

# PROJECT SUMMARY (F/S)

Compiled Mar.1986  
Revised Mar.1995

AFR SLE/S 301/80

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1.COUNTRY	Sierra Leone	1.SITE OR AREA				1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input checked="" type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled	
2.NAME OF STUDY Mekeni-Kamakwie Road Project		Makeni to Kamakui (76.3 km)						
3.SECTOR Transportation/Road		2.PROJECT COST (US\$1,000)		Total Cost	Local Cost	Foreign Cost		
4.REFERENCE NO.		1)	15,858	1,395				
5.TYPE OF STUDY		2)	16,889	4,684				
6.COUNTERPART AGENCY Ministry of Public Works		3)						
7.OBJECTIVES OF STUDY Road Improvement Project		3.CONTENTES OF MAJOR PROJECT(S)				(Description) The internal rates of return for the proposed road were in the range of 14.4-15.2%. Other major trunk roads with rates higher than 15% were given priorities, and implemented by the funds from the World Bank and EEC. The proposed road has the next highest priority. The Government wishes to have the review of the F/S and the execution of the detailed design study.  (FY1991 Overseas Survey) In June 1989, Japanese grant was given for the provision of road construction equipment(327 million yen).  (FY1994 Domestic Survey) The Government of Sierra Leone declare the default of OECF loan in 1981 after that the international financial cooperation has been suspended. Besides that, the political situation has not been stable under the tentative control of the Military force since May 1992.		
8.DATE OF S/W		Imp. Period:						
9.CONSULTANT(S) Nippon Koei Co., Ltd.		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) EIRR2) EIRR3)			FIRR1) FIRR2) FIRR3)
10.STUDY TEAM		Conditions and Development Impacts:						
No.of Members    6 Period Aug.1979-May.1980(9 months)		Plan A : The existing road improved as a Class 1 road under the Sierra Leonean highway standards; all structures such as bridges and culverts to be newly constructed. Plan B : Certain sections improved as Class 2 roads in the first stage and total length of road made Class 1 ten years later (construction in stages) - only Mabore bridge to be included in the second stage.  Construction of a two-lane highway will lead to mitigation of regional economic imbalance, slowing down of the influx of population into cities, saving of foreign currency (contribution towards attainment of agriculture self-sufficiency in Sierra Leone) and inducement of possibility for regional economic development in cooperation with neighbouring countries.						
Total M/M                  Japan                  Field 39.90                          22.10                  17.80		5. TECHNICAL TRANSFER				2.MAJOR REASONS FOR PRESENT STATUS		
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY Topographical survey : A= 550,000 Geological Survey : A= 1,000,000		1)OJT:Explanation of project planning of roads and bridges in Japan and of the procedure for reception of Japanese aid. 2)Reception of Trainees: Lectures of road and bridge(public facilities) project planning and demonstrations of projects. 3)Others:participation of staff of the sierra				3.PRINCIPAL SOURCE OF INFORMATION ①, ③		
12.EXPENDITURE								
Total                          103,538 (¥000)								
Contracted                      92,527								

和名 道路建設計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

Compiled Mar.1990  
Revised Mar.1995

AFR SLE/A 301/83

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Sierra Leone	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		Northern Gbenti, Western Sierra Leone (60km from capital, population 7,000, Area 24,000ha)					
Rhombe Swamp Agricultural Development Project		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost	
		(US\$1,000)	1)	11,731	1,997	9,734	
		US\$1=2.4Le. in 1983		2)			
				3)			
3.SECTOR		3.CONTENTES OF MAJOR PROJECT(S)				(Description) The Government applied to an AfDB loan, but the Bank did not approve the application because of the debt arrears.  (FY1991 Overseas Survey) The study report led to the technical cooperation from 1985 to 1991, although the cooperation was not exactly along the lines suggested by the report. As of 1992, the Government still hopes to request for Japan's aid on a D/D study and its implementation.  (FY1994 Domestic Survey) No additional information.	
Agriculture/General		The Gbenti North Area (approx. 1,300 ha) was formulated as a first phase development project within 9,300 ha of the swampy area of Rhambe Agricultural Development Project covering 24,000 ha of total area.					
4.REFERENCE NO.		Irrigation area : 1,300 ha					
5.TYPE OF STUDY		Meter gates : 2					
F/S		Irrigation pumps : 16					
6.COUNTERPART AGENCY		Canal : 13.3 km					
Ministry of Agriculture and Forestry		Syphons : 8					
		Road : 13km					
7.OBJECTIVES OF STUDY		Imp. Period: 1985-1989					
To formulate agriculture development plan with introduction of double cropping of paddy.		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) 11.40		FIRR1) 11.50
8.DATE OF S/W		Jul.1982		EIRR2)	FIRR2)		
Pacific Consultants International				EIRR3)	FIRR3)		
Taiheiyo Consultant Co., Ltd.				Conditions and Development Impacts: This development project is a pilot project for development project of the whole region. It will also help in keeping the residents from leaving the area. The proposed facilities for the pilot project would be one of a component for future full scale agricultural development plan.			
10.STUDY TEAM							
No.of Members 51							
Period Aug.1982-Oct.1983 (23 months)							
		Total M/M	Japan	Field			
		39.57	12.13	27.44			
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY							
				5.TECHNICAL TRANSFER			
12.EXPENDITURE				- Accept trainees (2)			
Total		205,225 (¥'000)			- Provide machinery and instruction on its use, observation of water volume and weather		
Contracted		159,812			- OJT (survey on water supply, irrigation, drainage, soil, topography)		
				3.PRINCIPAL SOURCE OF INFORMATION			
				①, ③			
				2.MAJOR REASONS FOR PRESENT STATUS			

