard and c. Land enhancement by flood control  Notes: Above EIRRs and FIRR are for 1) Nong Pla Lai Sub-project and 2) Ban Bung Sub-project. The respective EIRRs of the sectors are: 1. Nong Pla Lai Sub-project: Industrial and municipal water-10.4%, Irrigation-12.1%, and Flood control-3.5%; 2. Ban Bung Sub-project: Industrial and municipal water-8.3%, and Flood control-2.5%.				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Geological survey	11. ASSOCIATED AND/OR SUBCONTRACTED STUDY					5. TECHNICAL TRANSFER Acceptance of Trainees: For about three months, four trainees despatched from the Government of Thailand pursued the study and training mainly field survey of water supply systems. In the long view, it is considered profitable to the trainees.
12. EXPENDITURE	Total 165,176 (¥'000) Contracted 149,826	12. EXPENDITURE	2. MAJOR REASONS FOR PRESENT STATUS (1) High degree of priority: The industrialization of the east coast region was the No.1 priority project of the Government of Thailand. (2) RID was directly commissioned by the Prime Minister to push forward the project.				
							3. PRINCIPAL SOURCE OF INFORMATION ①②④

和名 東部水資源開発計画

[F/S,D/D]

# PROJECT SUMMARY (F/S)

Compiled Mar.1990  
Revised Mar.1995

ASE THA/A 305/82

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 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 Phetchaburi-Kaeng Krachan Irrigated Agriculture Development Project		Phetchaburi River Basin, area : 52,600 ha, population: 192,000																						
3. SECTOR Agriculture/General		2. PROJECT COST			(Description) The proposed project has been suspended because of the change in Thai Government policy on farmland consolidation.																			
4. REFERENCE NO.		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%;">Total Cost</td> <td style="width: 15%;">Local Cost</td> <td style="width: 15%;">Foreign Cost</td> <td style="width: 10%;"></td> </tr> <tr> <td>(US\$1,000)</td> <td>1) 233,865</td> <td>163,396</td> <td>70,469</td> <td></td> </tr> <tr> <td>US\$1=23B=230Yen</td> <td>2)</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>3)</td> <td></td> <td></td> <td></td> </tr> </table>						Total Cost	Local Cost	Foreign Cost		(US\$1,000)	1) 233,865	163,396	70,469		US\$1=23B=230Yen	2)					3)	
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(US\$1,000)	1) 233,865	163,396	70,469																					
US\$1=23B=230Yen	2)																							
	3)																							
5. TYPE OF STUDY F/S		3. CONTENTS OF MAJOR PROJECT(S)			(FY 1991 Overseas Survey) No additional information.																			
6. COUNTERPART AGENCY RID (Royal Irrigation Department), Ministry of Agriculture and Cooperatives		Development of irrigation agriculture centering on improvement of irrigation canal for Phetchaburi irrigated area of 45,000ha and new development of 7,100ha, and terminal facilities.  The Project aims to increase agriculture production in the project area with improvement and for readjustment of irrigation and drainage system in proper combination with existing facilities, those are Pechi Head Works and the Irrigation System constructed in 1950, Kan-Kra (hang Reservoir constructed in 1966 and the sea dike.  <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Irrigation System</td> <td style="width: 50%;">Farm Land</td> </tr> <tr> <td>new canal : 120 km</td> <td>land consolidation : 52600 ha</td> </tr> <tr> <td>canal lining : 167 km</td> <td></td> </tr> <tr> <td>canal improvement : 128 km</td> <td></td> </tr> </table>					Irrigation System	Farm Land	new canal : 120 km	land consolidation : 52600 ha	canal lining : 167 km		canal improvement : 128 km											
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new canal : 120 km	land consolidation : 52600 ha																							
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canal improvement : 128 km																								
7. OBJECTIVES OF STUDY Feasibility study for irrigation and drainage system improvement and promotion of land consolidation		8. DATE OF S/W .0			(FY 1993 Overseas Survey) Due to the changes in development policy of the Thai Government and difficulty in financial arrangement, implementation of the project is suspended. There is no possibility of the project to be implemented.																			
9. CONSULTANT(S) Sanyu Consultants Inc.		Imp. Period: .1987-.1998																						
10. STUDY TEAM		4. FEASIBILITY AND ITS ASSUMPTIONS			(FY 1994 Domestic Survey) The project aims mainly at the development of on-farm facilities. Due to the policy by the Government that higher priority is to be given in water resources development, not to the on-farm development, implementation of the Project is not ready in near future. Up to the year 1994, there has been no positive action taken for the Project implementation.																			
No. of Members 11 Period Nov.1980-Mar.1982 (17 months)		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%;">Feasibility:</td> <td style="width: 15%;">EIRR1) 26.00</td> <td style="width: 15%;">FIRR1)</td> <td style="width: 10%;"></td> </tr> <tr> <td></td> <td>Yes</td> <td>EIRR2)</td> <td>FIRR2)</td> <td></td> </tr> <tr> <td></td> <td></td> <td>EIRR3)</td> <td>FIRR3)</td> <td></td> </tr> </table>						Feasibility:	EIRR1) 26.00	FIRR1)			Yes	EIRR2)	FIRR2)				EIRR3)	FIRR3)				
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	Yes	EIRR2)	FIRR2)																					
		EIRR3)	FIRR3)																					
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%;">Japan</td> <td style="width: 15%;">Field</td> </tr> <tr> <td>Total M/M</td> <td>50.73</td> <td>32.37</td> </tr> <tr> <td></td> <td>18.36</td> <td></td> </tr> </table>			Japan	Field	Total M/M	50.73	32.37		18.36		Conditions and Development Impacts: - The increase of paddy production by 98,000t annually - Introduction of improved seeds to 48,700ha paddy - Expansion of cultivation in dry season - Total agriculture production and I.R.R. are estimated as;  <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Total Project Cost : 22200 Million Yen (1us\$=230Yen)</td> <td style="width: 50%;"></td> </tr> <tr> <td>Increment of Production : 584 Million Bahts</td> <td></td> </tr> <tr> <td>Total Production : paddy rice 240 mung bean 7</td> <td></td> </tr> <tr> <td>( x 10<sup>3</sup> ton) fluit 16 vegetable 48</td> <td></td> </tr> <tr> <td>Estimated IRR : 24%</td> <td></td> </tr> </table>			Total Project Cost : 22200 Million Yen (1us\$=230Yen)		Increment of Production : 584 Million Bahts		Total Production : paddy rice 240 mung bean 7		( x 10 <sup>3</sup> ton) fluit 16 vegetable 48		Estimated IRR : 24%		
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11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER			2. MAJOR REASONS FOR PRESENT STATUS																			
12. EXPENDITURE		Training to engineers			The Thai government intends that farmland consolidation and agriculture infrastructure improvement to be undertaken by private sectors instead of the government. Besides this case, projects of farmland consolidation and agriculture infrastructure improvement are executed by organizations of farmers financed by private banks.																			
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Total</td> <td style="width: 15%;">201,291 (¥'000)</td> </tr> <tr> <td>Contracted</td> <td>167,094</td> </tr> </table>		Total	201,291 (¥'000)	Contracted			167,094																	
Total	201,291 (¥'000)																							
Contracted	167,094																							
					3. PRINCIPAL SOURCE OF INFORMATION																			
					①, ②																			

和名 ベチャブリかんがい農業開発計画

[F/S,D/D]

# PROJECT SUMMARY (F/S)

ASE THA/A 306/82

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				I. 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		Chiang Mai and Lamphoon Provinces						
Mae Kuang Irrigated Agriculture Development Project		2. PROJECT COST		Total Cost	Local Cost	Foreign Cost		
		(US\$1,000)		1) 204,400	126,600	77,800		
				2) 223,600	138,700	84,900		
3. SECTOR		3. CONTENTS OF MAJOR PROJECT(S)				(Description) The project is under implementation in three stages with the OECF loans. Detailed Design: Jul. 1982 OECF loan agreement signed for E/S (940 million yen), of which 190 million used for the project. D/D undertaken by Sanyu Consultants, Inc. First Stage Construction: Sep. 1984 OECF loan agreement signed (2,300 million yen) Left saddle dam constructed. Construction was under direct management of RID and supervised by Sanyu Consultants, Inc. Second Stage Construction: Oct. 1985 OECF loan agreement signed (9,197 million yen) Main and Right saddle dam constructed. Construction undertaken by a Chinese company, supervised by Nippon Koei Co. Inc. Third Stage Construction: Sep. 1987 OECF loan agreement signed (2,805 million yen) Main and tributary canals have been under construction by an Italian company with supervision by Sanyu Consultants.  (FY1993 Overseas Survey) Construction work has completed.  (FY1994 Domestic Survey) All the project components including the Phase-1 (left dam), Phase-2 (Rightdam and main dam) and Phase-3 (main canal) have been completed in 1993.		
Agriculture/General		1. The dimension of dam						
4. REFERENCE NO.		length	Crest elevation	Embankment volume	Dam height			Dam
5. TYPE OF STUDY		(m)	(m)	(MCM)	(m)			
6. COUNTERPART AGENCY		1) Left saddle dam	395.0	2.26	52.0			
RID (Royal Irrigation Department), Ministry of Agriculture and Cooperatives		650 2) Main dam	395.0	5.58	77.0			
		645 3) Right saddle dam	395.0	1.44	41.0			
7. OBJECTIVES OF STUDY		655 2. Main irrigation canal: 87.4km 3. Lateral irrigation canal: 146.6km 4. The capacity of hydropower generation 1) Optimum installed capacity: 3.7MW 2) Annual energy: 16.3GWH 5. New cropping patterns Rice-Rice, Rice-Groundnut, Rice-Soybean, Rice-Sweet corn, Rice-Tobacco, Rice-Rice, Rice-Groundnut, Rice-Soybean, Rice-Sweet corn, Rice-Tobacco, Rice-Garlic, Rice-Vegetables, Soybean-Tobacco, Soybean-Groundnut and Longan						
8. DATE OF S/W		Imp. Period: Jan.1976-Sep.1988						
9. CONSULTANT(S)		4. FEASIBILITY AND ITS ASSUMPTIONS		EIRR1) 17.70	FIRR1)			
Sanyu Consultants Inc. Taiyo Consultants Co., Ltd.		Feasibility: Yes		EIRR2)	FIRR2)			
				EIRR3)	FIRR3)			
10. STUDY TEAM		Conditions and Development Impacts:						
No. of Members 14 Period Feb.1981-Feb.1982 (13 months)		Conditions:						
		1. Economic cost: Baht 2,521.4 million (1980 price) 2. Maintenance cost: Baht 17.4 million/year (after 1991)						
Total M/M      Japan      Field 57.09      21.57      35.32		Development impacts						
		1. The increase of agricultural productivity 2. The increase in employment opportunities for some 14,300 farm families. 3. Flood control: annual average flood damage reduced by 38% 4. The increase in farmer's income: can reserve about Baht 13,700 as net profit.						
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER						
12. EXPENDITURE		1. Acceptance of one trainee 2. Several seminars held in RID during the period of the survey						
Total		193,441 (¥'000)						
Contracted		165,175						
		2. MAJOR REASONS FOR PRESENT STATUS						
		3. PRINCIPAL SOURCE OF INFORMATION						
		①, ②, ④						

和名 メイクワンかんがい農業開発計画

{F/S,D/D}

# PROJECT SUMMARY (F/S)

Compiled Mar.1990  
Revised Mar.1995

ASE THA/A 307/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																												
1.COUNTRY	Thailand	1.SITE OR AREA				I.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled																											
2.NAME OF STUDY Upper Pasak Medium Scale Irrigation Project		Upper Pasak river basin under PHETCHABUN Province (about 330km north from Bangkok)																																
3.SECTOR Agriculture/General		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost																												
		(US\$1,000)	1)	195,000	107,000	88,000																												
		US\$1=23B	2)																															
			3)																															
4.REFERENCE NO.		3.CONTENTS OF MAJOR PROJECT(S)				(Description) The Royal Irrigation Development has been implementing the project with its own funds based on the results of the JICA Study.  (FY1991 Overseas Survey)  D/D Period : 1986-1992 Consultant's country : Thai Source of finance : Thai  Construction Period : 1988-1996 Country of main contractors: Thai  (FY1993 Overseas Survey) F/S review and D/D were conducted by government budget (180 million Bhats) in 1988 and dam construction in Fai Khon Ken and Khulong Charian Rab project sites was initiated by government budget. In Fai Khon Ken, the construction was initiated in 1990 and is to be completed in 1995 and total project cost is 500 million Bhats. In Khulong Charian Rab, the construction was initiated in 1993 and to be completed in 1996 and the total project cost is 146 million Bhats.  (FY1994 Domestic Survey) The D/D and Construction Works which have been proposed has been implementing by the Gov't of Thailand on the basis of the Development Study conducted by JICA.																												
5.TYPE OF STUDY		Sub-project																																
6.COUNTERPART AGENCY Royal Irrigation Department, Ministry of Agriculture and Cooperatives		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;"></td> <td style="width: 25%;">Huai Saduang</td> <td style="width: 25%;">Huai Khon Kaen</td> <td style="width: 25%;">Huai Yai K.Chaliang</td> </tr> <tr> <td>1.Irrigation Area(ha)</td> <td style="text-align: center;">5,400</td> <td style="text-align: center;">5,100</td> <td style="text-align: center;">1,800</td> </tr> <tr> <td>2.Dam 1)Type</td> <td style="text-align: center;">Earthfil</td> <td style="text-align: center;">Earthfil</td> <td style="text-align: center;">Earthfil</td> </tr> <tr> <td>2)Height(m)</td> <td style="text-align: center;">38</td> <td style="text-align: center;">57</td> <td style="text-align: center;">38</td> </tr> <tr> <td>3)Crest Length(m)</td> <td style="text-align: center;">467</td> <td style="text-align: center;">950</td> <td style="text-align: center;">816</td> </tr> <tr> <td>3.Irrigation Canal(km)</td> <td style="text-align: center;">-</td> <td style="text-align: center;">105.2</td> <td style="text-align: center;">26.6</td> </tr> <tr> <td>4.Drainage Canal</td> <td style="text-align: center;">-</td> <td style="text-align: center;">72.3</td> <td style="text-align: center;">36.7</td> </tr> </table>						Huai Saduang	Huai Khon Kaen	Huai Yai K.Chaliang	1.Irrigation Area(ha)	5,400	5,100	1,800	2.Dam 1)Type	Earthfil	Earthfil	Earthfil	2)Height(m)	38	57	38	3)Crest Length(m)	467	950	816	3.Irrigation Canal(km)	-	105.2	26.6	4.Drainage Canal	-	72.3	36.7
	Huai Saduang	Huai Khon Kaen	Huai Yai K.Chaliang																															
1.Irrigation Area(ha)	5,400	5,100	1,800																															
2.Dam 1)Type	Earthfil	Earthfil	Earthfil																															
2)Height(m)	38	57	38																															
3)Crest Length(m)	467	950	816																															
3.Irrigation Canal(km)	-	105.2	26.6																															
4.Drainage Canal	-	72.3	36.7																															
7.OBJECTIVES OF STUDY Feasibility Study -to identify the order of priority -to formulate an irrigated agricultural development project and identify the feasibility of the project		* Below implementation period is 10 years.																																
8.DATE OF S/W		Imp. Period:																																
9.CONSULTANT(S) Nippon Koei Co., Ltd. Chuo Kaihatsu International Corp.		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 13.90 EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)																												
10.STUDY TEAM		Conditions and Development Impacts:																																
No. of Members . 34 Period Aug.1981-Mar.1983 (20 months)		Condition: Agricultural benefit is estimated as a difference of both benefits accrued under with and without conditions. In addition, irrigation water supply to lower basin and drinking water supply to the Lom Sak municipality are assessed as a direct benefit from the project.																																
Total M/M		Development Impacts:																																
Japan		1) Increase of agricultural production																																
Field		2) Rasing of the living standard of the regional inhabitants																																
72.48		3) Supplemental water supply to urban area																																
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER																																
12.EXPENDITURE		To undertake on-the-job training of the government's officials in the course of the survey and study.																																
Total		188,810 (¥'000)																																
Contracted		175,942																																
		3.PRINCIPAL SOURCE OF INFORMATION																																
		①, ②, ③																																
2.MAJOR REASONS FOR PRESENT STATUS																																		

和名 パサック河上流中規模灌漑計画

(F/S,D/D)

# PROJECT SUMMARY (D/D)

Compiled Mar.1988  
Revised Mar.1995

ASE THA/S 403/82

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 checked="" type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Discontinued or Cancelled <input type="checkbox"/> Processing	
2.NAME OF STUDY	Rama VI Bridge Rehabilitation Project	The Rama VI bridge and neighboring areas, northern Bangkok				
3.SECTOR	Transportation/Railway	2.PROJECT COST			(Description) Short-term plan * Completed with domestic funds --- the purpose of the project was tentatively attained. * Repair work on bridge piers and shoe resetting were implemented and the restriction on train speed lifted.  Long-term plan * Double-tracking has not yet started due to its relation with a new road bridge. However, it seems that the State Railway of Thailand has started to make budgetary arrangements to repair the Rama VI Bridge and double-track it, in order to implement the double-tracking after construction of the New Rama Bridge that is now under way.  (FY1993 Overseas Survey) Double - Tracking is scheduled to start soon after the approval of budget. It will cost 44 million baht. Construction period will be from Feb.94 to Aug.95.  (FY1994 Domestic Survey) The construction works of RAMA VI bridge for track doubling has been started in May 1994 and scheduled to complete in September 1995 with the amount of Bath 43,750,000. The work is progressed by 51% as of October 1994. The approach at Bangkok side was designed to use composite bridges similar to the existing track which is in parallel. The work progress is about 61% as of October 1994 and expect to be completed by June 1995 with the total cost of Bath 45,207,500. The approach at Thonburi side (the other side) is now under designed.	
4.REFERENCE NO.		3.CONTENTES OF MAJOR PROJECT(S)				
5.TYPE OF STUDY	D/D	(1) Survey to confirm present status riverbed scouring; Geological survey; Vibration survey (2) Analysis of causes of deformation (3) Study on repair policies ; (4) Basic design (5) Study on construction methods (6) Approximate calculation of costs (7) Detailed design (8) Preparation of calculation sheets for work execution (9) Cost estimation (10) Preparation of specifications * cost 1) above is for bridge piers and cost 2) for shoe resetting ** Implementation periods below are 1) for 10 months and 2) for 3 months.				
6.COUNTERPART AGENCY	State Railway of Thailand	Total Cost      Local Cost      Foreign Cost (US\$1,000)      1)      1,353      1,353 (US\$1=26 Bahts)      2)      142 3)				
7.OBJECTIVES OF STUDY	D/D and cost estimation, etc., for preparing bidding documents on the rehabilitation of the Rama VI bridge, which was in danger of collapse	4.FEASIBILITY AND ITS ASSUMPTIONS				
8.DATE OF S/W	Mar.1981	Imp. Period:				
9.CONSULTANT(S)	Japan Railway Technical Service	Feasibility: Yes/No	EIRR1) EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)		
10.STUDY TEAM	No. of Members    18 Period Jan.1982-Dec.1982 (11 months)	Conditions and Development Impacts: In the short term, the current restrictions on large rolling stock and train speed are to be continued. In the long term, such measures as the repairing of bridge piers and shoe resetting are to be implemented.				
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	-Survey by divers -Vibration survey -Excavation survey on bridge piers	5. TECHNICAL TRANSFER				
12.EXPENDITURE	Total      87,560 (¥'000) Contracted      81,093	1)OJT and JICA training program for counterparts 2)Employment of local consultants				
		2.MAJOR REASONS FOR PRESENT STATUS			3.PRINCIPAL SOURCE OF INFORMATION ①, ②	