和名 ロンベ沼沢地農業開発計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

Compiled Mar.1986  
Revised Mar.1995

AFR SWZ/S 301/80

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Swaziland	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 New International Airport Construction Project		Sikupe 75 km north of national capital					
3.SECTOR Transportation/Air Transportaion & Airport		2.PROJECT COST (US\$1,000)		Total Cost 44,531	Local Cost 10,397	Foreign Cost 34,134	
4.REFERENCE NO.		3.CONTENTS OF MAJOR PROJECT(S)		(Description) 10 years of blank after the suspension of the project seems to have decreased the value of the study findings.  (FY1994 Domestic Survey) The Government of Swaziland has decided to develop the air port at Matsapa Area where the old airport located, abandoning the new site plan. British consultants reviewed the Japan-aided F/S report, and has been awarded a contract to prepare the F/S report for its Phase 2 project. The scope of the Phase 2 consists of construction of runway and procurement of communications, air nav aids and airport ground service equipment.			
5.TYPE OF STUDY F/S		Contents Facility size/quantity Runway 2,450 m x 45 m Apron 24,000 sq.m Terminal Bldg. 6,700 sq.m Nav aids and communications CAT I total system Utilities (power, water, sewer) Total system Access road 6.5 km long 17.4 m wide)					
6.COUNTERPART AGENCY Civil Aviation Branch, Ministry of Works, Power and Communications		7.OBJECTIVES OF STUDY To examine technical, economic and financial feasibility of airport development		8.DATE OF S/W Jul.1979			
9.CONSULTANT(S) Japan Airport Consultants, Inc.		4.FEASIBILITY AND ITS ASSUMPTIONS Feasibility: Yes/No		EIRR1) 17.40 EIRR2) EIRR3)	FIRR1) 1.40 FIRR2) FIRR3)		
10.STUDY TEAM No.of Members 11 Period Oct.1979-Mar.1980(5 months)  Total M/M      Japan      Field 26.24          20.17      6.07		Conditions and Development Impacts: Premises: 1) Ultimately targetted for the year 2005; 2) Forecast demand of 303,000/895,000 passengers and 821/1,643 cargo tonnage in the year 1995/2005 for Phase 1/11; 3) Due to difficulty in expanding existing airport, new airport is to be constructed at a new site.  Effects: 1) Enhance aircraft operation; 2) Increase in foreign exchange earning; 3) Increase in employment opportunities.		2.MAJOR REASONS FOR PRESENT STATUS			
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.technical transfer		3.PRINCIPAL SOURCE OF INFORMATION ①			
12.EXPENDITURE		Total 76,637 (¥000)					
		Contracted 64,343					

和名 新國際空港建設計画

[F/S,D/D]

# PROJECT SUMMARY (M/P)

Compiled Mar. 1986

Revised Mar. 1995

AFR TZA/S 101/76

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS		
1. COUNTRY	Tanzania	1. SITE OR AREA	The distance between Lake Natron (150km northwest of Arusha) and Port Tanga			1. PRESENT STATUS	<input type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input checked="" type="checkbox"/> Discontinued
2. NAME OF STUDY	Natural Soda Development in Lake Natron and Related Transportation Facilities	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) The study was submitted as a pre-feasibility study, with given uncertainty over market prospects, the production target and price setting. The annual world demand for natural soda at the time of the study was about 25 million tons, of which approximately 2.5 million tons were internationally traded. It was considered difficult for Tanzania to develop marketing outlets for its originally planned output of 1 million tons. Subsequently, the Government of Tanzania decided to scale down the natural soda development project on the basis of the P/S undertaken by UNIDO, and established a factory (annual output of 1,000 - 1,500 tons for domestic use) with their fund (50 million shillings). (FY1991 Overseas Survey) State Mining Corporation (STAMICO) had planned to start a small-scale plant to produce about 30,000 t/year of soda ash, but the plan has failed owing to the lack of funds. African Development Bank is financing a new techno-economic study of the project of soda ash production and construction of a caustic soda plant. A French company has been contracted to carry out the study. (FY1994 Domestic Survey) No information.	
3. SECTOR	Transportation/(Transportation in)General		(US\$1,000)	1) 318,600	2)		
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)					
5. TYPE OF STUDY	M/P	Major projects proposed for the development of natural soda around Lake Natron					
6. COUNTERPART AGENCY	Ministry of Water Resources and Energy	- Construction of a soda refinery (capacity 1 mill. ton/year) - Development of Tanga Port - Construction of silos - Improvement of existing railway lines - Construction of a new road between a refinery and Arusha - Purchase of locomotives, wagons and 30-ton semi-trailer trucks					
7. OBJECTIVES OF STUDY	Reexamination of natural soda development and identification of transportation alternatives	4. CONDITIONS AND DEVELOPMENT IMPACTS					
8. DATE OF S/W	.0	Development of natural soda around Lake Natron will enable the export of refined natural soda, improving the balance of payment situations. The development of a transport corridor connecting Arusha, Kilimanjaro and Tanga will stimulate regional development. (Conditions) (1) In order to secure the feasibility of the project, to keep the productive level around a million ton/year, and to secure an export market. (2) To make full use of existing harbor and railway facilities, and to make a new road link between Lake Natron and Arusha. (3) To provide low interest rate capital (less than 8 - 9% per year) (Impacts) (1) Export of refined natural soda of a million ton/year will enable to get gross foreign currency revenue US\$ 80 million Net revenue is estimated US\$ 14 million per year, taking into account the foreign currency expenses. (2) The trade structure could be diversified from full dependence on agricultural products, which will expand and stabilize the export. (3) Contribute to the development of regional economy along Arusha-Kilimanjaro-Tanga routes (4) New technologies would be introduced and diffused through the implementation of projects.					
9. CONSULTANT(S)	International Development Center of Japan	5. TECHNICAL TRANSFER					
10. STUDY TEAM	No. of Members 22 Period Jul. 1976-Aug. 1976 (1 months)	On-the-job training for counterparts					
	Total M/M      Japan      Field 45.00      45.00	2. MAJOR REASONS FOR PRESENT STATUS					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		(FY1991 Overseas Survey) Heavy investment costs and uncertain export prospects					
12. EXPENDITURE	Total 88,439 (¥'000) Contracted 53,634	3. PRINCIPAL SOURCE OF INFORMATION					
		①, ②					