和名 ラマ6世橋梁修復計画

[F/S,D/D]

# PROJECT SUMMARY (D/D)

ASE THA/S 404/82

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			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		Eastern Coastal Zone of Thailand between Dok Krai and Mab Ta Pud						
Dok Krai - Mad Ta Pud Water Pipe Line Project in the East Coast Area		2. PROJECT COST			(Description) Date of completion of detail design : Sep. 1982 Date of conclusion of L/A of the requested loan granted by the Japanese Government (320 million yen): Jul. 1982 Date of completion : Jun. 1984 Date of commencement of service : Sep. 1983  (FY 1991 Overseas Survey) No additional information.			
			1)	Total Cost			Local Cost	Foreign Cost
			2)	39,214			13,026	26,188
3. SECTOR		3. CONTENTS OF MAJOR PROJECT(S)						
Social Infrastructures/Water Resource Development		Nong Pla Lai Dam: 200MCM Pipeline: 27.6 km Irrigation Water Drainage System: 3,650 ha						
4. REFERENCE NO.								
5. TYPE OF STUDY		D/D						
6. COUNTERPART AGENCY		Royal Irrigation Department (RID)						
7. OBJECTIVES OF STUDY		Executive design for construction of pipeline between Dok Krai reservoir and Mab Ta Pud						
8. DATE OF S/W		Oct. 1980						
9. CONSULTANT(S)		Imp. Period: Mar. 1983-Aug. 1984						
CTI Engineering Co., Ltd. Sanyu Consultants Inc. Nihon Suido Consultants Co., Ltd.		4. FEASIBILITY AND ITS ASSUMPTIONS						
		Feasibility:	EIRR1) 11.20	FIRR1)				
		Yes	EIRR2)	FIRR2)				
			EIRR3)	FIRR3)				
10. STUDY TEAM		Conditions and Development Impacts:						
No. of Members 22		After deducting tax, insurance subsidy and indemnity from the construction cost reckoned on the preliminary design as the basis.						
Period Nov. 1981-Aug. 1982 (10 months)		Regional development of the eastern coastal zone is anticipated by the supply of municipal, industrial and irrigation water.						
Total M/M								
Japan								
Field								
87.00								
39.00								
48.00								
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER						
Survey Geological Survey		OJT and JICA training program for counterparts						
12. EXPENDITURE								
Total		223,594 (¥000)						
Contracted		206,221						
		2. MAJOR REASONS FOR PRESENT STATUS						
		(1) High degree of priority: The industrialization of the east coast region was the No.1 priority project of the Government of Thailand.						
		(2) RID was directly commissioned by the Prime Minister to pushing forward of the project.						
		3. PRINCIPAL SOURCE OF INFORMATION						
		①②④						

和名 東部海岸パイプライン建設実施設計

(F/S,D/D)

# PROJECT SUMMARY (Basic Study)

Compiled Mar. 1990  
Revised Mar. 1992

ASE THA/S 501/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS						
1. COUNTRY	Thailand	1. SITE OR AREA	Two camps for Laotian refugees in the northeastern part of Thailand		1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued					
2. NAME OF STUDY	Water Supply Project to Laotian Displaced Persons: Nakhon Phanom Camp and Pak Chom Camp	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) After the completion of the study, the proposed tube wells were constructed by the Japanese grant aid.					
3. SECTOR		(US\$1,000)	1)		2)						
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)									
5. TYPE OF STUDY	Basic Study	1st phase study: Underground water survey at Nakhon Phanom Camp (test boring at 4 sites and identification of 2 sites for tube wells)  2nd phase study: Underground water survey at Pak Chom Camp (test boring at 4 sites and identification of 2 sites for tube wells)									
6. COUNTERPART AGENCY	Ministry of Interior										
7. OBJECTIVES OF STUDY	Survey of underground water resources	4. CONDITIONS AND DEVELOPMENT IMPACTS									
8. DATE OF S/W	.0				The project will supply potable water for Laotian refugees (20,000 persons at Nakhon Phanom and 50,000 persons at Pak Chom).						
9. CONSULTANT(S)	Japan Engineering Consultants Co., Ltd.	10. STUDY TEAM No. of Members 8 Period Feb. 1982-Nov. 1982 (10 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;">36.66</td> <td style="text-align: center;">2.96</td> <td style="text-align: center;">33.70</td> </tr> </table>						Total M/M	Japan	Field	36.66
Total M/M	Japan				Field						
36.66	2.96				33.70						
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER									
12. EXPENDITURE					3. PRINCIPAL SOURCE OF INFORMATION						
	Total 100,465 (¥000)										
	Contracted 98,916										

和名 シオス難民生活用水供給計画

[M/P, Basic Study, Other]



# PROJECT SUMMARY (M/P)

Compiled Mar.1990  
Revised Mar.1995

ASE THA/S 102/83

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS											
1.COUNTRY	Thailand	1.SITE OR AREA			1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued										
2.NAME OF STUDY		16 changwats of the Northeastern Region (169,000 sq.km)			(Description)	Based on the recommendations of the study, a feasibility study was subsequently undertaken on 15 routes for new construction and improvement (502.1km) and 8 routes for rehabilitation (90km).  (FY1993 Overseas Survey) See the page on its feasibility study.  (FY1994 Domestic Survey) No additional information.										
Road Development in the Northeastern Region		2.PROJECT COST														
3.SECTOR		<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">(US\$1,000)</td> <td style="text-align: center;">1)</td> <td style="text-align: center;">55,200</td> <td style="text-align: center;">55,200</td> <td style="text-align: center;">Foreign Cost</td> </tr> <tr> <td style="text-align: center;">(US\$1=23B)</td> <td style="text-align: center;">2)</td> <td></td> <td></td> <td></td> </tr> </table>			(US\$1,000)	1)	55,200	55,200	Foreign Cost	(US\$1=23B)	2)					
(US\$1,000)	1)	55,200	55,200	Foreign Cost												
(US\$1=23B)	2)															
Transportation/Road		3.CONTENT(S) OF MAJOR PROJECT(S)														
4.REFERENCE NO.		The study proposed the following priority projects. - New construction and improvement 18 routes (666.9km) - Rehabilitation 25 routes (468.0km)														
5.TYPE OF STUDY					M/P											
6.COUNTERPART AGENCY					Dept. of Highways, Ministry of Communications											
7.OBJECTIVES OF STUDY		4.CONDITIONS AND DEVELOPMENT IMPACTS														
Formulation of a master plan for road development in the Northeastern Region																
8.DATE OF S/W		Nov.1981														
9.CONSULTANT(S)		Development impacts: 1) Narrowing of regional disparities 2) Stimulation of agricultural production 3) Development in poorer areas  Social impacts: 1) Alleviation of social and political isolation 2) Improvement of health services 3) Improvement of education 4) Reduction of income disparities														
Nippon Koei Co., Ltd. Katahira & Engineers International																
10.STUDY TEAM					2.MAJOR REASONS FOR PRESENT STATUS											
No.of Members 11																
Period Mar.1982-Mar.1983 (12 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> <td colspan="2"></td> </tr> <tr> <td style="text-align: center;">79.20</td> <td style="text-align: center;">14.60</td> <td style="text-align: center;">64.60</td> <td colspan="2"></td> </tr> </table>		Total M/M	Japan	Field			79.20	14.60	64.60							
Total M/M	Japan	Field														
79.20	14.60	64.60														
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY					3.PRINCIPAL SOURCE OF INFORMATION											
					①, ②											
12.EXPENDITURE		5.TECHNICAL TRANSFER														
Total 224,974 (¥'000)		1) OJT of the methods for selecting priority roads and for measuring social impacts														
Contracted 216,437		2) Participation of 2 counterparts in the JICA training program														

和名 東北部道路網整備建設計画

{M/P, Basic Study, Other}

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

ASE THA/S 204B/83

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	Coastal Area, Layon Province			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 Industrial Port on the Eastern Seaboard	2. PROJECT COST	M/P 1) 888,220 Local Cost	570,800 Foreign Cost	56,560	(Description) The project is under implementation with the OECF financing.  Sep.1983 OECF E/S loan (1,720 million yen) Sep.1984 OECF loan on Map Ta Phut Industrial Port (5,610 million yen) Oct.1985 OECF loan on Map Ta Phut Industrial Port (16,050 million yen) and Industrial Estate (3,207 million yen) Oct.1985 D/D on Map Ta Phut Port completed Jan.1986 D/D on Industrial Estate completed Dec.1987 Construction of the Industrial Estate commenced Nov.1988 OECF loan on Satahip-Map Ta Phut Railway (3,002 million yen)  (FY1991 Overseas Survey) 1989 Construction of the Port commenced (-1992) 1990 Construction of the Industrial Estate First Stage completed 1991 Construction of the Industrial Estate Second Stage commenced Scheduled to be completed in 1992  (FY1994 Domestic Survey) No additional information.	
3. SECTOR	Transportation/Port		2) 1,808,940	668,491	1,140,449		
3. SECTOR	Transportation/Port	3. CONTENTS OF MAJOR PROJECT(S)	<M/P>Development of Layon Province, Composed of Industrial Base, Port, Residential Area. The target year of the M/P is 2000. 1) Industrial Development: Gas separation plant, Soda ash plant, Petrochemical complex, Fertilizer complex, Iron & steel complex, Supporting industries, Down stream industries, Other industries. 2) Port Development: Amount of cargo handled 23 million tons annually. 45 berths, total length 5,750m. 3) Urban Plan: New town 575ha, Population 71,500 Number of household 17,340 4) Infrastructure: Road, Water supply, Sewerage, Waste treatment, Railway(branch of the Chachoengsao - Sattahip line, length 25km, annual traffic volume transported 3.7 million tons) Electricity(total demand 1,354MW) Telephone(number of lines 10,000) Telex/Telegram, terminals and other services 44 <F/S>1) Industrial Development: petrochemical, fertilizer, soda ash, various supporting industries, industrial estate Area 410ha, Quay wall 820m 2) Port Development: Quay-wall 850m, wharf 280m, breakwater 3,000m total length of berths 1,750m amount of cargo handled 4 million tons annually 3) Urban Development: Area 131ha, population 18,300 Number of Household 4,360 4) Infrastructure: Road, Water Supply, Sewerage, Waste treatment, Railway(Extension 24km, annual traffic volume transported 2 million tons), Electricity(total demand 133.5MW), Telephone(number of lines 3,000) Telex/Telegram terminals and other services(23)				
4. REFERENCE NO.		5. TYPE OF STUDY	M/P+F/S				
6. COUNTERPART AGENCY	Industrial Estate Authority of Thailand, Port Authority of Thailand	6. DATE OF S/W	May.1982				
7. OBJECTIVES OF STUDY	Establishing the Master Plan for Maptaput Port as an Industrial Port and feasibility study of the priority projects.	9. CONSULTANT(S)	Overseas Coastal Area Development Institute Kokusai Kougyo Co., Ltd.				
8. DATE OF S/W	May.1982	4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 15.70 EIRR2) EIRR3)	FIRR1) 19.80 FIRR2) FIRR3)		
10. STUDY TEAM	No. of Members 9 Period Jul.1982-Nov.1983(17 months)  Total M/M Japan Field 65.31 36.60 28.71	Imp. Period:	Jan.1984-Dec.1987				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER	Giving lecture on methods for Planning Ports and Industrial Estates.				
12. EXPENDITURE	Total 412,019 (¥'000) Contracted 411,680	10. STUDY TEAM	Conditions and Development Impacts: <M/P><Impacts>1)Promotion of the Heavy industry at Eastern Seaboard Development. 2)Establishment of industries utilizing natural gas resources. 3)Acceleration of the region's urban-industrial development. 4)Increase in the economic growth of the nation and employment. <F/S><Conditions>for Cargo Forecast:1986 GDP=4,350 A Bahts 2000 2000 GDP=11,200 A Bahts <Conditions of Industrial Development> GNP Growth (1981 - 1986) 6.68(per annum) Manufacturing sector growth 7.68 Export oriented Industry 15.0% <Conditions> The value added which will be generated by the productive activity of the planned factories will be counted as the total benefit of this project. The benefits are calculated as the difference between the With-project and the Without-project conditions. <Impacts>1)Acceleration of regional development(esp. Map Ta Phut area). 2)Development of coastal shipping and port-related industries.				
		2. MAJOR REASONS FOR PRESENT STATUS	(1)To formulate the core of development (2)High priority in Thailand National Plan				
		3. PRINCIPAL SOURCE OF INFORMATION	①, ②, ④				

和名 東部工業港開発計画

{M/P+F/S}

# PROJECT SUMMARY (F/S)

Compiled Mar.1986  
Revised Mar.1995

ASE/THA/S 311/83

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																																																																				
2. NAME OF STUDY	Nong Kho - Leam Chabang Water Pipeline Project	Chonburi																																																																									
3. SECTOR	Public Utilities/Water Supply	2. PROJECT COST		Total Cost	Local Cost	Foreign Cost																																																																					
4. REFERENCE NO.		(US\$1,000)	1)	16,300	7,100	9,200																																																																					
5. TYPE OF STUDY	F/S	(US\$1=230Yen=23B)	2)	13,100	5,300	7,800																																																																					
6. COUNTERPART AGENCY	Public Works Dept., Ministry of Interior	3. CONTENTS OF MAJOR PROJECT(S)																																																																									
7. OBJECTIVES OF STUDY	To formulate a plan for the pipeline system from the Nong Kho dam to the Laem Chabang and to verify the feasibility of the project.	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">First Stage</th> <th colspan="2">Second Stage</th> </tr> <tr> <th>Nong Kho-Turnout</th> <th>Turnout-Receiving Well</th> <th>Nong Kho-Turnout</th> <th>Turnout-Receiving Well</th> </tr> </thead> <tbody> <tr> <td>1. Raw Water Pipeline</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>  Diameter of pipe</td> <td>1,000mm</td> <td>900mm</td> <td>1,000mm</td> <td>900mm</td> </tr> <tr> <td>  Length of pipe</td> <td>10.95km</td> <td>3.49km</td> <td>10.95km</td> <td>3.49km</td> </tr> <tr> <td>  Expected completion year</td> <td>1988</td> <td>1988</td> <td>1994</td> <td>1994</td> </tr> <tr> <td>2. Turnout</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>  Delivery pipe</td> <td>250mm</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>  Slice pipe</td> <td>2 units</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>3. Aqueduct (pipe-beam)</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>  Net span</td> <td>-</td> <td>27.5m</td> <td>-</td> <td>27.5</td> </tr> <tr> <td>  Diameter of pipe</td> <td>-</td> <td>900</td> <td>-</td> <td>900</td> </tr> <tr> <td>4. Receiving Well</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>  Dimension (WxHxL) (m)</td> <td>-</td> <td>6.3x4.4x16.4</td> <td>-</td> <td>6.3x4.4x16.4</td> </tr> </tbody> </table>						First Stage		Second Stage		Nong Kho-Turnout	Turnout-Receiving Well	Nong Kho-Turnout	Turnout-Receiving Well	1. Raw Water Pipeline					Diameter of pipe	1,000mm	900mm	1,000mm	900mm	Length of pipe	10.95km	3.49km	10.95km	3.49km	Expected completion year	1988	1988	1994	1994	2. Turnout					Delivery pipe	250mm	-	-	-	Slice pipe	2 units	-	-	-	3. Aqueduct (pipe-beam)					Net span	-	27.5m	-	27.5	Diameter of pipe	-	900	-	900	4. Receiving Well					Dimension (WxHxL) (m)	-	6.3x4.4x16.4	-	6.3x4.4x16.4
	First Stage		Second Stage																																																																								
	Nong Kho-Turnout	Turnout-Receiving Well	Nong Kho-Turnout	Turnout-Receiving Well																																																																							
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Expected completion year	1988	1988	1994	1994																																																																							
2. Turnout																																																																											
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3. Aqueduct (pipe-beam)																																																																											
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Diameter of pipe	-	900	-	900																																																																							
4. Receiving Well																																																																											
Dimension (WxHxL) (m)	-	6.3x4.4x16.4	-	6.3x4.4x16.4																																																																							
8. DATE OF S/W	Jul. 1983	Imp. Period: 1987-1988				(Description) 1984 Sep. OECF E/S loan agreement (144 million yen) 1985-1986 Detail design 1985 Oct. OECF loan agreement (1,363 million yen) 1987 May Construction commenced 1988 Dec. Construction completed  (FY1991 Overseas Survey) No additional information.  *Contents of OECF Loan. 1. Construction of the raw water pipeline with distance of 15km. 2. Construction of diversion facility. 3. Construction of water supply control facility. 4. Construction of raw water well  (FY1994 Domestic Survey) No information																																																																					
9. CONSULTANT(S)	Nippon Koei Co., Ltd. Nikken Consultants., Inc.	4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 11.60 EIRR2) EIRR3)			FIRR1) 9.60 FIRR2) FIRR3)																																																																			
10. STUDY TEAM	No. of Members 7 Period Aug. 1983-Mar. 1984 (7 months)	Conditions and Development Impacts: [Conditions] The demand for water was projected for 1995 and 2001. The existing reservoir will not be able to satisfy the projected demand, and water must be conveyed by the pipeline from outside the area. The project life is set at 40 years.  Development Impacts: The industrial and urban development in the area, increase of job opportunities, upgrading of living standard, improvement of trade balance, mitigation of congestion in Bangkok.																																																																									
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER				2. MAJOR REASONS FOR PRESENT STATUS																																																																					
12. EXPENDITURE	Total 75,218 (¥000) Contracted 78,467	1) On-the-job training during the study 2) Acceptance of counterparts for the training in Japan				1) Large impact; the industrial development at the Laem Chabang area is dependent on this project. 2) Close linkage with other projects; development in Laem Chabang and the source of water 3) High priority 4) Strength of the executing agency; strong support by NESDB																																																																					
						3. PRINCIPAL SOURCE OF INFORMATION																																																																					
						①, ②, ④																																																																					

和名 ノンコー・ラムチャバン送水パイプライン建設計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

ASE THA/S 312/83

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 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	Second Stage Expressway System in the Greater Bangkok	Greater Bangkok																				
3. SECTOR	Transportation/Road	2. PROJECT COST		Total Cost	Local Cost																	
4. REFERENCE NO.		(US\$1,000)		1)	2)																	
5. TYPE OF STUDY	F/S			3)																		
6. COUNTERPART AGENCY	Expressway and Rapid Transit Authority (ETA)	3. CONTENTS OF MAJOR PROJECT(S)		(Description) D/D of the Second Expressway was undertaken by a consortium of 5 consulting firms.  In September 1988, ETA decided to implement the project with the private sector investment and the contract was granted to the Bangkok Expressway Consortium in December of the same year. ETA allowed one year for the acquisition of right of way.  (FY1991 Overseas Survey) Construction will be completed in 1995. There was route adjustment for more suitable traffic catchment making the total length of the expressway 39km.  Comparison between the development study plan and the ongoing project: <table style="width: 100%; border: none;"> <tr> <td></td> <td style="text-align: center;">Study plan</td> <td style="text-align: center;">Ongoing project</td> </tr> <tr> <td>Length:</td> <td style="text-align: center;">27.9 km</td> <td style="text-align: center;">39.05 km</td> </tr> <tr> <td>Cost</td> <td style="text-align: center;">26,200 million bahts</td> <td style="text-align: center;">29,500 million bahts</td> </tr> <tr> <td>Construction period:</td> <td style="text-align: center;">1986-1995</td> <td style="text-align: center;">1989-19995</td> </tr> <tr> <td>Finance:</td> <td style="text-align: center;">government budget and domestic and foreign loan</td> <td style="text-align: center;">private sector investment (transfer to the ETA)</td> </tr> </table>					Study plan	Ongoing project	Length:	27.9 km	39.05 km	Cost	26,200 million bahts	29,500 million bahts	Construction period:	1986-1995	1989-19995	Finance:	government budget and domestic and foreign loan	private sector investment (transfer to the ETA)
	Study plan	Ongoing project																				
Length:	27.9 km	39.05 km																				
Cost	26,200 million bahts	29,500 million bahts																				
Construction period:	1986-1995	1989-19995																				
Finance:	government budget and domestic and foreign loan	private sector investment (transfer to the ETA)																				
7. OBJECTIVES OF STUDY	Road planning	The project cost is 26,200 million bahts.																				
8. DATE OF S/W	Mar. 1982	Imp. Period:		.1987-.1995		(FY1993 Overseas Survey) ETA will acquire project site by 1996. Land acquisition cost will be 26,800 million baht.  (FY1994 Domestic Survey) No additional information.																
9. CONSULTANT(S)	Pacific Consultants International	4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 17.00 EIRR2) EIRR3)			FIRR1) 12.00 FIRR2) FIRR3)														
10. STUDY TEAM	No. of Members 16 Period May. 1982-Nov. 1983 (18 months)	Conditions and Development Impacts:		Condition: Future traffic volume was forecasted for the targetted year 1990, 2000, 2010 on the basis of O-D survey made by home interviews.  Development Impact: Traffic congestion in the city is expected to be alleviated.																		
	Total M/M          Japan          Field 60.17                  8.66                  51.51																					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Topographic survey Geological survey Traffic survey	5. TECHNICAL TRANSFER																				
12. EXPENDITURE	Total 260,230 (¥'000) Contracted 250,242	(1) Overseas training for 2 counterpart staff (2) Employment of local consultants for topographic and geological survey		3. PRINCIPAL SOURCE OF INFORMATION																		
				①、②、③																		

和名 バンコック 高速道路建設計画

[F/S,D/D]

# PROJECT SUMMARY (F/S)

Compiled Mar.1990  
Revised Mar.1995

ASE THA/S 310/83

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		Eastern seaboard (Rayong and Chonburi changwats)					
East Coast Water Resources Development (Phase II)		2. PROJECT COST		Total Cost	Local Cost	Foreign Cost	
		(US\$1,000)	1)	198,260		82,608	
		(US\$1=23Bahts)	2)	329,565		134,782	
			3)	69,130		17,391	
3. SECTOR		3. CONTENTS OF MAJOR PROJECT(S)				(Description) 1) Canal between Nong Pla Lai Reservoir and Nong Kho Reservoir Feb.1990   OECF L/A (E/S) 204 million yen Major Component: Engineering Service Jan.1993   OECF L/A 6,362 million yen Major Component: Canal construction  2) Khong Luang and Khlong Thap Ma: Suspended after the completion of the F/S.  (FY1991 Overseas Survey) Project scale was reduced.  (FY1994 Domestic Survey) No additional information.	
Social Infrastructures/Water Resource Development		1) Khlong Luang: (a) Multi-purpose dam (h.42.5m); (b) canal connecting the dam and Chonburi; (c) irrigation and drainage (6,600ha)					
4. REFERENCE NO.		2) Khlong Yai: (a) Multi-purpose dam (h.50.8m); (b) canal connecting Nong Pla Lai Dam and Nong Kho Dam; (c) irrigation and drainage (7,700ha)					
5. TYPE OF STUDY		3) Khlong Thap Ma: (a) Multi-purpose dam (h. 28.9m); (b) irrigation and drainage					
6. COUNTERPART AGENCY							
Royal Irrigation and Drainage Dept.							
7. OBJECTIVES OF STUDY							
Feasibility analysis of three dams							
8. DATE OF S/W		Imp. Period: 1984-1996					
Feb.1982							
9. CONSULTANT(S)		4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility:	EIRR1) 16.10   FIRR1)		
Nippon Koei Co., Ltd. Nikken Consultants., Inc.				Yes	EIRR2) 15.00   FIRR2)		
					EIRR3) 12.10   FIRR3)		
10. STUDY TEAM		Conditions and Development Impacts: Benefits of the projects are estimated as follows.  (Unit: million Bahts)					
No. of Members 12		Water Demand	Agri. Dev.	Flood Control	Total		
Period Jul.1982-Mar.1983 (9 months)		1) 423.3	180.7	49.8	653.8		
		2) 793.6	198.2	57.2	1,049.0		
		3) -	81.7	19.5	101.0		
Total M/M		Japan		Field			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER				2. MAJOR REASONS FOR PRESENT STATUS	
						(FY 1991 Overseas Survey) Khlong Yai is planned to follow Nong Pla Lai Dam, whereas Khlong Luang and Khlong Thap Ma have resettlement problems.	
12. EXPENDITURE						3. PRINCIPAL SOURCE OF INFORMATION	
Total		184,263 (¥000)				①, ②, ④	
Contracted		173,923					

和名 東部水資源開発計画 (フェーズII)

(F/S,D/D)

# PROJECT SUMMARY (F/S)

ASE THA/A 308/83

Compiled Mar.1990  
Revised Mar.1995

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1. COUNTRY	Thailand	1. SITE OR AREA				1. PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input checked="" type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled	
2. NAME OF STUDY Mae Chang Irrigation Project		Northern part of Thailand, Mae Chang River Basin						
3. SECTOR Agriculture/General		2. PROJECT COST		Total Cost	Local Cost	Foreign Cost		
4. REFERENCE NO.		(US\$1,000)		1) 44,000	22,000	22,000		
5. TYPE OF STUDY F/S				2)				
6. COUNTERPART AGENCY RID (Royal Irrigation Department), Ministry of Agriculture and Cooperatives				3)				
7. OBJECTIVES OF STUDY Feasibility study of the irrigation plan in Mae Chang area through the construction of a water storage dam		3. CONTENTS OF MAJOR PROJECT(S)				(Description) The project has been suspended because of the change in agricultural policy of the Thai Government. (FY 1991 Overseas Survey) No additional information. (FY 1993 Overseas Survey) Due to the changes in development policy of the government of Thailand, the priority of the project is ranked low and there is no possibility of the project to be implemented. Previously, Land consolidation was one of the most important target in the development policy of agriculture sector, however high priority has been given to small irrigation development since 5th 5 year National development Plan. (FY1994 Domestic Survey) The EGAT constructed a reservoir dam for fire power generation after 1985 at the upper stream basin of the proposed dam site of this study. Therefore, there are no water resources available for the project. No further planning has been made so far.		
8. DATE OF S/W Nov. 1982		Imp. Period: Apr. 1984-Apr. 1992						
9. CONSULTANT(S) Sanyu Consultants Inc. Taiyo Consultants Co., Ltd.		4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) 13.60 EIRR2) EIRR3)			FIRR1) FIRR2) FIRR3)
10. STUDY TEAM No. of Members 13 Period Jan. 1983-Jan. 1984 (13 months)		Conditions and Development Impacts: [Conditions] - Total project cost : 44.25 million \$ (as of 1983) - Reservoir are : 1,300ha - Resettlement : Household 125, Farmland 224ha - Annual cropping rate : 130% [Development Impacts] - Increasing the agricultural productivity and the surplus incomes (2,784 B/Y --> 7,501 B/Y) - Increasing the employment opportunities - Improving the life conditions and living standard						
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY						2. MAJOR REASONS FOR PRESENT STATUS Problem of relocating 25 families in the area which will be submerged in water in the River Basin.		
12. EXPENDITURE		5. TECHNICAL TRANSFER				3. PRINCIPAL SOURCE OF INFORMATION ①, ②, ③		
Total 186,107 (¥'000) Contracted 141,808		To Thai counterparts assigned through the survey						

和名 メチャンかんがい農業開発計画

(F/S,D/D)

# PROJECT SUMMARY (M/P)

Compiled Mar.1990  
Revised Mar.1995

ASE THA/S 103/84

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS	
1.COUNTRY	Thailand	1.SITE OR AREA	Upper part of the Southern Region (pop.1.1 million)		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2.NAME OF STUDY	Sub-Regional Development of the Upper Southern Part	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) 1) After the completion of the study, ADB reviewed 10 high priority projects and endorsed their validity. 2) The Southern Seaboard Development Committee (chaired by the Prime Minister) was established in 1989. Under the purview of this Committee, a study on the development of Southern Thailand is being implemented, including the East-West Link, the Krabi Oil Refinery and Pipeline, and the Khanom Deep-sea Port, with World Bank finance. 3) With JICA technical assistance, the Tourism Authority of Thailand implemented a master plan study on tourism in Southern Thailand (1988). 4) With JICA technical assistance, the Dept. of Highways of the Ministry of Communications is implementing a master plan study on the road network (the East-West Link) in Southern Thailand. 5) The Electricity Generating Authority of Thailand is making preparations for a study on the Kaen Krung Dam proposed as part of the Tapi-Phum Duang River Management, but the problem of relocation is yet unsolved. 6) Unilever and other private enterprises have been active in the Central Lowland Development.  (FY1993 Domestic Survey) 1) The idea of East-west Link is accommodated into the present Land Bridge Program. 2) Krabi-Khanom Road is under D/D.  (FY1994 Domestic Survey) 1. The D/D has been completed for an East-West Link; Krabi-Khanom Highway in particular. Actual construction will start soon. 2. A proposed oil refinery will be set up at Khanom in stead of Khanom, which is the location originally proposed by this study. A pipeline proposed at the same time is expected to transport crude oil instead of petroleum products. 3. Surathani has been designated as one of the regional cities for which intensive investment have been made to reinforce urban infrastructures.
3.SECTOR	Development Plan/Integrated Regional Development Plan	(US\$1,000)	1)			
4.REFERENCE NO.		(US\$1=23Bahts)	2)			
5.TYPE OF STUDY	M/P	3.CONTENTS OF MAJOR PROJECT(S)				
6.COUNTERPART AGENCY	National Economic and Social Development Board (NESDB)	The study proposed 10 high priority projects at the total cost of 24,272 million baht.				
7.OBJECTIVES OF STUDY	Formulation of a regional development plan through 2000	1) Surat Thani Industrial Estate 2) Phuket Airport Industrial Estate and Export Processing Zone 3) East-West Link 4) Surat Thani International Port (Khanom Deep-sea Port) 5) Krabi Oil Refinery and Pipeline 6) Phuket Urban Development 7) Surat Thani Urban Development 8) Central Lowland Development 9) Tapi-Phum Duang River Management 10) Phuket Water Supply  Note: The cost shown above pertains to the ten high priority projects.				
8.DATE OF S/W	Nov.1982	4.CONDITIONS AND DEVELOPMENT IMPACTS				
9.CONSULTANT(S)	International Development Center of Japan Pacific Consultants International	Development impacts: 1) Lessening of the concentration of economic activities in Greater Bangkok and more decentralized economic growth 2) Agricultural development (agricultural land development of unutilized or underutilized land and an increase of agricultural exports) 3) Industrial development (Sophistication of processing industries) 4) Tourism development (beach resorts, etc. 5) Energy development (hydro-power, thermal power (coal), refining of Middle East petroleum) 6) Development of two urban cores (Surat Thani and Phuket)				
10.STUDY TEAM	No.of Members 26 Period Mar.1983-Mar.1985(24 months)					
	Total M/M	Japan	Field			
	157.10	20.70	136.40			
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER			2.MAJOR REASONS FOR PRESENT STATUS	
12.EXPENDITURE		1) Participation of counterparts in the JICA training program (2 Staff) 2) OJT for the counterparts through joint work			(FY 1991 Overseas Survey) The project was integrated in the Sixth National Plan (Chapter 5: "Preparation for Development of Other New Economic Areas").	
Total	431,827 (¥'000)				3.PRINCIPAL SOURCE OF INFORMATION	
Contracted	416,274				①, ②, ③	

和名 南タイ北部地域総合開発計画

{M/P, Basic Study, Other}

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

Compiled Mar.1988

Revised Mar.1995

ASE THA/S 205B/84

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT								
1.COUNTRY	Thailand	1.SITE OR AREA	Laem Chabang (120km southeast of Bangkok)			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	Development Project of Laem Chabang Coastal Area	2.PROJECT COST (US\$1,000)	M/P 1) 1,051,000 2) Local Cost	Foreign Cost								
3.SECTOR	Development Plan/Integrated Regional Development Plan	(US\$1=23B) FS 1) 397,000 2)                      214,000 3)                      183,000	3.CONTENTS OF MAJOR PROJECT(S)			(Description) The project is under implementation with the OECF loans.  Oct.1985 OECF loan agreement on the industrial estate I (2,922 million yen) Sep.1987 OECF loan agreement on the industrial estate II (3,003 million yen)  Sep.1984 OECF loan agreement on the commercial port I (4,172 million yen) Nov.1986 OECF loan agreement on the commercial port II (12,283 million yen) Feb.1990 OECF loan agreement on the commercial port III (6,436 million yen)  Sep.1988 OECF loan agreement on the railway (1,013 million yen)  (FY1991 Overseas Survey) Construction Period: From year 1988 to year 1991  (FY1993 Overseas Survey) - First Stage of New Town (16ha residential zone, 2284 units) has been completed. Present population is 11,420. Second stage (8ha) is under preparation. - Public Utilities to accommodate new housing development have been completed.  (FY1994 Domestic Survey) No information						
4.REFERENCE NO.		<M/P> 1) Industrial Development 2) Port Development: 16 berths, domestic wharf 1,100m, wharf area 258ha length of breakwater 3,070m 3) Urban Development: New town population 120,000, Area 930ha 4) Transportation Planning 5) Utility Development Water supply, sewerage system, drainage system, solid waste disposal, power supply system(2 substations) telecommunication system (number of telephones 13,764, number of telex terminals 64) land preparation plan (land fill 3 million cu.m) * The project cost 1) above is for a short-term plan and 2) is for a long-term plan. <F/S>Major components of the short-term development plan: 1) Industrial Development: Industrial estate 219ha 2) Port Development: 6 berths, domestic wharf 280m, land area 116ha length of breakwater 2,400m 3) Urban Development: New town population 24,000, area 130ha 4) Transportation Development 5) Utility Development: Water supply, sewerage system, drainage system solid waste disposal, power generation(88.5MW) telephone lines(3,000), telex terminal(32) land preparation plan(land fill 2.6 million cu.m) Note: EIRR and FIRR1)below are for the industrial estate, and 2)FIRR for the housing estate.										
5.TYPE OF STUDY	M/P+F/S											
6.COUNTERPART AGENCY	Industrial Estate Authority of Thailand	Imp. Period: 1985-1989										
7.OBJECTIVES OF STUDY	Formulation of a master plan (target year 2000) for the development of Laem Chabang Area and feasibility analysis of the short-term plan (target year 1987)	4.FEASIBILITY AND ITS ASSUMPTIONS Feasibility: Yes EIRR1) 19.20    FIRR1) 8.40 EIRR2)            FIRR2) 4.80 EIRR3)            FIRR3)										
8.DATE OF S/W	Sep.1983											
9.CONSULTANT(S)	Nippon Koei Co., Ltd.	Conditions and Development Impacts: <M/P><Impacts>1) Creation of employment opportunities 2) Increase in foreign exchange earnings 3) Control of excessive growth in the Bangkok Metropolitan Area and Development of the regional economy <F/S><Conditions> EIRR: adjusted the price with the Standard Conversion Factor of 0.92; Benefits consist of value added in the industrial estate FIRR: Calculated for the investments and for entities in charge of development (FIRR for the developing entity is calculated to be 8.0% for the industrial estate and 11% for the housing estate). <Impacts>1)Creation of employment    2)Increased foreign exchange earnings 3)Regional economic growth    4)Improvement of transportation system 5)Development of coastal shipping and port related industry. 6)Utilization of local resources; 7)Accumulation of production technologies, managerial technology and know-how.										
10.STUDY TEAM	No. of Members Period Jan.1984-Mar.1985 (15 months)											
<table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">Total M/M</td> <td style="width: 33%;">Japan</td> <td style="width: 33%;">Field</td> </tr> <tr> <td style="text-align: center;">65.31</td> <td style="text-align: center;">36.60</td> <td style="text-align: center;">28.71</td> </tr> </table>		Total M/M	Japan	Field	65.31		36.60	28.71				2.MAJOR REASONS FOR PRESENT STATUS 1) Large impact: employment creation, increased foreign exchange, transfer of technology 2) High priority: one of the major projects to be implemented during the 5th development plan 3) close linkage with other projects 4) Strength of the executing Agency
Total M/M	Japan	Field										
65.31	36.60	28.71										
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER										
12.EXPENDITURE												
Total 255,314 (¥'000)					3.PRINCIPAL SOURCE OF INFORMATION ①, ②, ③, ④							
Contracted 181,733												

和名 ラムチャバン臨海部開発計画

(M/P+F/S)