和名 ナトロン湖天然ソーダ灰開発計画及び関連輸送施設調査

[M/P, Basic Study, Other]

# PROJECT SUMMARY (M/P)

Compiled Mar.1992  
Revised

AFR TZA/S 102/77

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS	
1.COUNTRY	Tanzania	1.SITE OR AREA	Whole Kilimanjaro region (13,209 sq. km)		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2.NAME OF STUDY	Kilimanjaro Region Integrated Development Plan	2.PROJECT COST	Total Cost	Local Cost	(Description) 1. Sep.1978 - Mar.1986 Technical assistance (Kilimanjaro Agriculture Development Center Project and Kilimanjaro Small-and-Middle scale Industry Development Project) and the D/D study (Japanese grant of 2 billion yen) 2. Lower Moshi Agricultural Development Project Mar.1979 - Sep.1980: F/S completed by JICA Jun.1982: OECF L/A signed (3.3 billion yen) Jul.1982 - Apr.1984: D/D completed 3. Electricity distribution network in Kilimanjaro area Jan. - Sep. 1979: F/S completed Oct., 1981: OECF L/A signed (1.6 billion yen) 4. Mkomazi Valley Area Irrigation Development Project Jun.1982 - Jan.1984: F/S completed by JICA Dec.1986 - Apr.1987: Basic Design completed by Japanese grant Jan.1988 - Mar.1990: Construction completed by Japanese grant (1.8 billion yen) 5. Forestry Development Dec.1986 - Aug.1988 JICA study on the semi arid forest forest management plan completed	
3.SECTOR		(US\$,1,000)	1)	81,805		
4.REFERENCE NO.		2)	129,163			
5.TYPE OF STUDY	M/P	3.CONTENTS OF MAJOR PROJECT(S)				
6.COUNTERPART AGENCY		1. Agriculture (irrigation, extension of cultivated land) 2. Water Resources (mapping) 3. Manufacturing (Kilimanjaro industrial development center) 4. Forestry (production forest) 5. Game conservation (wildlife survey) 6. Tourism (Kilimanjaro airport tourism center complex) 7. Transportation (road improvement) 8. Communication (telephone exchange) 9. Town (housing supply) 10. Village (rehabilitation of pilot village) 11. Public services (electricity, water supply) 12. Social services (health and education)				
7.OBJECTIVES OF STUDY	Formulation of the Kilimanjaro Region Integrated Development Plan as a part of the country's third-5 Year Plan (1976-80)	* The total cost 1) is the development budget for the period of 1977/78 - 1980/81, and the total cost 2) for the period of 1981/82 - 1985/86.				
8.DATE OF S/W	.0	4.CONDITIONS AND DEVELOPMENT IMPACTS				
9.CONSULTANT(S)	Yachiyo Engineering Co., Ltd.	This plan will contribute to the provision of those functions that will be initially necessary in order to proceed industrialization step by step. Development Impacts 1. Provision of a basis for comprehensive rural development of Kilimanjaro region. 2. More efficient use of limited water resources 3. Boosting industrial activities in the region 4. Increased earning of foreign exchange 5. Provision of production infrastructure 6. Improvement of community life				
10.STUDY TEAM	No.of Members 32 Period Nov.1976-Oct.1977(11 months)				2.MAJOR REASONS FOR PRESENT STATUS	
	Total M/M      Japan      Field					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY						
12.EXPENDITURE	Total 92,705 (¥'000)	5.TECHNICAL TRANSFER			3.PRINCIPAL SOURCE OF INFORMATION	
	Contracted				①④	

和名 キリマンジャロ地域総合開発計画

[M/P,Basic Study,Other]