# PROJECT SUMMARY (F/S)

Compiled Mar.1988  
Revised Mar.1995

ASE THA/S 314/84

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT			
1. COUNTRY	Thailand	1. SITE OR AREA		Entire Bangkok 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		2. PROJECT COST		Total Cost	Local Cost			Foreign Cost	
Track Elevation Project of Existing Railway Lines in the Bangkok Metropolitan Area				(US\$1,000)	1)	158,000	100,000	48,000	
				(US\$1=23B)	2)				
					3)				
3. SECTOR		3. CONTENTS OF MAJOR PROJECT(S)		(Description) The State Railway of Thailand and the Ministry of Communications decided to implement the track elevation by the BOT system. SRT invited the private sector application in December 1988, but received no response. By offering better access to the SRT-owned land, the invitation was announced again in October 1989. In November 1990, SRT signed the contract of 80 billion bahts (about 400 billion yen) with HOPEWELL of Hong Kong. In December 1991, the HOPEWELL Company decides to carry on this project, therefore, it can be expected that the construction of track elevation together with community train and freeway for the first phase along the Yommaraj-Donmaung section for a distance of 18.8km shall be finished in year 1995.  (FY1991 Overseas Survey) The project scale was enlarged to 60.1 km consisting of north-south and east-west lines with a budget of 60 billion bahts. The construction will be from 1993 to 1996.  (FY1993 Overseas Survey) The construction by HOPEWELL is from 1991 to 1999. It will totally cost 80 billion baht.  (FY1994 Domestic Survey) The construction works of HOPEWELL Project on the 'L' shaped route from Yamarat toward north and east have been started. Cast-in-place pile works are in progress. The construction is delayed about two and a half years now. As for the sections toward west and Maeklong which cross the Chao Phraya River construction works are not commenced yet.					
Transportation/Railway		Civil work						US\$	125 million
4. REFERENCE NO.		Land procurement		US\$	2000 million				
5. TYPE OF STUDY		Electric facilities		US\$	30.9 million				
F/S		Rolling stock		US\$	68.6 million				
6. COUNTERPART AGENCY		Track elevation will be mainly carried out in the following sections. -Bangkok Station - Bang Sue Station } -Yoma Pot, Chit-La-Da Junction - Makkasan Station } 13 km -Makkasan Station - Mae Nam Station }				State Railway of Thailand			
7. OBJECTIVES OF STUDY						Increasing the efficiency and ensuring the safety of train operation and elimination of traffic congestion at level crossings			
8. DATE OF S/W		Jun. 1983		Imp. Period: 1984--1997					
9. CONSULTANT(S)		Japan Railway Technical Service		4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No EIRR1) FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)			
10. STUDY TEAM		No. of Members 13 Period Aug. 1983-Jul. 1984 (11 months)		Conditions and Development Impacts: (1) Preconditions 1) With/without analysis conducted 2) Project life estimated to be 30 years 3) 1 baht = 10 yen 4) As for the transfer of traffic, only that from buses was considered. (2) Development impacts 1) Alleviation of traffic congestion at level crossings owing to track elevation. 2) Alleviation of road traffic congestion owing to passengers transferring from buses to the railway due to the latter's punctuality and faster speeds. 3) Elimination of geographical separation and promotion of urban facilities development owing to track elevation. * Above EIRR is 16 - 20%.				2. MAJOR REASONS FOR PRESENT STATUS	
Total M/M                  Japan                  Field 53.27                  36.19                  17.08		11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		Geological and traffic volume surveys were entrusted to a local consultant				(FY 1991 Overseas Survey) Due to the HOPEWELL proposal.	
12. EXPENDITURE		Total                                  144,855 (¥'000) Contracted                              136,251		5. TECHNICAL TRANSFER				3. PRINCIPAL SOURCE OF INFORMATION	
		(1) OJT: Technical guidance was provided to counterparts on such matters as the preparation of O-D tables. (2) Personnel training: 4 counterparts received training from JICA. (3) Joint preparation of a report: a part of the Progress Report.				①, ②			

和名 バンコク首都圏国鉄高架化計画

[F/S,D/D]

# PROJECT SUMMARY (F/S)

Compiled Mar.1988  
Revised Mar.1995

ASE THA/S 313/84

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 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	Comprehensive Development of Coastal Shipping	the entire coastal areas					
3.SECTOR	Transportation/Marine Transportation & Ships	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) Suspended after the completion of the study. A short-term expert (2 months) was sent in 1985 and 1986 to give advice on the legislation on domestic shipping and its promotion. The project requires the government finance, and the implementation was suspended because some legislative improvement is necessary for reviewing the operation of domestic shipping companies.  (FY 1991 Overseas Survey) Office of the Mercantile Marine Promotion Commission (OMPC) has requested the Industrial Finance Corporation (IFCT) of Thailand to negotiate with the OECF. The Ministry of Transport and Communications has requested for the JICA project review.  (FY1993 Overseas Survey) Following factors caused the project to discontinue. - Economic recession (1985-88) - IFCT's attitude to the project - Comparative advantage of road-transport.  (FY1994 Domestic Survey) No information	
4.REFERENCE NO.		(US\$1,000)	1) 528	516			
5.TYPE OF STUDY	F/S	(US\$1=251.1yen)	2)				
6.COUNTERPART AGENCY	Office of the Mercantile Marine Promotion Commission, Ministry of Communications	3) 3)					
7.OBJECTIVES OF STUDY	Formulation of a comprehensive development plan for the coastal shipping and regional ports	3.CONTENTS OF MAJOR PROJECT(S)	1) Present status of physical distribution and selection of major commodities for domestic shipping 2) Present status of the domestic shipping industry 3) Cargo throughputs and present facilities of regional ports 4) Present freight movements by transportation mode and the possibility of transfer from other modes to domestic shipping 5) Formulation of a development plan for the domestic shipping industry and regional ports 6) Economic and financial analysis of the operations of domestic shipping and regional ports				
8.DATE OF S/W	Feb.1983	4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: No	EIRR1) 19.70 EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)		
9.CONSULTANT(S)	The Maritime International Cooperatin Center of J Overseas Coastal Area Development Institute	Conditions and Development Impacts:	1) For the shuttle service between Bangkok and Songkhla, a fleet of 7 general cargo boats (700 tons) will be suitable. 2) Institutional measures for domestic shipping: Legislation of the domestic shipping act; clear separation between international and domestic shipping; establishment of the ship registry; introduction of the permit system on ship construction; submission of the operation reports 3) Measures for promoting domestic shipping: Preferential treatment by the Investment Promotion Act; Fiscal incentives; simplification of freight documents and improvement of customs procedures; establishment of the institutional finance to give soft long-term loans * Above EIRR is 19.7 - 20.6%.				
10.STUDY TEAM	No.of Members 11 Period Jul.1983-Oct.1984 (16 months)  Total M/M                  Japan                  Field 39.50                      37.50                  2.00	5. TECHNICAL TRANSFER	1) OJT on the operation of domestic shipping and ports 2) Participation of the counterparts in the JICA training program				
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		12.EXPENDITURE	Total                      219,015 (¥'000) Contracted                  88,824				
		2.MAJOR REASONS FOR PRESENT STATUS	1) Change of priority 2) Problem of demand: difficulty of providing transportation service with profit.  (FY 1991 Overseas Survey) There is no law which empowers the Government to guarantee private loan. The IFCT has the view that the project is not viable.				
		3.PRINCIPAL SOURCE OF INFORMATION	①, ②				

和名 沿岸海運整備振興計画

[F/S,D/D]

# PROJECT SUMMARY (F/S)

ASE THA/A 309/84

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				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 Lower Northeast Medium Scale Irrigation Package Project		NakhonRatchasima and BuriRam Provinces, northeastern part of Thailand						
3. SECTOR Agriculture/General		2. PROJECT COST		Total Cost	Local Cost	Foreign Cost		
4. REFERENCE NO.		(US\$1,000)	1) 58,874	28,131	30,743	(Description) The mid-size dam in Lam Plai Mat was constructed by the Thai Government fund during 1987 - 1991. Small-scale dams in adjustment areas and surrounding dams have been under construction since 1990, with Thai Government funds.  (FY1991 Overseas Survey) No additional information.  (FY 1993 Overseas Survey) After D/D was conducted by government budget in 1985, Dam construction in Ram Prai Mat project site has been completed by government budget in 1991. Total project cost was 325 million Bahts. Irrigation canal construction was splitted into 2 phases. As a 1st stage of 20,000 rai of irrigation area, 14km of irrigation canal out of 62km was completed in 1993. As a 2nd stage of 40,000 rai irrigation area, construction of 150km of irrigation canal is to be initiated in 1994 and to be completed within 6 years.  (FY1994 Domestic Survey) Canal construction of phase-2is underway. Both detailed design and construction were commenced in 1992 and scheduled to be completed in 1996. Project cost including D/D is 290 million Baht.		
5. TYPE OF STUDY		Price in 1983	2)	3)				
6. COUNTERPART AGENCY RTD (Royal Irrigation Department), Ministry of Agriculture and Cooperatives		3. CONTENTS OF MAJOR PROJECT(S)						
7. OBJECTIVES OF STUDY Integrated agricultural development through the construction of a medium-size dam for irrigation and drinking water		Lam Plai Mat	Nong Lam Fuk	Huai Phlu				
8. DATE OF S/W		9,100	300	700				
9. CONSULTANT(S) Sanyu Consultants Inc. Naigai Engineering Co., Ltd. Kokusai Kougyo Co., Ltd.		44.6m	12.0m	20m				
10. STUDY TEAM		90 MCM	4 MCM	6 MCM				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		1 site	-	-				
12. EXPENDITURE		215km	13km	29km				
Total		45km	-	1km				
Contracted								
9. DATE OF S/W		Imp. Period:						
Dec. 1982		4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 8.70	EIRR2) 11.20	EIRR3) FIRR1) FIRR2) FIRR3)	
10. STUDY TEAM		Conditions and Development Impacts: Irrigation agriculture development plan: The proposed cropping pattern is 100% of wet season paddy and 10% of dry season upland crop. The terminal irrigation facilities are planned at each 20-30 ha of irrigable area.  Water use development plan in a village: Field crop adjustment facilities for night will be established to breed fish as well as to secure farmers' potable water and for other use through surrounding shallow well.						
No. of Members 14 Period Feb. 1983-Jul. 1984 (25 months)								
Total M/M		Japan		Field		2. MAJOR REASONS FOR PRESENT STATUS		
82.10		38.31		43.79		Recently external finance is mainly used for the implementation of big projects, and the Thai Government itself finances small and medium size projects.		
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		3. PRINCIPAL SOURCE OF INFORMATION						
12. EXPENDITURE		①, ②, ③						
Total		study method and development planning method. JICA c/p training.						
Contracted								
240,296 (¥'000)								
223,112								

和名 東北タイ南部中規模かんがいパッケージプロジェクト

[F/S,D/D]

## PROJECT SUMMARY (Other)

Compiled Mar.1988

Revised Mar.1995

ASE THA/S 601/84

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS									
1.COUNTRY	Thailand	1.SITE OR AREA	Entire country		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued								
2.NAME OF STUDY	Traffic Safety Plan for Roads	2.PROJECT COST	Total Cost	Local Cost	(Description) Utilizing the guidelines and other suggestions of the study, the Dept. of Highways have been installing necessary traffic-safety facilities.  (FY1991 Overseas Survey) The results of study have been utilized for a loan proposal to the World Bank for the Sixth National Economic and Social Development Plan and it was approved.  (FY1993 Overseas Survey) DOH has used the recommendations to implemented Traffic Safety Master Plan since 1987. DOH has used the guidelines of counter measures on traffic safety programme, too.  (FY1994 Domestic Survey) No additional information.									
3.SECTOR	Transportation/(Transportation in)General	(US\$1,000)	1)	2)										
4.REFERENCE NO.		3.CONTENTENTS OF MAJOR PROJECT(S)												
5.TYPE OF STUDY	Other	In order to promote traffic safety in road transport, the study conducted the following tasks. (1) Collection and analysis of road traffic data (2) Identification of high-risk areas (3) guidelines of physical facilities (4) Planning of physical facilities (5) Medium- and long-term plan for installing physical facilities												
6.COUNTERPART AGENCY	Dept. of Highways, Ministry of Communications	4.CONDITIONS AND DEVELOPMENT IMPACTS												
7.OBJECTIVES OF STUDY		The effect of technical transfer is much larger than the direct effect of the project.												
8.DATE OF S/W	Feb.1983	10.STUDY TEAM												
9.CONSULTANT(S)	International Engineering Consultants Association Central Consultant, Inc. Chodai Co., Ltd. Pacific Consultants International	No.of Members 11 Period May.1983-Dec.1984 (19 months)												
		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%; text-align: center;">Total M/M</td> <td style="width: 20%; text-align: center;">Japan</td> <td style="width: 20%; text-align: center;">Field</td> <td style="width: 40%;"></td> </tr> <tr> <td style="text-align: center;">54.50</td> <td style="text-align: center;">10.50</td> <td style="text-align: center;">44.00</td> <td></td> </tr> </table>					Total M/M	Japan	Field		54.50	10.50	44.00	
Total M/M	Japan	Field												
54.50	10.50	44.00												
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		11.ASSOCIATED AND/OR SUBCONTRACTED STUDY												
12.EXPENDITURE		5.TECHNICAL TRANSFER												
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">Total</td> <td style="width: 20%;">332,824 (¥000)</td> <td colspan="2">1)Participation of the counterparts in the JICA training program</td> </tr> <tr> <td>Contracted</td> <td>142,810</td> <td colspan="2">2)Gift of equipment (2 micro-computers)</td> </tr> </table>		Total	332,824 (¥000)	1)Participation of the counterparts in the JICA training program		Contracted	142,810	2)Gift of equipment (2 micro-computers)		3.PRINCIPAL SOURCE OF INFORMATION				
Total	332,824 (¥000)	1)Participation of the counterparts in the JICA training program												
Contracted	142,810	2)Gift of equipment (2 micro-computers)												
		①, ②												

和名 道路交通安全計画

(M/P,Basic Study,Other)

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

Compiled Mar.1988  
Revised Mar.1994

ASE THA/S 206B/85

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Thailand	1. SITE OR AREA	Eastern Suburban Bangkok (study area of 260 sq.km) <M/P> East suburban area of Bangkok (Study area of 100 sq.km) <F/S>		
2. NAME OF STUDY	Master Plan on Flood Protection/ Drainage Project in Eastern Suburban- Bangkok	2. PROJECT COST			
3. SECTOR	Social Infrastructures/River & Erosion Control		(US\$1,000) 2) 98,333	51,630	(Description) After the completion of the F/S, 59 pumps were provided by the Japanese grant aid. The construction of the Flood Control Operation Center was completed in Mar. 1991 by the Japanese grant.  (FY1993 Overseas Survey) The flood protection and drainage facilities were implemented in eastern suburban of Bangkok from 1988 to present such as pumping stations, watergates, canal improvement etc.
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)	F/S 1) 2)	46,703	
5. TYPE OF STUDY	M/P+F/S	<M/P> The project aims to protect the area of 260 sq.km from floods coming from outer areas by construction of polder dykes and drain internal storm water by providing adequate drainage facilities. The proposed measures are as follows. (Structural measures) - Polder dyke (62km), gate (55 places), pump station (10 places), channel improvement (133km), drain pipe (110km) (Non-structural measures) - Land use regulation, provision of storm retarding basin, establishment of flood forecasting and warning system			(Description) After the completion of the F/S, 59 pumps were provided by the Japanese grant aid. The construction of the Flood Control Operation Center was completed in Mar. 1991 by the Japanese grant.  (FY1993 Overseas Survey) The flood protection and drainage facilities were implemented in eastern suburban of Bangkok from 1988 to present such as pumping stations, watergates, canal improvement etc.
6. COUNTERPART AGENCY	Dept. of Drainage and Sewerage, Bangkok Metropolitan Administration				
7. OBJECTIVES OF STUDY	To evaluate the feasibility of building the drainage facilities	<F/S> Facilities Scale Dyke(Barrier) 5.1 km Sluice gate 4 places Pumping Station 5 stations(36 cu.m/s) Klong improvement 93 km Main drain improvement 4.3 km Flood control operation center 1 set			2. MAJOR REASONS FOR PRESENT STATUS
8. DATE OF S/W	Nov. 1982				
9. CONSULTANT(S)	Pacific Consultants International Tokyo Engineering Consultants Co., Ltd.	Conditions and Development Impacts: <M/P> Flood damage mitigation. The area of 260 sq.km will be completely protected from outer floods and inner storm rainfall will be fully controlled for 5-year probability rainfall. As a result, flood damage reduction on the buildings, properties, traffic, electricity and telecommunication, and land use enhancement are much expected.			3. PRINCIPAL SOURCE OF INFORMATION ①②
10. STUDY TEAM	No. of Members 12 Period May. 1983-Feb. 1986 (32 months)				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Geological survey	5. TECHNICAL TRANSFER Technical advice on flood control operation, drainage facilities management/operation. Overseas training for counterpart staff.			3. PRINCIPAL SOURCE OF INFORMATION ①②
12. EXPENDITURE	Total 487,871 (¥'000) Contracted 331,729				

和名 バンコク市都市排水対策計画

[M/P+F/S]

# PROJECT SUMMARY (F/S)

Compiled Mar.1986  
Revised Mar.1995

ASE THA/S 316/85

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																																													
<b>1.COUNTRY</b> Thailand		<b>1.SITE OR AREA</b> 10 towns and villages in the North-Eastern region of Thailand				<b>I.PRESENT STATUS</b> <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																																													
<b>2.NAME OF STUDY</b> Sanitary District Water Works Project in the North - Eastern Region		<b>2.PROJECT COST</b> <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: 15%; text-align: center;">6,463</td> <td style="width: 15%; text-align: center;">3,080</td> <td style="width: 15%; text-align: center;">3,383</td> </tr> <tr> <td>(US\$1,000)</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>(US\$1=27.0B)</td> <td style="text-align: center;">2)</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">3)</td> <td></td> <td></td> <td></td> </tr> </table>							1)	6,463	3,080	3,383	(US\$1,000)					(US\$1=27.0B)	2)					3)																											
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(US\$1=27.0B)	2)																																																		
	3)																																																		
<b>3.SECTOR</b> Public Utilities/Water Supply		<b>3.CONTENTES OF MAJOR PROJECT(S)</b> The main purpose of the project is to provide an improved living standard for the local people through a stabilized water supply in the Sanitary District areas. With the development of the project, it is expected that the urban activity in the areas, which would have the characteristics in-between of "Urban" and "Rural", will be encouraged to grow vigorously in future. Summary of the proposed project is tabulated as follows. <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Sub-project Name</th> <th style="text-align: center;">Served Population</th> <th style="text-align: center;">Max.Capacity (cu.m/day)</th> <th style="text-align: center;">Major Facility</th> </tr> </thead> <tbody> <tr><td>Kham Sake Sang</td><td style="text-align: center;">6,000</td><td style="text-align: center;">900</td><td>RSFP 1.0 unit, D.pipe 10.5km</td></tr> <tr><td>Nong Bua Lai</td><td style="text-align: center;">4,500</td><td style="text-align: center;">675</td><td>RSFP 1.0 unit, D.pipe 6.91km</td></tr> <tr><td>Huai Thalaeng</td><td style="text-align: center;">13,300</td><td style="text-align: center;">1,995</td><td>RSFP 1.0 unit, D.pipe 12.3km</td></tr> <tr><td>Nong Ki</td><td style="text-align: center;">16,900</td><td style="text-align: center;">2,535</td><td>RSFP 1.0 unit, D.pipe 25.6km</td></tr> <tr><td>Huai Rat</td><td style="text-align: center;">4,900</td><td style="text-align: center;">735</td><td>RSFP 1.0 unit, D.pipe 9.0km</td></tr> <tr><td>Khun Han</td><td style="text-align: center;">5,000</td><td style="text-align: center;">750</td><td>RSFP 1.0 unit, D.pipe 6.7km</td></tr> <tr><td>Kusuman</td><td style="text-align: center;">6,200</td><td style="text-align: center;">930</td><td>ASFP 1.0 unit, D.pipe 9.2km</td></tr> <tr><td>Phon Charoen</td><td style="text-align: center;">10,600</td><td style="text-align: center;">1,580</td><td>RSFP 1.0 unit, D.pipe 12.1km</td></tr> <tr><td>Nong Song Hong</td><td style="text-align: center;">8,600</td><td style="text-align: center;">1,290</td><td>RSFP 1.0 unit, D.pipe 13.2km</td></tr> <tr><td>Huai Kha Yung</td><td style="text-align: center;">4,900</td><td style="text-align: center;">735</td><td>RSFP 1.0 unit, D.pipe 13.5km</td></tr> </tbody> </table> Note: RSFP =Rapid Sand Filtration Plant, ASPT=Aeration Sand Filtration Plant				Sub-project Name	Served Population	Max.Capacity (cu.m/day)	Major Facility	Kham Sake Sang	6,000	900	RSFP 1.0 unit, D.pipe 10.5km	Nong Bua Lai	4,500	675	RSFP 1.0 unit, D.pipe 6.91km	Huai Thalaeng	13,300	1,995	RSFP 1.0 unit, D.pipe 12.3km	Nong Ki	16,900	2,535	RSFP 1.0 unit, D.pipe 25.6km	Huai Rat	4,900	735	RSFP 1.0 unit, D.pipe 9.0km	Khun Han	5,000	750	RSFP 1.0 unit, D.pipe 6.7km	Kusuman	6,200	930	ASFP 1.0 unit, D.pipe 9.2km	Phon Charoen	10,600	1,580	RSFP 1.0 unit, D.pipe 12.1km	Nong Song Hong	8,600	1,290	RSFP 1.0 unit, D.pipe 13.2km	Huai Kha Yung	4,900	735	RSFP 1.0 unit, D.pipe 13.5km	<b>(Description)</b> The project implementation for respective sanitary district may be commenced with their own budget sources.  (FY1993 Overseas Survey) The water works in each town were put in the ordinary budget of the provincial water supply development division. The projects proposed in the study are in lower priority of each town.  (FY1994 Domestic Survey) At the time of F/S study, the Public works Department of the Ministry of Interior was the counter-part Agency. The project was transferred to the Office of Urban Development of the Department of Local Administration, Ministry of Interior at the implementation stage. The project is being discussed among the Office of Urban Development and those Sanitary District offices concerned with the project.	
Sub-project Name	Served Population	Max.Capacity (cu.m/day)	Major Facility																																																
Kham Sake Sang	6,000	900	RSFP 1.0 unit, D.pipe 10.5km																																																
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<b>4.REFERENCE NO.</b>		<b>4.FEASIBILITY AND ITS ASSUMPTIONS</b> Feasibility: Yes EIRR1)                      FIRR1) EIRR2)                      FIRR2) EIRR3)                      FIRR3)																																																	
<b>5.TYPE OF STUDY</b> F/S		<b>Conditions and Development Impacts:</b> As preconditions, samples of F/S were conducted in 10 districts. Development Impacts: Since the construction and development of the water works is to be conducted in the town where the provincial office is, the execution and benefit from this kind of project exerts much influence not only on the town but on surrounding districts. * Above FIRR is 6 - 8%.																																																	
<b>6.COUNTERPART AGENCY</b> Department of Public Works, (DPW) Ministry of Interior		<b>Imp. Period:</b> Oct.1986-May.1989																																																	
<b>7.OBJECTIVES OF STUDY</b> Stable supply of clear water to the area.		<b>10.STUDY TEAM</b> No.of Members 5 Period Oct.1984-Feb.1986(16.5 months)  <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Total M/M</td> <td style="width: 30%;">Japan</td> <td style="width: 30%;">Field</td> </tr> <tr> <td style="text-align: center;">48.60</td> <td style="text-align: center;">22.50</td> <td style="text-align: center;">26.10</td> </tr> </table>				Total M/M	Japan	Field	48.60	22.50	26.10																																								
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<b>8.DATE OF S/W</b> Jul.1984		<b>11.ASSOCIATED AND/OR SUBCONTRACTED STUDY</b>																																																	
<b>9.CONSULTANT(S)</b> Sanyu Consultants Inc.		<b>5.TECHNICAL TRANSFER</b> Acceptance of 2 trainees from the local counterpart																																																	
<b>12.EXPENDITURE</b> Total 134,763 (¥'000) Contracted 126,639		<b>2.MAJOR REASONS FOR PRESENT STATUS</b> The project is executed by the respective sanitary district organization.																																																	
		<b>3.PRINCIPAL SOURCE OF INFORMATION</b> ①, ②																																																	

和名 東北タイ地方水道施設緊急整備計画

[F/S,D/D]

# PROJECT SUMMARY (F/S)

Compiled Mar.1988  
Revised Mar.1995

ASE THA/S 317/85

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																							
<b>1. COUNTRY</b>	Thailand	<b>1. SITE OR AREA</b>				<b>1. PRESENT STATUS</b>	<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																						
<b>2. NAME OF STUDY</b>	Road Development in the North - Eastern Region (Phase 2)	Northeast Region																											
<b>3. SECTOR</b>	Transportation/Road	<b>2. PROJECT COST</b>				<b>(Description)</b>																							
<b>4. REFERENCE NO.</b>		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 10%;">1)</td> <td style="width: 15%;">Total Cost</td> <td style="width: 15%;">Local Cost</td> <td style="width: 15%;">Foreign Cost</td> </tr> <tr> <td>(US\$1,000)</td> <td></td> <td style="text-align: center;">42,155</td> <td></td> <td></td> </tr> <tr> <td>(US\$1=20B)</td> <td>2)</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>3)</td> <td></td> <td></td> <td></td> </tr> </table>							1)	Total Cost	Local Cost	Foreign Cost	(US\$1,000)		42,155			(US\$1=20B)	2)					3)					
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(US\$1=20B)	2)																												
	3)																												
<b>5. TYPE OF STUDY</b>	F/S	<b>3. CONTENTS OF MAJOR PROJECT(S)</b>				Nov.1988 OECF loan agreement (4,085 million yen), of which 1,008 million was for the construction and improvement of 7 routes (235.1km) of the Northeastern Region. Construction started  The rest of new construction and improvement and rehabilitation are to be financed by the World Bank and own fund (part of the work is already under way).  May 1993 OECF loan agreement (Highway Sector Project (2)), 2,184 million yen Major Component: 1 Provincial Road 2 Local Roads																							
<b>6. COUNTERPART AGENCY</b>	Dept. of Highways, Ministry of Communications	(1) New construction and improvement Total 502.1km: 1)A. Khong - J.R.2180 46.8km; 2)A. Chonnabot - B. Dong Han 24.0km; 3)A. Nam Phong - B. Nong Tum 28.0km; 4)B. Lao(J.R.210) - B. Tha Yom 40.7km; 5)B. Huai Koeng - A. Kumhawapi 14.2km; 6) A. Nong Han - A. Kumhawapi 34.3km; 7)A. Sawang Daen Din - A. Song Dao 19.1km; 8)A. Selaphum - B. Kham Phon Sung 46.3km; 9)B. Na Suang - B. Na. Via 13.6km; 10)A. Maha Chana Chai - A. Kho Wang 24.5km; 11)B. Som Poi Noi - B. Muang Mak 28.4km; 12)A. Chom Phra - B. Nong Khawao 31.1km; 13)A. Parakhon Chai - A. Krasang 47.1km; 14)B. Nong Pha Ong - A. Nong Ki 52.6km; 15)A. Si Khui(J.R.2) - A. Chok Chai 51.4km. (2) Rehabilitation 8 routes (90km) 16)A. Sikhui - A. Dan Khun Thot 19km; 17)A. Prathai - A. Khok Chik 10km 18)A. Kalasin - B. Lum Chai 10km; 19)A. Pak Thong Chai - J.R.2 13km 20)B. Nam Kong - A. Si That 8km; 21)A. Chokchai - A. Khonburi 10km 22)B. Wat - A. Kong 10km; 23)Nakhon Ratchasima - A. Chokchai 10km  The total project cost is 1,839.22 million bahts.  * The project cost 1)above is the economic construction costs of Improvement and New Construction Routes.																											
<b>7. OBJECTIVES OF STUDY</b>	Feasibility analysis of new construction, improvement and rehabilitation of roads	<b>8. DATE OF S/W</b>				(FY1991 Overseas Survey) IBRD Loan: L/A in 1990. Around 2 billion yen Construction: 1988-1994  (FY1992 Overseas Survey) For this project, OECF loan (472.51 million bahts), World Bank loan (406.48 million bahts) and DOH budget (425.04 million bahts) were appropriated.  The classification of implementing routes and exact distances in terms of the financial sources are as follows: (By OECF) : New Construction and Improvement, 3)28.0km, 4)40.7km, 5)14.2km, 6)34.3km, 8)46.3km, 10)24.5km, 13)47.1km. (By World Bank) : New Construction and Improvement, 2)24.0km, 11)28.0km, 15)52.0km, Repair, 16)48.0km, 18)28.0km. (By DOH) : New Construction and Improvement, 1)30.9km, 7)19.2km, 9)11.7km, 12)31.5km, 14)53.0km, Repair, 17)35.3km, 20)18.1km, 21)27.8km, 22)18.7km, 23)26.7km, and No Implementation of Repair of 19). (Nos. above correspond with nos. on 3. CONTENTS OF MAJOR PROJECT(S) above.) The Total completed distances are 485.4km for new construction and improvement and 192.6km for repair.  (FY1994 Domestic Survey) No additional information																							
<b>9. CONSULTANT(S)</b>	Katahira & Engineers International Nippon Koei Co., Ltd.	<b>Imp. Period:</b> Jan.1985-Dec.1987																											
<b>10. STUDY TEAM</b>	No. of Members 12 Period Jun.1984-Jul.1985(11 months)	<b>4. FEASIBILITY AND ITS ASSUMPTIONS</b>				<b>2. MAJOR REASONS FOR PRESENT STATUS</b>																							
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 10%;">Feasibility:</td> <td style="width: 15%;">EIRR1)</td> <td style="width: 15%;">FIRR1)</td> </tr> <tr> <td>Total M/M</td> <td>Yes</td> <td>EIRR2)</td> <td>FIRR2)</td> </tr> <tr> <td>Japan</td> <td></td> <td>EIRR3)</td> <td>FIRR3)</td> </tr> <tr> <td>57.56</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Field</td> <td></td> <td></td> <td></td> </tr> <tr> <td>52.56</td> <td></td> <td></td> <td></td> </tr> </table>			Feasibility:	EIRR1)	FIRR1)			Total M/M	Yes	EIRR2)	FIRR2)	Japan		EIRR3)	FIRR3)	57.56				Field				52.56				<b>Conditions and Development Impacts:</b> <b>Direct effects:</b> 1)Decrease of transportation costs to road users 2)Increase of value added of agricultural produce 3)Saving of road maintenance costs. <b>Social impacts:</b> 1)Improved access to administrative services 2)Improvement of educational standards 3)Improvement of medical services 4)Narrowing of income disparities  * Five sections with higher EIRRs are 2)22.2%, 15)19.7%, 13)17.1%, 8)15.7%.	
	Feasibility:	EIRR1)	FIRR1)																										
Total M/M	Yes	EIRR2)	FIRR2)																										
Japan		EIRR3)	FIRR3)																										
57.56																													
Field																													
52.56																													
<b>11. ASSOCIATED AND/OR SUBCONTRACTED STUDY</b>		<b>5. TECHNICAL TRANSFER</b>				<b>3. PRINCIPAL SOURCE OF INFORMATION</b>																							
<b>12. EXPENDITURE</b>		1) OJT; 2) Participation of the counterparts in the JICA training program; 3) Employment of local consultants; 4) Gift of equipment and technical guidance																											
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"><b>Total</b></td> <td style="width: 15%;">194,238 (¥'000)</td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> </tr> <tr> <td><b>Contracted</b></td> <td>183,479</td> <td></td> <td></td> </tr> </table>		<b>Total</b>	194,238 (¥'000)			<b>Contracted</b>	183,479							①, ②, ③, ④															
<b>Total</b>	194,238 (¥'000)																												
<b>Contracted</b>	183,479																												

和名 東北部道路網整備計画 (フェイズII)

(F/S,D/D)

# PROJECT SUMMARY (F/S)

Compiled Mar. 1988  
Revised Mar. 1994

ASE THA/S 315/85

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 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		Laem Chabang																							
Establishment of a Large Repair Shipyard		2. PROJECT COST				(Description)																			
		<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: 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 style="text-align: center;">40,000</td> <td style="text-align: center;">15,000</td> <td style="text-align: center;">25,000</td> <td></td> </tr> <tr> <td>(US\$1=169.40Yen)</td> <td style="text-align: center;">2)</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">3)</td> <td></td> <td></td> <td></td> </tr> </table>							1)	Total Cost	Local Cost	Foreign Cost	(US\$1,000)	40,000	15,000	25,000		(US\$1=169.40Yen)	2)					3)	
	1)	Total Cost	Local Cost	Foreign Cost																					
(US\$1,000)	40,000	15,000	25,000																						
(US\$1=169.40Yen)	2)																								
	3)																								
3. SECTOR		3. CONTENTS OF MAJOR PROJECT(S)				<p>Suspended after the completion of the study because of the low feasibility. The Government has been encouraging the private sector investment. JICA is conducting a M/P study on the shipbuilding industry, and reviewing the proposal of the study.</p> <p>Private shipping company and shipyard have jointly operated and going to invest shipyard facilities on the basis of leasing contract of site between Port Authority of Thailand and the company.</p> <p>(FY1993 Overseas Survey) Prospective low return on investment caused the above company to discontinue the project. At present, big ships go to Singapore for repairment.</p>																			
Transportation/Marine Transportation & Ships		- Dry dock 175m x 28m x d.11.1m - Area of 300m x 300m = 90,000 sq.m by reclaiming for ship repairing - Quay length = 150m  Any other facilities necessary for shiprepairing. Time schedule: start of preparation for construction, Jan. 1986 start of construction work, Sept. 1987 start of operation, Jan. 1990 completion of construction work, March 1990																							
4. REFERENCE NO.																									
5. TYPE OF STUDY		F/S																							
6. COUNTERPART AGENCY		Board of Investment																							
7. OBJECTIVES OF STUDY		Feasibility analysis of a repair shipyard																							
8. DATE OF S/W		Oct. 1982																							
9. CONSULTANT(S)		Imp. Period: Jan. 1986-Mar. 1990																							
Overseas Ships Building Cooperation Center		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">4. FEASIBILITY AND ITS ASSUMPTIONS</td> <td style="width: 10%;">Feasibility: Yes</td> <td style="width: 15%;">EIRR1) 11.40</td> <td style="width: 15%;">FIRR1) 5.80</td> <td style="width: 15%;"></td> </tr> <tr> <td></td> <td></td> <td>EIRR2)</td> <td>FIRR2)</td> <td></td> </tr> <tr> <td></td> <td></td> <td>EIRR3)</td> <td>FIRR3)</td> <td></td> </tr> </table>						4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 11.40	FIRR1) 5.80				EIRR2)	FIRR2)				EIRR3)	FIRR3)				
4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 11.40	FIRR1) 5.80																						
		EIRR2)	FIRR2)																						
		EIRR3)	FIRR3)																						
10. STUDY TEAM		Conditions and Development Impacts: The growth rate of the cargo carried by the Thai shipping companies (which has a share of 10% of the total transportation volume) was estimated on the bases of growth of GDP and international trade. The scale of the shipyard was then determined by evaluating the types of ships used and the nature of repair work needed. Development effects will be substantial, because the existing capacity of the domestic repair yards is considerably short of the demand.  The major shipyards in Thailand are located along the Chaopraya River in Bangkok city surrounded by housing and it is impossible for them to expand their facilities to bigger sizes. At present their max. capacity to accommodate for repairing services is 5,000 tons. The max. capacity will become 20,000 tons if this shipyard is established.  (FY 1993 Domestic Survey)																							
No. of Members 9																									
Period Jul. 1984-May. 1985 (11 months)																									
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Total M/M</td> <td style="width: 30%;">Japan</td> <td style="width: 30%;">Field</td> </tr> <tr> <td style="text-align: center;">51.00</td> <td style="text-align: center;">28.00</td> <td style="text-align: center;">23.00</td> </tr> </table>		Total M/M	Japan	Field	51.00	28.00	23.00																		
Total M/M	Japan	Field																							
51.00	28.00	23.00																							
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY																									
12. EXPENDITURE		5. TECHNICAL TRANSFER																							
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Total</td> <td style="width: 30%;">146,390 (¥'000)</td> <td colspan="2"></td> </tr> <tr> <td>Contracted</td> <td>158,523</td> <td colspan="2"></td> </tr> </table>		Total	146,390 (¥'000)			Contracted	158,523			1) Participation of one counterpart in the JICA training program 2) Employment of local consultants															
Total	146,390 (¥'000)																								
Contracted	158,523																								
		3. PRINCIPAL SOURCE OF INFORMATION																							
		①②																							