# PROJECT SUMMARY (F/S)

Compiled Mar.1986

Revised Mar.1995

AFR TZA/S 301/77

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT																					
1. COUNTRY	Tanzania	1. SITE OR AREA	Road with 330km long from Kibiti adjacent to Dar es Salaam to Lindi in the Southern area of Tanzania			<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																				
2. NAME OF STUDY Southern Coastal Link Road Project		2. PROJECT COST	Total Cost	Local Cost	Foreign Cost																					
		(US\$1,000)	1) 26,324	13,288	13,036																					
		US\$1=22.8sh	2) 24,897	12,450	12,447																					
		3)																								
3. SECTOR Transportation/Road		3. CONTENTS OF MAJOR PROJECT(S)			<b>(Description)</b> 1980 May OECF loan for the purchase of construction equipment and vehicles (2,963 million yen) 1981 Construction commenced Out of 330km, about 90km was completed by early 1990. The section from Nangurukuru to Kibiti (50km) was completed with assistance of two Japanese experts and seven Japanese volunteers. Saudi Arabia provided finance (US\$1.18 million) for the section from Somanga to Kibiti, but additional \$900 million is necessary to complete it. Finland offered to finance the section between Nangurukuru and Lindi (150km), but withdrew the offer when the feasibility study by the World Bank found it not feasible. (FY1991 Overseas Survey) The project is being implemented in phases: 70km being constructed to Bitumen Standards, and 91km completed up to Gravel Standards. The detailed designs were prepared by Japanese and German engineers. Construction costs were provided by OECF (1980, 2,963 million yen), Saudi Arabia (1988, US\$11.7 million) and own fund (1,220 million T.sh). The remaining 166km is still awaiting finance. (FY1992 Overseas Survey) Finance was approved (US\$0.15 mil) 1992 Sources: Governments of Japan, Saudi Arabia and Tanzania 1992 Construction commenced 1998 Scheduled to be completed  (FY1993 Overseas Survey) The construction works is being implemented. JICA to make a follow-up and whenever possible assist much in providing funds for successive development of JICA's initiated development studies. Follow-up after project implementation for sustainability advises are also recommended.  (FY1994 Domestic Survey) No additional information.																					
4. REFERENCE NO.		The study examined the road between Kibiti and Lindi (excluding the length covered by the Rufiji Bridge Construction Project) and its feeder road from Nangurukuru to Kilwa Masoko. The road was divided into the following five sections. <table style="width: 100%; margin-top: 10px;"> <thead> <tr> <th></th> <th style="text-align: center;">Road(km)</th> <th style="text-align: center;">Bridge(m)</th> </tr> </thead> <tbody> <tr> <td>No.1 Kibiti - Nyanwage</td> <td style="text-align: center;">36</td> <td style="text-align: center;">34</td> </tr> <tr> <td>No.2 Nyanwage - Nangurukuru</td> <td style="text-align: center;">100</td> <td style="text-align: center;">1,187</td> </tr> <tr> <td>No.3 Nangurukuru - Kiranjerange</td> <td style="text-align: center;">86</td> <td style="text-align: center;">491</td> </tr> <tr> <td>No.4 Kiranjerange - Lindi</td> <td style="text-align: center;">75</td> <td style="text-align: center;">697</td> </tr> <tr> <td>No.5 Nangurukuru - Kilwa Masoko</td> <td style="text-align: center;">30</td> <td style="text-align: center;">20</td> </tr> <tr> <td style="text-align: center;">Total</td> <td style="text-align: center;">327</td> <td style="text-align: center;">2,429</td> </tr> </tbody> </table>					Road(km)	Bridge(m)	No.1 Kibiti - Nyanwage	36	34	No.2 Nyanwage - Nangurukuru	100	1,187	No.3 Nangurukuru - Kiranjerange	86	491	No.4 Kiranjerange - Lindi	75	697	No.5 Nangurukuru - Kilwa Masoko	30	20	Total	327	2,429
	Road(km)					Bridge(m)																				
No.1 Kibiti - Nyanwage	36					34																				
No.2 Nyanwage - Nangurukuru	100					1,187																				
No.3 Nangurukuru - Kiranjerange	86					491																				
No.4 Kiranjerange - Lindi	75	697																								
No.5 Nangurukuru - Kilwa Masoko	30	20																								
Total	327	2,429																								
5. TYPE OF STUDY		The width of road is standardized as carriageway of 6.5m and shoulder of 1.2m - 1.3m. New bridges with two lanes are proposed for all bridge sites. Two alternatives of road pavement are considered. Alternative A is to construct two-lane gravel road in the beginning, which will be paved after 10 years (Cost 1) shown above). Alternative B is to construct two-lane paved road from the beginning (Cost 2) shown above).																								
6. COUNTERPART AGENCY																										
Ministry of Works																										
7. OBJECTIVES OF STUDY																										
To examine both economic and technical feasibility of the project for constructing the existing Southern Coastal Link Road into an all-weather road																										
8. DATE OF S/W		Imp. Period: 1978-1995																								
9. CONSULTANT(S)		4. FEASIBILITY AND ITS ASSUMPTIONS																								
Japan Overseas Consultants Co., Ltd. Fukuyama Consultants International, Inc.		Feasibility: Yes	EIRR1) EIRR2) EIRR3)	6.99 9.55 6.32	FIRR1) FIRR2) FIRR3)																					
10. STUDY TEAM		Conditions and Development Impacts: Conditions: 1. Construction of Rufiji River Bridge will precede the proposed road construction. 2. Project life of 30 years 3. Future traffic is estimated for Case 1 (annual growth of 5%) and Case 2 (7%). For Alt. A and Case 1, the traffic is highest in No.1 Section (192 vehicles/day in 1982 and 694 vehicles in 2012) and lowest in No.5 Section (59 vehicles/day in 1982 and 213 vehicles in 2012). 4. EIRR 1) above is for Alt. A/Case 1, EIRR 2) for Alt. A/Case 2, and EIRR 3) for Alt. B/Case 1.  Development impacts: 1) Ease of mobility, 2) reduction of travel cost, 3) reduction of travel time, 4) closer integration of the southern region with Dar es Salaam, 5) stimulation of regional development, agriculture and forestry, and 6) stability of socio-cultural life. The development of the hitherto relatively isolated southern region will give a spurt to the national economic development of Tanzania.																								
No. of Members 26 Period Aug.1975-Sep.1977 (25 months)  Total M/M                  Japan                  Field		5. TECHNICAL TRANSFER																								
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		1) OJT 2) Counter Part training																								
12. EXPENDITURE		3. PRINCIPAL SOURCE OF INFORMATION																								
Total 310,652 (¥'000)		①, ②, ④ Ministry of Works																								
Contracted 284,722																										