# PROJECT SUMMARY (F/S)

ASETHA/A 310/85

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				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 Comprehensive Storage Facilities Development Project (Phase II)		Whole country					
3.SECTOR Agriculture/General		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost	
4.REFERENCE NO.		(US\$1,000)	1)	42,129	21,167	20,962	
5.TYPE OF STUDY		US\$1=202.83Yen in Dec.1984		2)			
6.COUNTERPART AGENCY Public Warehouse Organization (PWO)				3)			
7.OBJECTIVES OF STUDY		3.CONTENTS OF MAJOR PROJECT(S)				(Description) In 1986, Thai government drastically revised the rice marketing policy and abolished the conventional government procurement at support prices. As a result, the operational scale of Public Warehouse Organization (PWO) was radically reduced. On the other hand, the government has been implementing the development of the port at Laem Chabang and planned to construct integrated facilities for collecting, processing and exporting agricultural products in the area behind the port. The government at one time considered the possibility of including the loading facilities for export rice in the area, but the idea did not materialize. The rice exports have long been made from the river ports in Bangkok city, and the construction of modern facilities are underway by private companies.  The exports of Thai rice reached 5.7 million tons in 1989. Further rationalization of rice marketing and modernization of marketing facilities are strongly desired by both the government and private organization.  (FY1993 Overseas Survey) Thereason of discontinuation is because many government agencies joined rice export programme. It lowered PWO's rank as a rice exporter.  (FY1994 Domestic Survey) No information.	
8.DATE OF S/W		Dec.1983		Imp. Period:			
9.CONSULTANT(S) Overseas Merchandise Inspection Co., Ltd. Sanyu Consultants Inc.		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 12.00    FIRR1) EIRR2) 13.10    FIRR2) EIRR3)            FIRR3)		
10.STUDY TEAM		Conditions and Development Impacts: Conditions: 1.Recruiting and training of personnel; 2.Proper management and control; 3.R&D by Cooperation with other organization. Development Impacts: 1.Expansion of public activities by PWO; 2.Support government rice price policies and materialize long-term stabilization of producers' paddy price and consumers' milled rice price; 3.Improvement and rationalization of rice marketing by expanding and improving facilities/warehouses at rice markets; 4.Continued Sales to existing markets and developing new markets by improving export rice quality and expanding shipping facilities and capacities for loading onto a large sized ocean-going vessels; 5.Reducing losses during storage; 6.Support the activities of public organizations such as agricultural cooperatives, BAAC, etc. by offering them the use of Warehouse; 7.Providing services for marketing other agricultural products by offering the use of seasonal empty space and the auxiliary facilities of the warehouse. * Above EIRRs are 1) for River port and 2) for Sea port.					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		No.of Members    11 Period Feb.1984-Jun.1985(7 months)		2.MAJOR REASONS FOR PRESENT STATUS		The government policy is in principle to let the rice marketing in the hands of the private sector, including investments in the related facilities.	
		Total M/M	Japan	Field			
		40.66	19.74	20.92			
12.EXPENDITURE		5.TECHNICAL TRANSFER				3.PRINCIPAL SOURCE OF INFORMATION	
		Total		122,940 (¥000)		①, ②	
		Contracted		114,782			

和名 穀物貯蔵施設整備拡充計画 (Phase II)

[F/S,D/D]

# PROJECT SUMMARY (F/S)

Compiled Mar.1990

Revised Mar.1995

ASE THA/A 311/85

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Thailand	1. SITE OR AREA	Sakae Krang River Basin (6,300 sq.km)			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	Sakae Krang River Basin Irrigation Project	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost		
3. SECTOR	Agriculture/General	(US\$1,000)	1) 107,226	35,144	72,082	(Description) An environmental impact assessment study was undertaken by RID for earlier implementation of the project.  (FY1991 Overseas Survey) No additional information.  (FY1993 Overseas Survey) Upper Mewong dam, 230MCM capacity, proposed by JICA study is classified as large scale according to RID's regulation and Environmental Impact Assessment study is requested to be conducted before the project is implemented. EIA study was completed by Chongmai University in Dec. 1993. Rid is now preparing request for 20th OECF loan.  (FY1994 Domestic Survey) The environmental impact assessment was completed by RID in Dec. 1993. In response to the request from RID, OECF decided to execute a SAPROP survey to order to update the F/S conducted by JICA in 1984-86.	
4. REFERENCE NO.		US\$1=27B	2)				
5. TYPE OF STUDY	F/S		3)				
6. COUNTERPART AGENCY	RID (Royal Irrigation Department), Ministry of Agriculture and Cooperatives	3. CONTENTS OF MAJOR PROJECT(S)					
7. OBJECTIVES OF STUDY	Irrigation of Sakae Krang River Basin Pre-F/S and M/P	Mae Wong irrigation scheme was selected as a result of M/P and Pre-F/S. 1. Irrigation area : 46,700ha 2. Water source : Mae Wong river 3. Upper Mae Wong dam : Rock-fill type Height 57m, Crest Length 794m 4. Irrigation Facilities: Intake weir 2 sites Main canal 76.7 km Secondary canal 285.2 km Drainage canal 204.2 km * Implementation period below is 7 years.					
8. DATE OF S/W	Jul. 1984	4. FEASIBILITY AND ITS ASSUMPTIONS					
9. CONSULTANT(S)	Nippon Koei Co., Ltd. Kyowa Engineering Consultants Co., Ltd. Nippon Giken Inc.	Feasibility: Yes	EIRR1) EIRR2) EIRR3)	13.00	FIRR1) FIRR2) FIRR3)		
10. STUDY TEAM	No. of Members 16 Period Sep. 1984-Mar. 1986 (19 months)	Conditions and Development Impacts:					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		1. Increase of crop production 2. Improvement of living standard and welfare 3. Improvement of cropping productivity in the dry season					
12. EXPENDITURE		5. TECHNICAL TRANSFER					
	Total 257,848 (¥'000) Contracted 246,885	Technology transfer to counterpart in the course of the study.				3. PRINCIPAL SOURCE OF INFORMATION	①, ②, ③
						2. MAJOR REASONS FOR PRESENT STATUS	

和名 サカエ克蘭川流域灌漑計画

[F/S,D/D]

# PROJECT SUMMARY (F/S)

Compiled Mar.1990  
Revised Mar.1995

ASE THA/S 318/86

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Thailand	1.SITE OR AREA				I.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY	Dredging Plant Development Project	Coastal routes of Thailand, 43 routes					
3.SECTOR	Transportation/Port	2.PROJECT COST		Total Cost	Local Cost	Foreign Cost	
4.REFERENCE NO.		(US\$1,000)	1) 9,666	2,730			
5.TYPE OF STUDY	F/S	(US\$1= 27 Bahts)	2)			(Description) Suspended after the completion of F/S due to the lack of fund.  F/S must be reviewed, because the exchange rate has largely changed since the last F/S.  (FY1993 Domestic Survey) As of Dec.1993: In FY 1993, Yen Loan was requested from the Government of Thailand, and presently, the matter is under negotiation between OECF and GOT.  Harbour Department requested financial assistance for donors including OECF. However, no assistance is available.  (FY1994 Domestic Survey) No additional information.	
6.COUNTERPART AGENCY	Harbour Department, Ministry of Transport and Communication	3)	3.CONTENTS OF MAJOR PROJECT(S)				
7.OBJECTIVES OF STUDY	Frame of long-range dredging plan target in 2000 and development plan including improvement and maintenance of facilities.	43 channels were studied and quantity of necessary maintenance dredging was estimated and was compared with the capacity of present dredging plant. Dredging plant development project such as construction of 2 training hopper dredging, preparation of mechanical center was proposed.					
8.DATE OF S/W	Feb.1985	Imp. Period: Apr.1988-Mar.1991					
9.CONSULTANT(S)	Overseas Coastal Area Development Institute	4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 12.20 EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)		
10.STUDY TEAM	No.of Members 8 Period May.1985-Jun.1986 (14 months)	Conditions and Development Impacts: Comparison of the proposed project under two conditions: with case and without case. Cost and benefit is shown with cost of 1985 (1 baht = 9.01 yen)				2.MAJOR REASONS FOR PRESENT STATUS Delay due to the ceiling on the government budget	
	Total M/M          Japan          Field 49.47                  18.17          31.30	As the effect of development, improvement of the dredging capability, possibility of the effective maintenance and repair of the dredging boat, and possibility of the development for the community are given.					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER				3.PRINCIPAL SOURCE OF INFORMATION ① ②	
12.EXPENDITURE	Total                  133,282 (¥'000) Contracted              119,922	The business training was carried out at some Japanese important port, Port and Harbour Research Institute, and some shipyard, etc.					

和名 港湾浚渫船隊整備計画

{F/S,D/D}

# PROJECT SUMMARY (F/S)

Compiled Mar.1990

Revised Mar.1995

ASE THA/A 312/86

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT							
1. COUNTRY	Thailand	1. SITE OR AREA	Bang Nara River Basin of Nava Tik Province in Southern Thailand			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	Bang Nara Irrigation and Drainage Project	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description)  The proposed project was implemented by Japanese grand aid.  Feb. 1988    E/N signed for D/D (94 million yen) Feb. - Jun. 1988    Detailed design undertaken Oct. 1988    Construction started Sep. 1988    E/N signed (888 million yen) Jul. 1989    E/N signed (2,604 million yen) Jun. 1990    E/N signed (375 million yen) Nov. 1990    Construction completed  (FY1991 Overseas Survey) The total Japanese grant aid amounted to 3,867 million yen. There were minor changes in the location of fixed pumping stations owing to the land acquisition problems.  (FY1994 Domestic Survey) Tidal gate was completed in 1990 under JICA grant-aid. Installation of 10 pump stations under the Government budget is delayed due to the problems of right of way, etc. Design of 9 pump stations has been completed. The installation of 3 pump stations out of 9 is under-way.							
3. SECTOR	Agriculture/General	3. CONTENTS OF MAJOR PROJECT(S)	(US\$1,000)	1) 25,240,000	10,320,000			14,920,000					
4. REFERENCE NO.		- To construct tidal gates both in Nara Tik side and Tagbai side of Bang Nara River - Pumping irrigation by utilizing planned reservoir with 9 pumping stations - Rehabilitation of drainage rivers flowing into Bang Nara River - To install 6 check gates to control acid water Outline of the Project Tidal Gate: Upper Gate Width 120m, Feeder Canal 750m, closme dam 220m Down stream Gate Width 24m, Feeder Canal 450m, closme dam 75m Facility to control Achid Water : 6 check gates Irrigation : 9,100ha Drainage improvement 11,490ha Project cost	2)										
5. TYPE OF STUDY	F/S			3)									
6. COUNTERPART AGENCY	RID (Royal Irrigation Department)												
7. OBJECTIVES OF STUDY	Establishment of Agricultural Development Plan for the Area of 9,100 ha in the Bang Nava river Basin.												
8. DATE OF S/W	Jul. 1984	8. DATE OF S/W											
9. CONSULTANT(S)	Sanyu Consultants Inc. Japan Engineering Consultants Co., Ltd.	9. CONSULTANT(S)											
10. STUDY TEAM	No. of Members 12 Period May.1985-Jan.1987 (21 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;">106.23</td> <td style="text-align: center;">42.55</td> <td style="text-align: center;">63.68</td> </tr> </table>	Total M/M	Japan	Field	106.23			42.55	63.68	4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 10.20 EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)
Total M/M	Japan	Field											
106.23	42.55	63.68											
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER	Conditions and Development Impacts: The beneficial area: - by pumping irrigation for existing paddy fields, 9,100 ha - by rehabilitation of river, 5,280 ha for paddy fields and 6,210ha for rubber fields  The main purpose of the project is to utilize Bang Nara water resources for irrigation and to control the flood in rainy season.  And by using the proposed impounding water, the 9,100ha of paddy field will be irrigated by nine Pumping stations. By the improvement of drainage canal/rivers the 5,280ha of paddy field and 6,210ha of rubber plantation will be benefited as drainage improvement. The irrigation development consists of 4,870ha of paddy fields located along the proposed reservoir by portable pumps, and the remaining area to be irrigated by nine (9) RID pumping station. The irrigation aims to plant wet season paddy during wet season and to plant upland crops in the area of 20% of the paddy field during the dry season. From economic point of view, the development plan of swamp, forest and mild loan is excluded in this plan. EIRR is 10.2%										
12. EXPENDITURE	Total 293,737 (¥'000) Contracted 271,828		2. MAJOR REASONS FOR PRESENT STATUS   3. PRINCIPAL SOURCE OF INFORMATION ①, ②										

和名 バンナラ川かんがい排水計画

[F/S,D/D]

# PROJECT SUMMARY (Other)

Compiled Mar.1990  
Revised Mar.1995

ASE THA/S 602/86

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 checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Road Improvement, Rehabilitation and Traffic Safety in Bangkok	2. PROJECT COST	(US\$1,000)      1) Total Cost      Local Cost      Foreign Cost 2)		
3. SECTOR	Transportation/(Transportation in)General	3. CONTENTS OF MAJOR PROJECT(S)	The study compiled basic information on traffic safety planning and recommended some road improvements. -Flyover-intersection improvement -Pavement improvement -Busstop improvement -Pedestrian path                      -Guard fence -Median                                      -Safety island -Traffic sign                                -Traffic signal -Pedestrian crossing bridge          -Road marking among others.	(Description) Many traffic safety projects were carried out along with the guideline and designs by Thai government budget and they are now in sound operation. Construction project of Rama IV flyover is now under construction by Japanese grant aid. (FY1993 Overseas Survey) Besides Rama IV flyover, BMA constructed 10 flyovers based on the M/P. (FY1994 Domestic Survey) No additional information.	
4. REFERENCE NO.		4. CONDITIONS AND DEVELOPMENT IMPACTS			
5. TYPE OF STUDY	Other	7. OBJECTIVES OF STUDY	Policy recommendations on traffic safety measures	2. MAJOR REASONS FOR PRESENT STATUS	
6. COUNTERPART AGENCY	Bangkok Metropolitan Administration				
8. DATE OF S/W	Mar.1985	10. STUDY TEAM		3. PRINCIPAL SOURCE OF INFORMATION	
9. CONSULTANT(S)	International Engineering Consultants Association Central Consultant, Inc. Chodai Co., Ltd.				
		12. EXPENDITURE		① ②	
		5. TECHNICAL TRANSFER			
		11. ASSOCIATED AND/OR SUBCONTRACTED STUDY			
		Total 412,771 (¥'000) Contracted 4,182			

和名 バンコク首都圏庁バンコク市道路改良・交通安全計画

{M/P, Basic Study, Other}

# PROJECT SUMMARY (M/P)

Compiled Mar.1990  
Revised Mar.1995

ASE THA/A 102/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS							
1.COUNTRY	Thailand	1.SITE OR AREA	An Area of 20,000sq.km extended over Kanchanaburi Province and other 4 provinces in the western part of the Central Plain Region		1.PRESENT STATUS	<input type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input checked="" type="checkbox"/> Discontinued						
2.NAME OF STUDY	Aerial Photography and Forest Management Plan in the Encroached National Reserve Forest	2.PROJECT COST	Total Cost    Local Cost    Foreign Cost		(Description) In order to prepare a project based on the proposed plans, the Royal Forest Department has been ironing out the handling of the existing projects by itself. The proposed plans contain various types of projects. Therefore Japan will be needed for supporting to prepare a project by conducting a follow-up survey and/or an experimental project.  (FY1993 Overseas Survey) Major reasons of present status are: 1. The change of Thai Government policy on national forest land use. 2. There is no provision for after land use in the national park, therefore the agroforestry program cannot start in the model area. 3. The Government wanted RFD to be responsible for forest protection and nature conservation. Timber industry will be privatized. Nobody in RFD, at present, pays noattention to the project.  (FY1994 Domestic Survey) No information.							
3.SECTOR	Forestry/Forestry & Forest Conservation		(US\$1,000)	1) 2)								
4.REFERENCE NO.		3.CONTENTES OF MAJOR PROJECT(S)										
5.TYPE OF STUDY	M/P	Using the results of land classification conducted on Model Area (some 20,000 ha) within the Study Area (some 2 million ha), national forest management plan was formulated. The planning components are: 1. Forest Land Use Plan: The Model Area was divided into three forest land use classification: Forestry area (6,065 ha), agroforestry area (911 ha) and conservation area (14,671 ha), with the integrated evaluation of the land classification results and other related surveys. 2. Forestry Area Plan: For the forestry area, forest management works with the assumption of sustainable forestry production were proposed on: - artificial forest, assuming the rotation ages of 50 years for slowly growing species such as teak, and 5 years for fast growing species; - natural forest, assuming selective cutting cycle of 40 years with the selective cutting rate of 20%; - bamboo forest. For conducting those works, necessary facilities are planned; - nurseries, with the total production of 70,000 seedlings, shared with the following agroforestry plan; - forest roads, with the total length of 25 km; - countermeasures for fire accidents. 3. Agroforestry Area Plan: For the agroforestry area, in order to harmonize local life of 54 households in the Model Area and forest conservation, the following plans										
6.COUNTERPART AGENCY	Royal Forestry Department, Ministry of Agriculture and Cooperatives	4.CONDITIONS AND DEVELOPMENT IMPACTS										
7.OBJECTIVES OF STUDY	This forest management plan is formulated in order to restore the function which the forest had originally had in the area of the degraded national reserve forest.	[Assumption] - Currency rate ; 1 bath = 5.5 yen (1987) - It is necessary to improve the road networks and develop researches of tree growth. When dealing with the proposed plan of a forest village in the model area, the authorities concerned need to iron out the handling of the settlement with the persons concerned.  [Impact] The above mentioned plans will improve forests for timber supply, National Park and forests for soil and water conservation so that deforestation will be reduced. And the Forest Village plan will enhance the settlements of farmers who live in the encroached National Reserve Forest. - Mitigation of decrease of degradation of forest area with sustainable development of forest resources - Favourable use of land resources in terms of forest conservation and soil and water conservation - Harmonization of forest conservation and activities of local society - Promotion of permanent relocation of locally scattered settlements by improving infrastructure such as the road network										
8.DATE OF S/W	Jul.1985	11.ASSOCIATED AND/OR SUBCONTRACTED STUDY				2.MAJOR REASONS FOR PRESENT STATUS						
9.CONSULTANT(S)	Japan Forest Technical Association Kokusai Kougyo Co., Ltd.					A comprehensive project including the forestry, the agriculture and the irrigation is prior to the proposed project.						
10.STUDY TEAM		12.EXPENDITURE				3.PRINCIPAL SOURCE OF INFORMATION						
No.of Members    19 Period Oct.1985-Mar.1988(31 months)												
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Total M/M</td> <td style="width: 30%;">Japan</td> <td style="width: 30%;">Field</td> </tr> <tr> <td style="text-align: center;">160.00</td> <td style="text-align: center;">90.00</td> <td style="text-align: center;">70.00</td> </tr> </table>		Total M/M	Japan	Field	160.00	90.00	70.00	5.TECHNICAL TRANSFER 1.To Accept the trainees out of counterparts; 2.To conduct jointly field works such as a forest inventory survey, a soil survey and a survey on the Forest Villages and Tropical Farming ; 3.To practice works on preparation			①, ②	
Total M/M	Japan	Field										
160.00	90.00	70.00										

知名 国有林管理計画

[M/P,Basic Study,Other]