和名 南部沿岸道路建設計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

Compiled Mar.1986  
Revised Dec.1992

AFR TZA/S 302/78

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Tanzania	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		Southern coast from Dar es Salam to Mtwara					
Purchasing of an Additional Passenger - Cum - Cargo Vessel for Tanzania Coastal Shipping Line.		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost	
		(US\$1,000)		4,959	4,959		
		1)	2)	3)			
3.SECTOR		3.CONTENTS OF MAJOR PROJECT(S)				(Description) In June 1979, the OECF loan (1,700 million yen) was pledged for the proposed project. Subsequently, the Government of Tanzania changed its policy, and decided to buy a freighter and a tanker plying between Dar es Salam and Zanzibar with the loan. Therefore, the project was judged discontinued.  (FY1991 Overseas Survey) The project was never implemented owing to the lack of finance.	
Transportation/Marine Transportation & Ships		Construction of one freight carrier					
4.REFERENCE NO.		- 1,000 DWT					
5.TYPE OF STUDY		- 67.5m in length					
6.COUNTERPART AGENCY		- 15 knots					
National Transport Corporation, Ministry of Communication and transportation		- Freight capacity: 410 tons					
7.OBJECTIVES OF STUDY		- Passenger capacity: 400 persons					
Improvement of domestic transportation							
8.DATE OF S/W		Imp. Period:					
.0		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) 12.33 EIRR2) EIRR3)		
9.CONSULTANT(S)		Conditions and Development Impacts:					
The Shipbuilding Research Centre of Japan		Conditions: - Project life of 20 years - Transport fares to be raised 20% every four years - Estimated gross revenue 1.49 million Sh. and gross expenditure 0.98 million Sh.					
10.STUDY TEAM		Development Impacts:					
No.of Members 9		Improvement of the transportation capacity along the southern coast					
Period May.1978-Feb.1979(9 months)							
Total M/M	Japan	Field					
5.36	4.63	0.73					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		(FY 1993 Domestic Survey)					
12.EXPENDITURE		5.TECHNICAL TRANSFER					
Total	25,830 (¥'000)	OJT					
Contracted	7,372						
		2.MAJOR REASONS FOR PRESENT STATUS					
		Change of priority					
		3.PRINCIPAL SOURCE OF INFORMATION					
		①②					

和名 貨客船建造計画

{F/S,D/D}









# PROJECT SUMMARY (Other)

Compiled Mar.1990  
Revised Mar.1995

AFR TZA/A 601/88

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS							
1. COUNTRY	Tanzania	1. SITE OR AREA	Moshi area in Same District, Kilimanjaro Region (200,000ha)		1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued						
2. NAME OF STUDY	Expanded Afforestation Work in the Same District of Kilimanjaro Region	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) In order to implement the semi-arid forest management plan, a project-type technical cooperation program or a grant was proposed. Subsequently, "Social Forestry Project in Kilimanjaro Region", a project-type technical cooperation, was approved. The project consists of the Preliminary Phase (2 years) from Jan.1991 and the Implementation Phase (5 years).  (FY1991 Overseas Survey) The proposals of the study were incorporated to the Tanzania Forest Action Plan. The proposals and two types of maps produced by the Study are being used during the 1st phase of the technical cooperation project.  (FY1994 Domestic Survey) The project is under way.						
3. SECTOR	Forestry/Forestry & Forest Conservation		(US\$1,000)	1)	2)							
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)										
5. TYPE OF STUDY	Other	1. A 200,000 ha of the Study Area was set up in the above mentioned area and suitable sites were classified for social forestry development plans in the Study area.										
6. COUNTERPART AGENCY	Ministry of Natural Resources and Tourism	2. A 20,000 ha of the Model Area was set up around Moshi in the study area. Semi-arid Forest Management Plan was formulated for the Model Area.										
7. OBJECTIVES OF STUDY	This study was implemented to prepare the semi-arid forest management plan by Social Forestry to contribute to the promotion of forestry policy and economic development of local community in Tanzania.											
8. DATE OF S/W	Aug.1986	* Costs are not estimated.										
9. CONSULTANT(S)	Japan Forest Technical Association	4. CONDITIONS AND DEVELOPMENT IMPACTS										
10. STUDY TEAM	In recent years excessive felling of fuelwood and over grazing as well as irregular climatic changes have drastically reduced the forest area and deteriorated forest productivity and environment conservation functions. These situations will be checked effectively when social forestry development plans and semi-arid forest management plan will be put forward. And the promotion of these plans will contribute to the regional socio-economic development such as enlarged employments.											
	No. of Members 16 Period Dec.1986-Aug.1988(21 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;">76.00</td> <td style="text-align: center;">38.00</td> <td style="text-align: center;">38.00</td> </tr> </table>	Total M/M	Japan	Field	76.00	38.00	38.00					
Total M/M	Japan	Field										
76.00	38.00	38.00										
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Aerial Photography				2. MAJOR REASONS FOR PRESENT STATUS	This social forestry project was realized in response to the strong request from the Tanzanian Government.						
12. EXPENDITURE		5. TECHNICAL TRANSFER			3. PRINCIPAL SOURCE OF INFORMATION	①, ②						
	<table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">Total</td> <td style="width: 33%;">345,192 (¥000)</td> <td style="width: 33%;"></td> </tr> <tr> <td>Contracted</td> <td>311,037</td> <td></td> </tr> </table>	Total	345,192 (¥000)		Contracted	311,037		1) training of the counterparts; 2) OJT through field surveys; 3) OJT on aerial-photo interpretation and transfer of its results onto the topographic maps; 4) joint formulation of the plans				
Total	345,192 (¥000)											
Contracted	311,037											

和名 キリマンジャロ林業開発計画

[M/P, Basic Study, Other]