# PROJECT SUMMARY (F/S)

Compiled Mar.1990

Revised Mar.1995

ASE THA/S 319/87

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="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="checked" type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled																
2.NAME OF STUDY	New Krungthep Bridge Construction and Thonburi Road Extension	New Krung Thep Bridge: downstream side of existing Krung Thep Bridge over Chao Phraya River Thon Buri Road:between Middle and Outer Ring Roads, Thon Buri Area.																				
3.SECTOR		2.PROJECT COST																				
4.REFERENCE NO.		<table border="0" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;"></td> <td style="width: 17%; text-align: center;">Total Cost</td> <td style="width: 17%; text-align: center;">Local Cost</td> <td style="width: 17%; text-align: center;">Foreign Cost</td> </tr> <tr> <td>(US\$1,000)</td> <td style="text-align: center;">1)</td> <td></td> <td></td> </tr> <tr> <td>(US\$1=153Yen)</td> <td style="text-align: center;">2)</td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">3)</td> <td></td> <td></td> </tr> </table>				Total Cost	Local Cost	Foreign Cost	(US\$1,000)	1)			(US\$1=153Yen)	2)				3)				
	Total Cost	Local Cost	Foreign Cost																			
(US\$1,000)	1)																					
(US\$1=153Yen)	2)																					
	3)																					
5.TYPE OF STUDY	F/S	3.CONTENTS OF MAJOR PROJECT(S)																				
6.COUNTERPART AGENCY	Public Works Department	(1)New Krungthep Bridge Main Bridge: 4-span continuous PC Box of 476m length(125m+226m+125m), Navigational clearance in center of 34m in height and 60 in width. <table border="0" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;"></td> <td style="width: 33%; text-align: center;">Thoribori Side</td> <td style="width: 33%; text-align: center;">Bangkok Side</td> </tr> <tr> <td>Approach Bridge</td> <td style="text-align: center;">770m</td> <td style="text-align: center;">599m</td> </tr> <tr> <td>Interchange</td> <td style="text-align: center;">131m</td> <td style="text-align: center;">120m</td> </tr> <tr> <td>Rampway</td> <td style="text-align: center;">400m</td> <td style="text-align: center;">480m</td> </tr> </table> The project cost is 1,885 million bahts. (2)Thoribori Road Extension 1st Stage Construction Target year of opening:1991, construction of a L-shaped bypass of 3.3km 2nd Stage Construction Target year of opening:1995,construction of a connector with ORR 6.5km The project cost is 2,469 million bahts.				Thoribori Side	Bangkok Side	Approach Bridge	770m	599m	Interchange	131m	120m	Rampway	400m	480m						
	Thoribori Side				Bangkok Side																	
Approach Bridge	770m	599m																				
Interchange	131m	120m																				
Rampway	400m	480m																				
7.OBJECTIVES OF STUDY	Construction of PC bridge	Imp. Period:    Oct.1988-Oct.1995  4.FEASIBILITY AND ITS ASSUMPTIONS <table border="0" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;"></td> <td style="width: 10%; text-align: center;">Feasibility:</td> <td style="width: 10%;"></td> <td style="width: 10%; text-align: center;">EIRR1)</td> <td style="width: 10%; text-align: center;">20.00</td> <td style="width: 10%; text-align: center;">FIRR1)</td> </tr> <tr> <td></td> <td style="text-align: center;">Yes</td> <td></td> <td style="text-align: center;">EIRR2)</td> <td style="text-align: center;">41.00</td> <td style="text-align: center;">FIRR2)</td> </tr> <tr> <td></td> <td></td> <td></td> <td style="text-align: center;">EIRR3)</td> <td></td> <td style="text-align: center;">FIRR3)</td> </tr> </table> Conditions and Development Impacts: (Conditions) 1) Construction Period: 36months(opening of FY1991) 2) Construction costs were estimated based on interviews with Japanese-affiliated construction companies: 1885 mil. Bahts(35% foreign fund) for New Krungthep bridge, and 2469 mil. Bahts(26% foreign fund) for Thoribori Road Extension. (Development Impacts) 1) Solving the problem of traffic jams in the Krungthep Bridge - Thoribori Road area. Improvement of traffic conditions on the circular roads running through Bangkok without adverse effects on river traffics. 2) Facilitating the Krungthep Bridge - Thoribori Road area's turning into a major residential area for Greater Bangkok. 3) Facilitating the diffusion of the development of Greater Bangkok area to West Chaobaya area with the Thoribori Road as the center.				Feasibility:		EIRR1)	20.00	FIRR1)		Yes		EIRR2)	41.00	FIRR2)				EIRR3)		FIRR3)
	Feasibility:					EIRR1)	20.00	FIRR1)														
	Yes		EIRR2)	41.00	FIRR2)																	
			EIRR3)		FIRR3)																	
8.DATE OF S/W	Nov.1985	5.TECHNICAL TRANSFER (1) Two counterpart were invited to Japan for training (2) Use of local consultants			(Description) The D/D was completed with BWD's finance for yen credit application. (1) Krung Thep Bridge: Detailed design made by Norcon (Norway) and Thai consultants. (2) Thon Buri Road: Detailed design of the first section (3.5km) completed under a local tender.  Jan.1993    OECF L/A 7,546 million yen (Krungthep Bridge Construction Project) Major Components:    New bridge construction,                          Rehabilitation of old bridge. Period                    :    Jan.94 - Dec.96 Total Cost                :    15,091 million yen  (FY1991 Overseas Survey) Construction period:    1994 - 1996.  (FY1992 Overseas Survey) The project is included in the 6th and 7th National Economic and Social Development Plan and its priority is high. Thai cabinet approved the construction of New Krungthep Bridge in August 1987. Application for yen credit will be done through the Ministry of Finance. The project will be completed in 1995.  (FY1994 Domestic Survey) New Krung Thep Bridge Construction Project is tendering stage in 1994 and the construction will be commenced in Apr.1995. The first phase of Thonburi Road Extension Project (3.5km) is considered to be suspended because of the difficulty of land acquisition in the dense town area.																	
9.CONSULTANT(S)	Nippon Koei Co., Ltd. Central Consultant, Inc.																					
10.STUDY TEAM	No.of Members    10 Period Feb.1986-Jun.1987(17 months)  <table border="0" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;"></td> <td style="width: 33%; text-align: center;">Japan</td> <td style="width: 33%; text-align: center;">Field</td> </tr> <tr> <td>Total M/M</td> <td style="text-align: center;">1.73</td> <td style="text-align: center;">38.00</td> </tr> <tr> <td style="text-align: center;">39.73</td> <td></td> <td></td> </tr> </table>						Japan	Field	Total M/M	1.73	38.00	39.73										
	Japan	Field																				
Total M/M	1.73	38.00																				
39.73																						
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		2.MAJOR REASONS FOR PRESENT STATUS (1) Aging of the existing Krung Thep Bridge (2) Strong support by Public Works Dept.																				
12.EXPENDITURE	<table border="0" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;"></td> <td style="width: 33%; text-align: right;">142,329 (¥'000)</td> </tr> <tr> <td>Total</td> <td></td> </tr> <tr> <td>Contracted</td> <td style="text-align: right;">129,651</td> </tr> </table>					142,329 (¥'000)	Total		Contracted	129,651												
	142,329 (¥'000)																					
Total																						
Contracted	129,651																					
		3.PRINCIPAL SOURCE OF INFORMATION			①, ②, ③																	
		5.TECHNICAL TRANSFER																				

# PROJECT SUMMARY (F/S)

ASE THA/S 320/87

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			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	Railway Yards Improvement	Bangkok, Mae Noni, Bang Sue, and Hat Yai Stations				
3. SECTOR	Transportation/Railway	2. PROJECT COST			(Description) Detailed design completed in December 1987. Part of the high-priority work for Bangkok and Bang Sue stations was implemented. At present, the project is progressing in two categories. (1) 1st category -- Work to improve the operational efficiency of main yards and to meet future traffic increase. * Bangkok yard -- Construction of a new departure track and 2 arrival tracks, conversion of 2 arrival tracks to arrival/departure tracks, and extension of the effective length (37 million baht, to be completed at the end of 1990). * Ban Phachi yard -- 25 million baht, to be completed in the middle of 1990. * Other improvements -- To start as scheduled. (2) 2nd category -- Smaller-scale work such as platform improvement. * 5 to 10 yards to be improved every year.  (FY1991 Overseas Survey) The project is integrated in the SRT Investment Program and the construction will be completed in 1993.  (FY1993 Overseas Survey) SRT improved above yards during the period of the Sixth National Development Plan, 1987-91. Total investment cost is 120 million baht.  Construction of Bangkok and Ban Phachi Yards (at the junction of the Northern and Northeastern Lines, with priority next to four major yards) has almost been completed. Schedules for Mae Nam, Ban Sue, and Hat Yai Yards are being delayed, excluding some urgent cases, due to the changes in transport trend and other factors. As for Mae Nam, it has become necessary to reexamine the original plan in such respects as: the transfer of outgoing and incoming freight due to the opening of Laem Chabang Port; and new installation of oil pipeline (Mae Nam-Ayutthaya). It is also necessary to review the plan for Ban Sue regarding the relations with the Hope Well Plan, etc. As for Hat Yai, yard improvement will be promoted in accordance with the traffic trend in the future because the transport demand is somewhat sluggish at present.	
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)				
5. TYPE OF STUDY	F/S	Improvement of yard facilities (passenger facilities, freight facilities, track facilities, electric facilities, signalling and telecommunications facilities): Bangkok: 1. Additional construction of two arrival tracks for strengthening capacity of arrival tracks; 2. Modification of two departure tracks into arrival/departure tracks for strengthening capacity of arrival/departure tracks; 3. Additional construction of one arrival track for strengthening capacity of departure tracks. 4. Extension of effective length of the passenger car yard for strengthening capacity for passenger car; 5. Extension of effective length of tracks for DRC (diesel railcar) storage; 6. Modification of locations of signal erection and improvement of interlocking devices for ensuring train safety. Mae Nam: 1. New construction of two sorting tracks for freight cars in a place about 4 km away from the origin of the Bangkok Port Line; 2. New construction of a shortcut line between Mae Nam Station and the Bangkok Port Line; 3. Additional construction of one sorting track and extension of effective length of tracks for strengthening capacity for empty car storage. Ban Sue: 1. New construction of two arrival/departure tracks in the freight station for dealing with direct transport between freight stations; 2. Improvement of signalling facilities entailed by track improvement (erection of signals, etc.)				
6. COUNTERPART AGENCY	State Railway of Thailand					
7. OBJECTIVES OF STUDY	Preparation of a basic improvement plan for 10 years with a target year of 2006 F/S for several high-priority yards with a target year of 1996	Imp. Period: Jan. 1987-Dec. 1991			(FY1991 Overseas Survey) The project is integrated in the SRT Investment Program and the construction will be completed in 1993.  (FY1993 Overseas Survey) SRT improved above yards during the period of the Sixth National Development Plan, 1987-91. Total investment cost is 120 million baht.  Construction of Bangkok and Ban Phachi Yards (at the junction of the Northern and Northeastern Lines, with priority next to four major yards) has almost been completed. Schedules for Mae Nam, Ban Sue, and Hat Yai Yards are being delayed, excluding some urgent cases, due to the changes in transport trend and other factors. As for Mae Nam, it has become necessary to reexamine the original plan in such respects as: the transfer of outgoing and incoming freight due to the opening of Laem Chabang Port; and new installation of oil pipeline (Mae Nam-Ayutthaya). It is also necessary to review the plan for Ban Sue regarding the relations with the Hope Well Plan, etc. As for Hat Yai, yard improvement will be promoted in accordance with the traffic trend in the future because the transport demand is somewhat sluggish at present.	
8. DATE OF S/W	Aug. 1985	4. FEASIBILITY AND ITS ASSUMPTIONS				
9. CONSULTANT(S)	Japan Railway Technical Service Pacific Consultants International The Japan Electrical Consulting Co., Ltd.	Feasibility:      EIRR1)    18.29    FIRR1)    19.72 Yes            EIRR2)                    FIRR2) EIRR3)                    FIRR3)			2. MAJOR REASONS FOR PRESENT STATUS	
10. STUDY TEAM	No. of Members    13 Period Dec. 1985-Jun. 1987 (19 months)	Conditions and Development Impacts: (1) Preconditions for IRR calculation 1. Traffic volume is forecasted for the years 1991, 1996, and 2006. 2. Of the yards taken up in the study, four high-priority yards are to be improved by 1991. (2) Development impacts 1. Improvement of yards with bottlenecks will increase passenger traffic. 2. Improvement of yard functions will lead to efficient transport and a reduction in transport cost.				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER			3. PRINCIPAL SOURCE OF INFORMATION ①, ②	
12. EXPENDITURE		1) OJT: A seminar was held on measures for yard planning. 2) Counterparts participated in JICA training program. 3) Instruction, as well as the preparation of a guidebook, on measures for yard work improvement.				
	Total	266,088 (¥000)				
	Contracted	258,834				

和名 鉄道ヤード改良計画

(F/S,D/D)



## PROJECT SUMMARY (Other)

ASE THA/S 603/87

Compiled Mar. 1990  
Revised Mar. 1995

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDY RESULTS	
1. COUNTRY	Thailand	1. SITE OR AREA			
2. NAME OF STUDY	Effective Port Management and Operation System	2. PROJECT COST			
3. SECTOR	Transportation/Port		Total Cost	Local Cost	Foreign Cost
4. REFERENCE NO.			(US\$,1,000)	1)	2)
5. TYPE OF STUDY	Other	3. CONTENTS OF MAJOR PROJECT(S)	<div style="display: flex; justify-content: space-between;"> <div style="width: 25%;"> <p>1. PRESENT STATUS</p> <p><input checked="" type="checkbox"/> In Progress or in Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued</p> </div> <div style="width: 70%;"> <p>(Description)</p> <p>The National Port Administration Commission was established in the Ministry of Transport and Communication by accepting recommendations of the study and came into operation since December 1988.</p> <p>- Port of Laem Chang The administrative body has been established in the PAT. The Container Terminal and the agricultural/Bulk Berth are leased to the private companies and operated by them.</p> <p>- Port of Map Ta Phut Started operation in 1992. IEAT became an administrative body, and each berth is leased to the private company.</p> <p>- Port of Song Khla and Port of Phket The private sector is in charge of port management and its operation.</p> <p>{FY1994 Domestic Survey} No additional information.</p> </div> </div>		
6. COUNTERPART AGENCY	Ministry of Transport and Communication	Recommendation of port management - Determination of fundamental concept for the port planning and development policy. - Making of the port management policy. - Preparation for the operation and management as an international port. - Reviewing the legal system concerning port development, management and operation. - Recommendation of improvement of the cargo handling.			
7. OBJECTIVES OF STUDY	-Formulation of a framework for port operation	4. CONDITIONS AND DEVELOPMENT IMPACTS			
8. DATE OF S/W	Feb. 1986	[Development Impacts] 1) Effective port service is indispensable for Thai economic activity, and at the same time port development is emphasized its importance as main infrastructure for promotion of industrial location and as a core of regional economical development. 2) Reduction of transportation cost through the effective port operation 3) Mitigation of the congestion at Bangkok port as well as promotion of the development of the Eastern Seaboard region are brought about through the enhancement of the effectiveness of container cargo handling and inland transportation at Port of Laem Chabang.			
9. CONSULTANT(S)	Overseas Coastal Area Development Institute	5. TECHNICAL TRANSFER			
10. STUDY TEAM	No. of Members 12 Period Aug. 1986-Mar. 1988 (8 months)	The study of port management was carried out for the counterpart.			
	Total M/M      Japan      Field				
	99.90      48.44      51.36				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Legal System				
12. EXPENDITURE	Total 265,006 (¥'000) Contracted 265,693				
		2. MAJOR REASONS FOR PRESENT STATUS		3. PRINCIPAL SOURCE OF INFORMATION	
				①, ②	

和名 効果的港湾システム調査

{M/P, Basic Study, Other}

# PROJECT SUMMARY (M/P)

Compiled Mar.1986  
Revised Mar.1995

ASE THA/S 104/88

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDY RESULTS																
1.COUNTRY	Thailand	1.SITE OR AREA	Chao Phraya River Basin(162,000 sq.km)																	
2.NAME OF STUDY	Flood Forecasting System in the Chao Phraya River Basin	2.PROJECT COST																		
3.SECTOR	Social Infrastructures/River & Erosion Control	<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">(US\$1,000)</td> <td style="text-align: center;">1)</td> <td style="text-align: center;">Total Cost</td> <td style="text-align: center;">Local Cost</td> <td style="text-align: center;">Foreign Cost</td> </tr> <tr> <td></td> <td style="text-align: center;">2)</td> <td style="text-align: center;">55,948</td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">(US\$1=130Yen)</td> <td></td> <td></td> <td></td> </tr> </table>		(US\$1,000)	1)	Total Cost	Local Cost	Foreign Cost		2)	55,948				(US\$1=130Yen)				I.PRESENT STATUS	<input type="checkbox"/> In Progress or In Use <input checked="" type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
(US\$1,000)	1)	Total Cost	Local Cost	Foreign Cost																
	2)	55,948																		
	(US\$1=130Yen)																			
4.REFERENCE NO.		3.CONTENTS OF MAJOR PROJECT(S)		(Description) Royal Irrigation Department highly appreciated the study and prepared to pledge for the grant aid for the urgent projects among the proposed plans, but has not requested to the Government of Japan. The RID has an intention of requesting similar projects of irrigation water management system.  (FY 1991 Overseas Survey) No policy has come out regarding this project.  (FY1993 Overseas Survey) Because the JICA study didn't provide. Apecific flood forecasting method, RID is using existing method to provide accurate result.  (FY1994 Domestic Survey) Although the Project had been expected to proceed to the next stage, it has not been realized yet.																
5.TYPE OF STUDY	M/P	Step 1: Flood forecasting system started with the existing facilities as the bases and by adding auxillary equipment as required. This system is composed of (1) 34 of rainfall gauging stations, (2) 31 of water level gauging stations, (3) 54 of HF radio stations, (4) 7 of VHF radio stations, and (5) one set of data management system.  Step 2: Flood forecasting system with latest equipment and facilities operated under full flood forecasting organizations. This system is composed of (1) 65 of rainfall gauging stations, (2) 19 of water level gauging stations, (3) 19 of rainfall/water level gauging stations, (4) 2 of radar rainfall gauging stations, (5) 110 of VHF radio stations, (6) 15 of VHF repeater stations, (7) 2 of VHF radio stations, (8) 5 of sub-stations, (9) 6 of terminal stations of TOT, (10) one of flood forecasting center, and (11) one set of data management system.																		
6.COUNTERPART AGENCY	Royal Irrigation Department, Ministry of Agriculture and Cooperatives	4.CONDITIONS AND DEVELOPMENT IMPACTS																		
7.OBJECTIVES OF STUDY	Formulation of a flood forecasting system over Chao Phraya river basin	The flood forecasting system opens up to the possibilities of highly reliable flood forecasting services through collection of flood information from extensive areas of the Chao Phraya River basin. The communication networks of the flood forecasting systems render great services in communication other than flood forecasting. It is expected to mitigate the flood damage at the main urban areas along the river course such as Nakhon Sawan, Chai-Nat, Ayutaya, Bangkok, etc. through the efficient flood fighting works and evacuation of the inhabitants. Besides, the hydrological data collected and managed by this system can be used as the basic data to formulate the comprehensive flood control plan in the Chao-Phraya River Basin.																		
8.DATE OF S/W	Jul.1986	5.TECHNICAL TRANSFER				2.MAJOR REASONS FOR PRESENT STATUS														
9.CONSULTANT(S)	CTI Engineering Co., Ltd. Nippon Koei Co., Ltd.	Execution of an intensive lecture course to counterparts on hydrologic computation procedures.				Grant and projects by the Government of Japan has been narrowed down according to the increase of GNP of Thailand. The Gov't of Thailand might put higher priority to realize the water resources management system which has been studied in parallel with this Project.														
10.STUDY TEAM	No.of Members 11 Period Feb.1987-Jun.1988(16 months)  <table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">73.32</td> <td style="text-align: center;">38.47</td> <td style="text-align: center;">34.85</td> </tr> </table>	Total M/M	Japan			Field	73.32	38.47	34.85	3.PRINCIPAL SOURCE OF INFORMATION		①, ②								
Total M/M	Japan	Field																		
73.32	38.47	34.85																		
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Survey																			
12.EXPENDITURE	<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: center;">209,304 (¥'000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">183,794</td> </tr> </table>	Total	209,304 (¥'000)	Contracted	183,794															
Total	209,304 (¥'000)																			
Contracted	183,794																			