# PROJECT SUMMARY (F/S)

Compiled Mar.1992  
Revised Mar.1995

AFR TZA/S 303/90

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Tanzania	1. SITE OR AREA		Dar es Salaam City area		1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input checked="" type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Road Improvement and Maintenance in Dar es Salaam	2. PROJECT COST (US\$1,000)		Total Cost	Local Cost		
3. SECTOR	Transportation/Road	3. CONTENTS OF MAJOR PROJECT(S)		1)	31,700	11,300	20,400
4. REFERENCE NO.		1) Category A (Road Improvement) Cost (mil. US\$)		2)			
5. TYPE OF STUDY	F/S	A-1: Widening of Bagamoyo Road (9.8km) 6.2		3)			
6. COUNTERPART AGENCY	Dar es Salaam City Council (DCC) Ministry of Works (MOW)	A-2: Widening of Morogoro Road (5.9km) 5.6		A-3: Changombe Area Roads (19.2km) 3.5 A-4: Kariakoo Area Roads (31.0km) 6.3 A-5: Mwinjuma Area Roads (16.9km) 3.1 A-6: Central Area Roads (20.0km) 3.1			
7. OBJECTIVES OF STUDY	- Master Plan Study of Road Improvement - Feasibility Study for High Priority Projects - Establishment of Maintenance System	2) Category B (Urgent Repairs of Potholes) 1.3		3) Category C (Establishment of New Main Depot and Procurement of Equipment) 1.9			
8. DATE OF S/W	Oct. 1988	4) Detailed Design/Tendering 0.7		total 31.7			
9. CONSULTANT(S)	Japan Engineering Consultants Co., Ltd. Nippon Koei Co., Ltd.	Imp. Period: 1990~1994		4. FEASIBILITY AND ITS ASSUMPTIONS		(FY1991 Overseas Survey) Phase I of the planned 4 phases is being implemented with Japanese grant aid (769.5 million yen) and own fund (395.95 million Tsh).  (FY1993 Overseas Survey) Implementation of Phase 1 and 2 have been completed. At present, Phase 3 is implementing to complete within the year of 1994.  (FY1994 Domestic Survey) Phase 2 construction work were completed in Feb.1994. Japanese Grant Aid for Phase 3 of 1,333 Mil Yen was agreed in Jun.1993. Consultant services and construction work were commenced in Jun.1993 and Dec.1994, respectively and they have been in progress. The final Grant Aid for Phase 4 of 886 Mil. Yen was agreed in Jul.1994, and the Consultant Services are now in progress. The main purpose of the Project (DRIMP) is composing with Rehabilitation and strengthen of deteriorated city roads. The Final phase of DRIMP, Phase 4, is expected to be completed by the end of the year 1995 successfully. During the F/S on DRIMP, the JICA Survey Team recommended further Development of Trunk Road Network in order to face the future increase of Traffic demand as well as urban development. Following the recommendation made by the Team, the Government of Tanzania requested Japanese Government to conduct the M/P and F/S on the Road Development. The JICA Survey Team is working to study this purpose.	
10. STUDY TEAM	No. of Members 11 Period Mar. 1989-Jul. 1990 (13 months)	Feasibility: Yes/No		EIRR1) 25.10	FIRR1)		
				EIRR2)	FIRR2)	3. PRINCIPAL SOURCE OF INFORMATION ①, ② Dar es Salaam City Council (DCC)	
				EIRR3)	FIRR3)		
				Conditions and Development Impacts: 1. Conditions: 5% of annual population growth rate, 4% of GDP growth rate and 4.3% of annual traffic growth rate were adapted. 2. 15 years of project life was assumed. 3. The Direct Benefit consisted with Vehicle Operation Cost (VOC) saving and Time Cost saving was estimated with desirable indicator of 25.1% of EIRR.			
				5. TECHNICAL TRANSFER			
				On-the-job training was done to five counterpart engineers of DCC and MOW.			
12. EXPENDITURE							
Total		214,868 (¥'000)					
Contracted		195,893					

和名 ダルエスサラーム市道路整備計画

[F/S,D/D]

# PROJECT SUMMARY (F/S)

Compiled Mar.1992  
Revised Mar.1995

AFR TZA/A 303/90

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT			
1. COUNTRY	Tanzania	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	Lower Hai and Lower Rombo Agricultural Development Project	Kilimanjaro Region							
3. SECTOR	Agriculture/General	2. PROJECT COST		Total Cost	Local Cost				
4. REFERENCE NO.		(US\$1,000)		1) 15,100	3,000				
5. TYPE OF STUDY	F/S			2)	12,100				
6. COUNTERPART AGENCY	Regional Development Director, Kilimanjaro Region			3)					
7. OBJECTIVES OF STUDY	1) To assess the availability of groundwater and surface water resources for agricultural development. 2) To identify subareas with high agricultural development potential. 3) To formulate agricultural development plan for selected priority subarea.	3. CONTENTS OF MAJOR PROJECT(S)				(Description) (FY1991 Overseas Survey) The grant aid request was submitted to the Japanese Embassy in March 1991, but so far not approved.  (FY1992 Overseas Survey) Waiting for the answer.  (FY1993 Overseas Survey) Still trying to find the financial resources for the project implementation. However, likewise externally it is very difficult to get foreign donors because mostly donors prefer to finance for the project which originally feasibility studies have been done by themselves. Development studies should be given enough time, especially for the engineering concerning water resources development.  (FY1994 Domestic Survey) No progress.			
8. DATE OF S/W	Feb. 1988	-Development area: 1,550ha. -Irrigation & Drainage Facilities: Boloti Dam, Lawati Weir, Sanya Chini Weir, Tube Well. -Procurement of O/M Equipment. -Institution & Organization.							
9. CONSULTANT(S)	Nippon Koei Co., Ltd. Kokusai Kougyo Co., Ltd.	4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 15.10 EIRR2) EIRR3)				
10. STUDY TEAM	No. of Members 8 Period Oct. 1988-Nov. 1990 (26 months)	Conditions and Development Impacts: Development impacts: 1) Increase in employment opportunities by the construction and the intensive farming, 2) Increase in production of agricultural crops, 3) Increase in farmers' income, 4) Improvement of local transportation by the construction of roads, 5) Secondary direct benefits to millers, merchants, and transporters, 6) Mitigation of floods by the construction of the Boloti dam, 7) Improvement of domestic water supply by tube wells and water supply tanks, 8) Improvement of water supply to cattle grazing by irrigation water supply throughout the year, 9) Introduction of fish farming in the Boloti reservoir, and 10) Demonstration effects of the Project to other projects.				2. MAJOR REASONS FOR PRESENT STATUS			
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">50.25</td> <td style="text-align: center;">14.94</td> <td style="text-align: center;">35.31</td> </tr> </table>						Total M/M	Japan	Field	50.25
Total M/M	Japan	Field							
50.25	14.94	35.31							
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	157,000 (installation of water level gauge)	5. TECHNICAL TRANSFER				3. PRINCIPAL SOURCE OF INFORMATION			
12. EXPENDITURE	Total 299,911 (¥'000) Contracted 174,416	-Technology transfer to counterparts in the course of the Study. -JICA training course.				①, ② Regional Development Directorate, Kilimanjaro			

和名 ハイロンボ農業開発計画

[F/S,D/D]

# PROJECT SUMMARY (F/S)

Compiled Mar.1993  
Revised Mar.1995

AFR TZA/S 304/91

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Tanzania	1. SITE OR AREA				1. PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY		Area serviced by the water supply system for the city of Dar es Salaam, excluding the areas along the transmission pipelines.					
Rehabilitation of Dar Es Salaam Water Supply		2. PROJECT COST		Total Cost	Local Cost	Foreign Cost	
		(US\$1,000)	1)	38,400	10,730	27,670	
		US\$1=200Tsh=140yen		2)			
				3)			
3. SECTOR		3. CONTENTS OF MAJOR PROJECT(S)				(Description) (FY1992 Overseas Survey) Detailed design not yet started 1991 Grant Aid requested to Japanese Government in 1991 (600 million yen (1990 prices)) to cover supply of equipment for leakage control, pipe clearing and metering 1995 Scheduled to complete.  (FY1993 Overseas Survey) A request for Japanese Government Assistance has been made, and awaiting affirmative response. As existing water supply system is very old and with insufficient capacity, it is necessary to improve as quick not only for quality but quantity. Since computational work for the data collected in the field during the development studies done in Japan, the number of counterparts sent to Japan is desirable to be increased to at least 5 persons for the technology transfer to make more meaningful.  (FY1994 Domestic Survey) In 1993, NUWA requested the Grant Aid of this project to Japanese Government. Since then Japanese side has been studying the possibility of implementation of this project. Also in Tanzania, the Embassy of Japan in Tanzania and the Ministry of Finance of Tanzania have been holding follow-up meetings several times and such meetings have been made the ambiguous points clear.	
Public Utilities/Water Supply		1. In-house Activities of National Urban Water Authority (NUWA) 1) Meter installation (15,000 units) 2) Leakage control measure (distribution system) 3) Pipe cleaning: air scouring (417km) and scraping & lining (213km)					
4. REFERENCE NO.		2. Contractual Work					
5. TYPE OF STUDY		1) Leakage control measures (transmission system)					
F/S		2) Leakage control measures of the distribution system: replacement of 16 pressure reducing valves and 16 meters at off-takes.					
6. COUNTERPART AGENCY		3) Connection of existing pipes (at 14 places)					
National Urban Water Authority (NUWA)		4) Primary main pipe laying (500-200mm, 30.6km)					
7. OBJECTIVES OF STUDY		5) Secondary main pipe laying (100-150mm, 46.8km)					
To establish the F/S in order to get following items:		6) Middle Zone facilities: one break pressure tank (10,600 cu.m) and supply and lay pipe (7.8km)					
1) Supplying portable water to the served area		7) Rehabilitation of treatment plants (Lower Ruvu and Mtoni)					
2) Increasing effective water in the WTP		* The cost above is in Nov. 1990 prices.					
3) Expecting the autonomous of NUWA		8. DATE OF S/W		Imp. Period: 1989-1994			
4) Improve the O&M system		Mar. 1988					
9. CONSULTANT(S)		4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1)	FIRR1)	7.20
Tokyo Engineering Consultants Co., Ltd. Pacific Consultants International				EIRR2)	EIRR3)	FIRR2)	FIRR3)
10. STUDY TEAM		Conditions and Development Impacts: Assumptions: 1) Increased billings and revenues by reduction of illegal connections and arrears and meter installations; 2) Revised water tariff system, including the proposed 68% increase from July 1, 1991; 3) Administrative improvement of operation and maintenance (leakage control, timely repairs) 4) Strengthening of in-house training programs for technicians and other personnel and 5) Project life of 20 years.  Development impacts: By the implementation of the proposed rehabilitation project, potable water available for distribution by the system will increase from 193,400 cu.m/day in 1990 to 205,900 cu.m in 1995. The FIRR of 7.2% is for the basic case in which the administrative improvement program including the reduction of illegal connections and arrears is 50%-effective in increasing the revenue at the discount rate of 10% (B/C rate of 0.87). If the revenue improvement is 30%-effective or less, the B/C ratio would be substantially lower than 1 even with a discount rate of 3%. However, it is judged that the administrative improvement program is likely to be more than 50%-effective. It is desirable to achieve 70%-effectiveness, in which the B/C ratio will exceed 1, at the 10% discount rate.					
No. of Members		Total M/M		Japan		Field	
Period Jun.1989-Jul.1991 (25 months)		90.50		61.30		28.70	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER					
		The general training were organized by JICA for 2 in C/P in 1989 and 1 C/P in 1994 from NUWA.					
12. EXPENDITURE		3. PRINCIPAL SOURCE OF INFORMATION					
Total		①, ② National Urban Water Authority					
351,662 (¥'000)							
Contracted							

和名 ダルエスサラム市給水施設整備計画

[F/S,D/D]