和名 チャオピア川洪水予報システム計画

(M/P, Basic Study, Other)

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

Compiled Mar.1990  
Revised Mar.1995

ASE THA/S 207B/88

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Thailand	1.SITE OR AREA	Central Region (26 changwats, including Bangkok; 104,000 sq.km, pop. 17 million)			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 Road Development in the Central Region		2.PROJECT COST (US\$1,000)		M/P 1) 79,202 Local Cost 2) 49,151	Foreign Cost	(Description) 15 routes out of 21 are under construction by OECF finance (L/A 1988 Nov. 4,117 million yen). ML-5 (Chonburi - Pataya) has been under construction since Aug. 1990. Another OECF L/A (5,670 million yen) was signed in Sep. 1991.  Dec.1990 OECF loan agreement on Phase I (15,497 million yen) Construction scheduled to commence in FY1992. Sep.1993 OECF loan agreement on Phase II (13,631 million yen)  Of the remaining routes, D/D for ML-9 (Bangkok-Chonburi new highway) is under way with the World Bank finance.  (FY1991 Overseas Survey) The construction will be completed in 1995.  (FY1992 Overseas Survey) The construction of ML-9 was commenced in 1992 and is now under way.  (FY1993 Overseas Survey) No additional information  (FY1994 Domestic Survey) The construction work of the Bangkok-chonburi new highway was commenced in May 1994 and will be completed in 1997.	
3.SECTOR Transportation/Road		3.CONTENTS OF MAJOR PROJECT(S)		F/S 1) 398,960 2) 202,640 3) 196,320			
4.REFERENCE NO.		5.TYPE OF STUDY		6.COUNTERPART AGENCY		Dept. of Highways  Road development	
5.TYPE OF STUDY		M/P+F/S		Dept. of Highways			
6.COUNTERPART AGENCY		7.OBJECTIVES OF STUDY		Road development			
7.OBJECTIVES OF STUDY		8.DATE OF S/W		Feb.1987			
8.DATE OF S/W		9.CONSULTANT(S)		Katahira & Engineers International Nippon Koei Co., Ltd.		Imp. Period: 1991-1993  4.FEASIBILITY AND ITS ASSUMPTIONS Feasibility: Yes EIRR1) FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)	
9.CONSULTANT(S)		10.STUDY TEAM		No. of Members 10 Period Aug.1987-Mar.1989 (20 months)  Total M/M Japan Field 85.70 15.70 70.10			
10.STUDY TEAM		11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		Traffic survey by vehicle type, D/D survey, road inventory survey, boring and road surface survey			
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		12.EXPENDITURE		5.TECHNICAL TRANSFER		2.MAJOR REASONS FOR PRESENT STATUS Selected routes were consistent with the policy of the Thai Government.	
12.EXPENDITURE		Total 338,279 (¥000) Contracted 328,737		Technique of data collection, analysis and methodology approaches.<M/P> Instruction on how to formulate the M/P, F/S, and survey.<F/S>			
12.EXPENDITURE		3.PRINCIPAL SOURCE OF INFORMATION		①, ②, ③, ④			

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

ASE THA/S 208B/88

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		Phuket, Phangnga, and Krabi (Greater Phuket)		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 Potential Tourism Development for the Southern Region		2.PROJECT COST (US\$1,000)		M/P 1) 1,753,000 Local Cost    526,000 Foreign Cost    1,227,000 2) F/S 1) 2) 3)					
3.SECTOR Tourism/(Tourism in)General		3.CONTENTS OF MAJOR PROJECT(S)				(Description) (1) TAT has been making preparations to obtain the Cabinet endorsement on the proposed projects. (2) TAT has been coordinating with Royal Forest Dept. and Fine Arts Dept. on the implementation of the projects below proposed for public sector investment. - Andaman Historical and Cultural Research Center (Krabi) - Tourism Manpower Training School (Phuket) - National Park Training Center (Phuket). (3) With regard to the improvement of other tourism facilities and the development of new resort complexes, TAT will prepare programs after the endorsement by the Cabinet.  (FY1993 Overseas Survey) After submission of the M/P, TAT held a seminar among related agencies. A committee to consider potential projects is elected. It consists of related Provincial Authority, TAT, and PAD.  May 1993    OECF L/A 4,268 million yen (Regional Development Project)  The loan aims infrastructure development for tourism promotion in four regional core cities in the northern, southern and northeastern region. It also includes the D/D and construction of Andaman Historical and Cultural Research Center. The center is to be completed in Sep.1996.  (FY1994 Domestic Survey) No additional information.			
4.REFERENCE NO.		<M/P> - Development of tourism resources Conservation of historical sites in Phuket; village tourism; Andaman Historical and Cultural Research Center; National park development; training center Improvement of tourism infrastructure: Airport; water supply; roads; cruising route improvement urban development; tourism manpower training school - New resort complex: - Thai Muang, Khok Kloi beach resort, Phuket Marine center <F/S> 1) New resort complex: - Thai Muang international beach resort base (5,000 hotel rooms) - Khok Kloi public beach development (1,000 hotel rooms) 2) Phuket marine center (100ha) - Yacht harbor (200 berths for yachts and a basin for boats) - Marine hotel (200 rooms) - Marine center (restaurants, supermarkets)							
5.TYPE OF STUDY								M/P+F/S	
6.COUNTERPART AGENCY Tourism Authority of Thailand		4.FEASIBILITY AND ITS ASSUMPTIONS						2.MAJOR REASONS FOR PRESENT STATUS  TAT obtained an OECF loan to implement 72 tourism-related projects by the end year (1991) of the 6th national development plan (L/A in Jan. 1988, 6,252 million yen). However, the implementation of these projects have been considerably behind the schedule. Pending the completion of these projects, TAT plans to apply for another OECF loan on tourism-related projects, including those proposed by this study.	
7.OBJECTIVES OF STUDY Formulation of a master plan through 2001 and feasibility analysis of priority projects		Imp. Period: .1989-.2001 Feasibility: Yes EIRR1)            FIRR1)    12.90 EIRR2)            FIRR2)    13.40 EIRR3)            FIRR3)							
8.DATE OF S/W Jul.1987		Conditions and Development Impacts: <M/P,F/S> EIRR of the entire package was estimated to be 34.6%. Development impacts: 1) With 1987 as base year, per capita GNP will increase 26.8% by 1991, 55.4% by 1996 and 86.6% by 2001. 2) Employment will increase 2 times by 1991, 2.7 by 1996 and 3.7 by 2001. 3) Net foreign exchange earnings will increase 2.7 times by 1991, 3.7 times by 1996 and 5.5 times by 2001. In addition to the investments mentioned above, it is necessary to strengthen administrative organizations, such as clear demarcation of responsibility between the central and regional governments (especially on environmental administration, and infrastructural development), good coordination between local administrative bodies, expansion of the functions of TAT (planning, coordination and project implementation capability in addition to tourism promotion) and formation of a wider area coordinating committee of Phuket, Phangnga and Krabi Provinces.						3.PRINCIPAL SOURCE OF INFORMATION ①, ②, ③	
9.CONSULTANT(S) JCP Co., Ltd. Pacific Consultants International									
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY Market survey LANDSAT survey		5. TECHNICAL TRANSFER							
12.EXPENDITURE		OJT on the selection of sites for international tourism development, analysis of tourism development potentials, market development and promotion campaigns and programming through intergration with other organizations  Total                    211,779 (¥'000) Contracted            198,915							

和名 南部地域開発計画

{M/P+F/S}

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

Compiled Mar.1990  
Revised Mar.1995

ASE THA/A 202B/88

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																														
1. COUNTRY	Thailand	1. SITE OR AREA	Four provinces in the eastern Thailand facing or close to the sea (Chachoengsao, Chonburi, Rayon, and Chanthaburi)			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	Agricultural Land and Conservation for Integrated Rural Development in the East	2. PROJECT COST	M/P 1) 2,776,293 2) (US\$1,000) 6,649	Local Cost	1,696,090 Foreign Cost	1,080,263	(Description)  <M/P> The following plans have been made to strengthen the capabilities of DLD in implementing the project. (1) To establish a "Technology Introducing Center" at the DLD main office. (2) To set up a "Soil and Water Conservation Center" at every regional office.  <F/S> The Thai Government intends to implement the 16 pilot projects for agricultural land conservation, which were worked out through F/S, according to the priority orders given to each project. The Thai Government requested the grant aid of the Japanese Government for procuring the machineries for civil engineering and construction as well as those for farming operation which are required to implement the projects. The Japanese Government, in response to the request, has done B/D surveys. The equipments arrived in March 1992.  (FY1991 Overseas Survey) Detail design will be conducted from 1992 to 1994, construction from 1992 to 1995 and approximately 136.1 million bahts will be financed by the RTG budget.  (FY1993 Overseas Survey) June 1993 - June 1998 The Land and Water Conservation Center Project in the East of Thailand (Project type technical cooperation) Besides the project above DLD uses the M/P to formulate "Land and Water Conservation Center Project." DCS estimates total investment cost of 16 Pilot Areas for 99 million baht.  (FY1994 Domestic Survey) This Project has been implementing following the schedule.																													
3. SECTOR	Agriculture/General		F/S 1) 6,649 2)	4,063		2,587																														
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)	<M/P><F/S> All over Thailand, soil erosion problems caused by random development is serious. 34% of national land is eroded. 47% (716,000ha) of the areas in 4 provinces of the East of Thailand are eroded. The project for "Agricultural Land and Conservation for Integrated Rural Development" has been formulated. In 16 pilot areas selected from 4 provinces of the East of Thailand, "The Feasibility Study for Agricultural Land and Conservation for Integrated Rural Development" was carried out.																																	
5. TYPE OF STUDY	M/P+F/S																																			
6. COUNTERPART AGENCY	Ministry of Agriculture and Cooperatives Department of Land Development (DLD)		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Province</th> <th>Study Area (sq. km)</th> <th>Project Area (sq. km)</th> <th>Planning Area (sq. km)</th> <th>Pilot Area (sites)</th> </tr> </thead> <tbody> <tr> <td>Chachoengsao</td> <td>5,351</td> <td>5,351</td> <td>2,200</td> <td>4</td> </tr> <tr> <td>Chonburi</td> <td>4,363</td> <td>4,363</td> <td>3,041</td> <td>5</td> </tr> <tr> <td>Rayong</td> <td>3,552</td> <td>3,552</td> <td>2,634</td> <td>5</td> </tr> <tr> <td>Chanthaburi</td> <td>6,338</td> <td>1,981</td> <td>965</td> <td>2</td> </tr> <tr> <td>Total</td> <td>19,604</td> <td>15,247</td> <td>8,840</td> <td>16</td> </tr> </tbody> </table> Contents of Projects 1. Agricultural measures: cropping methods, cultivation methods 2. Mechanical measures: terracing systems, terrace channels 3. Irrigation facility: farm ponds and reservoirs 4. Supporting measures: infrastructures, agro-industry, farmers' education, institutional cooperation				Province	Study Area (sq. km)	Project Area (sq. km)	Planning Area (sq. km)	Pilot Area (sites)	Chachoengsao	5,351	5,351	2,200	4	Chonburi	4,363	4,363	3,041	5	Rayong	3,552	3,552	2,634	5	Chanthaburi	6,338	1,981	965	2	Total	19,604	15,247	8,840	16
Province	Study Area (sq. km)	Project Area (sq. km)	Planning Area (sq. km)	Pilot Area (sites)																																
Chachoengsao	5,351	5,351	2,200	4																																
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Chanthaburi	6,338	1,981	965	2																																
Total	19,604	15,247	8,840	16																																
7. OBJECTIVES OF STUDY	Building up the ability of project execution																																			
8. DATE OF S/W	Feb. 1987	Imp. Period:	1991-1995																																	
9. CONSULTANT(S)	Taiyo Consultants Co., Ltd. Sanyu Consultants Inc.	4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 10.40 EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)																															
10. STUDY TEAM	No. of Members 12 Period Sep. 1987-Sep. 1988 (13 months)  Total M/M Japan Field 68.45 22.98 45.47	Conditions and Development Impacts:	[Conditions] 1) The project will be carried out as national project. 2) Classification of eroded areas Classification Soil loss (ton/ha/year) 1. Top-urgent (more than 50) 2. Urgent (50-30) 3. Necessary (30-20) 4. Normal (20-5) 5. Not Necessary (under than 5) 3) Pilot areas are chosen from the "Urgent" category [Development Impacts] 1) creation of employment opportunities, 2) improvement of socio-economic and rural living conditions of farmers, 3) military protection, 4) save and earn foreign currency, 5) improvement of farmers' cooperation, 6) ecological conservation, 7) prevent a change of microclimate, 8) water resource conservation and disaster prevention. In case of 4 model areas, EIRR is 8.5-11.6%. If no procurement of construction machines, EIRR is 13.1%.																																	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Topographic survey Analysis of soil samples	5. TECHNICAL TRANSFER	- Acceptance of three trainees for in-service training in Japan - OJT - Organizing seminars at the DLD main office																																	
12. EXPENDITURE	Total 213,841 (¥'000) Contracted 202,533																																			
						2. MAJOR REASONS FOR PRESENT STATUS	Conservation of agricultural lands, which plays a key role in preservation of the environment, is deemed as one of the measures of top priority. Therefore, it should be implemented urgently, and the Thai Government requested the assistance through the grant aid scheme.																													
						3. PRINCIPAL SOURCE OF INFORMATION	①, ②																													

# PROJECT SUMMARY (F/S)

ASE THA/S 321/88

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	Bangkok, Chiang Mai, Khon Kaen, Nakhon Sawan, Nakhon Ratchasima, Hat Yai/Songkhla			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	Project of the Regional Truck Terminals	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) Regional truck terminal needs a Bangkok truck terminal as a pre-requisite condition. And the Thai government has just commenced the formal preparation of 10 years-suspended Bangkok truck terminal project in October 1992 when new Bangkok truck terminal project completed. The Thai government also intends to apply various implementation methods adopted in this project for the regional truck terminal project. Thus the Thai government has suspended the regional truck terminal until Bangkok truck terminal project can be succeeded.  Establishment of Bangkok truck terminal project is sure to be implemented. For the government of Thailand gives the highest priority to this traffic congestion relieving project, and thus has established a Truck Terminal Construction Committee (secretary; DLT). All of which can contribute to solve the causes the project had deadlocked. The government also made public that it is ready to provide the government's land, and to finance the capital of operation company.  A JICA Export has been attached to DLT since Nov. 1988, and now successor is making efforts to implement both Bangkok and regional terminal projects.  (FY1994 Domestic Survey) No additional information.		
3. SECTOR	Transportation/Land Transportation	3. CONTENTS OF MAJOR PROJECT(S)	(US\$1,000)	1) 8,780	4,704			4,076
4. REFERENCE NO.		Construction of three truck terminals:	2) 3)					
5. TYPE OF STUDY	F/S	Stage1(1991-1992) area						
6. COUNTERPART AGENCY	Dept. of Land Transport (DLT), Ministry of Communications	1. Chiang Mai 27berth 24,555sq.m						
7. OBJECTIVES OF STUDY	Projection of cargo and determination of the scale of regional terminals	2. Khon Kaen 30 27,246sq.m						
8. DATE OF S/W	Oct. 1986	3. Hat Yai/Songkhla 50 49,104sq.m						
9. CONSULTANT(S)	Pacific Consultants International	Freight Volume Handled 1996 2006 (unit:1000ton/year)						
10. STUDY TEAM	No. of Members 10 Period Jan. 1987-Jul. 1988 (19 months)	1. Chiang Mai 436 667						
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	- Commodity Flow Survey - Traffic Count Survey - Freight Survey	2. Khon Kaen 661 1,107						
12. EXPENDITURE	Total 159,475 (¥000) Contracted 141,404	3. Hat Yai/Songkhla 840 1,598						
		Newly established joint venture company(limited com.) composed of the Government and private company operates terminal. One company is assigned each terminal.	4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: EIRR1) 40.36 FIRR1) Yes/No: EIRR2) 16.89 FIRR2) EIRR3) 39.63 FIRR3)	2. MAJOR REASONS FOR PRESENT STATUS		
		Conditions and Development Impacts: Physical distribution was projected for 1987, 1996, and 2006. Cargo traffic projections were based on the O/D survey and interviews of enterprises, and economic growth projections by NESDB. Composition of cargo was determined according to the regular O/D survey conducted by DLT. EIRR was calculated on the assumption that the terminal in Bangkok be constructed and in operation. Regional truck terminals will contribute to (1) efficient land use in regional cities, (2) smoother road traffic in and around regional cities, (3) efficiency improvement of transport, (4) economy of scale by joint use of facilities and equipment, (5) stimulation of regional economies, and (6) environmental conservation. * the EIRRS are based on the assumption of Bangkok Terminal construction.	5. TECHNICAL TRANSFER		3. PRINCIPAL SOURCE OF INFORMATION		①, ②	

和名 地方トラックターミナル整備計画

[F/S,D/D]