# PROJECT SUMMARY (F/S)

Compiled Mar. 1986  
Revised Mar. 1995

AFR ZAR/S 301/78

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Zaire	1. SITE OR AREA			1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY		Matadi				
Project de la construction du pont sur le fleuve Zaire a Matadi		2. PROJECT COST			(Description)	
		Total Cost	Local Cost	Foreign Cost		
3. SECTOR		1)	75,667		November 1977 Contact mission dispatched, August 1978 L/A revised February to April 1978 : contract prepared August 1978 Bids invited November 1978 Bidding December 1978 Contract approved by OECF February 1979 Construction started May 1983 Construction Completed  (FY1994 Domestic Survey) Since 1988, Short-term experts have been dispatched by JICA for the guidance of bridge maintenance and administration. Since the commencement of use in May 1983, this bridge has been utilized as a road bridge. However, the present situation is not clear because the source of information which was the short term experts dispatched have returned to Japan due to the disturbance of public security and order in Zaire in Sep.1991.	
Transportation/(Transportation in)General		2)				
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)			(FY1994 Domestic Survey) Since 1988, Short-term experts have been dispatched by JICA for the guidance of bridge maintenance and administration. Since the commencement of use in May 1983, this bridge has been utilized as a road bridge. However, the present situation is not clear because the source of information which was the short term experts dispatched have returned to Japan due to the disturbance of public security and order in Zaire in Sep.1991.	
5. TYPE OF STUDY		This study was carried out while based on the integrated study including collected data made up by the investigation committee sent by GOJ from Oct.19, through Nov.8 1977. It was also based on the technical matters and the alliance recognized between the above committee and the gov. of Zaire. This basic study made details of the project very clear.(volume, method, period, expenditure of expected construction including upper-and lower-structure of matadi bridge and detached facilities.)				
6. COUNTERPART AGENCY		1.Length of the bridge 700 m 2.Length of the center part of bridge 520 m 3.Length of the access road 7.2 km 4.Length of the access railway road 18.11 km 5.Capacity of the bridge 1,800 t 6.Width of the lane 12 m x 2 lanes			(FY1994 Domestic Survey) Since 1988, Short-term experts have been dispatched by JICA for the guidance of bridge maintenance and administration. Since the commencement of use in May 1983, this bridge has been utilized as a road bridge. However, the present situation is not clear because the source of information which was the short term experts dispatched have returned to Japan due to the disturbance of public security and order in Zaire in Sep.1991.	
O.E.B.k, Department des Transports						
7. OBJECTIVES OF STUDY		4. FEASIBILITY AND ITS ASSUMPTIONS			(FY1994 Domestic Survey) Since 1988, Short-term experts have been dispatched by JICA for the guidance of bridge maintenance and administration. Since the commencement of use in May 1983, this bridge has been utilized as a road bridge. However, the present situation is not clear because the source of information which was the short term experts dispatched have returned to Japan due to the disturbance of public security and order in Zaire in Sep.1991.	
Basic designing having an accuracy that allows for the immediate preparation of executing construction work		Feasibility:	EIRR1) 4.10	FIRR1)		
8. DATE OF S/W		Imp. Period: 1980-1985			(FY1994 Domestic Survey) Since 1988, Short-term experts have been dispatched by JICA for the guidance of bridge maintenance and administration. Since the commencement of use in May 1983, this bridge has been utilized as a road bridge. However, the present situation is not clear because the source of information which was the short term experts dispatched have returned to Japan due to the disturbance of public security and order in Zaire in Sep.1991.	
Nov. 1977		No	EIRR2)	FIRR2)		
9. CONSULTANT(S)		Conditions and Development Impacts: Development Impact : Matadi port, the only international port in Zaire, plays an important role in the economy of Zaire in that copper is exported from there via a domestic transport route. The port is 150km away from the Atlantic Ocean up the Zaire River, and it is in the river where many problems occur. To cope with this situation, there is a plan to construct at Banana a new port facing the Atlantic Ocean and to extend the railway between Kinshasa and Matadi to the Atlantic coast. As part of this plan, this project(the Matadi Bridge Project) is to construct a road-rail bridge. Completion of this bridge would greatly contribute to the economic development of Zaire.			(FY1994 Domestic Survey) Since 1988, Short-term experts have been dispatched by JICA for the guidance of bridge maintenance and administration. Since the commencement of use in May 1983, this bridge has been utilized as a road bridge. However, the present situation is not clear because the source of information which was the short term experts dispatched have returned to Japan due to the disturbance of public security and order in Zaire in Sep.1991.	
Japan Railway Technical Service						
10. STUDY TEAM		5. TECHNICAL TRANSFER			(FY1994 Domestic Survey) Since 1988, Short-term experts have been dispatched by JICA for the guidance of bridge maintenance and administration. Since the commencement of use in May 1983, this bridge has been utilized as a road bridge. However, the present situation is not clear because the source of information which was the short term experts dispatched have returned to Japan due to the disturbance of public security and order in Zaire in Sep.1991.	
No.of Members 33 Period Feb.1978-Jun.1978(4 months)		Until 1988, there was a continuous transfer of technology by Japanese experts stationed in Zaire.				
Total M/M                  Japan                  Field 71.24                          71.24					2. MAJOR REASONS FOR PRESENT STATUS	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY						
12. EXPENDITURE					3. PRINCIPAL SOURCE OF INFORMATION ①	
Total                          150,804 (¥'000) Contracted                      93,516						

和名 マタデイ橋梁建設計画

(F/S,D/D)

# PROJECT SUMMARY (M/P)

Compiled Mar.1990  
Revised Mar.1995

AFR ZAR/S 101/86

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS											
1.COUNTRY	Zaire	1.SITE OR AREA	Kinshasa city and Bas Zaire		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued										
2.NAME OF STUDY	Plan - directeur relatif a l'amenagement du systeme de transport allant de la ville de Kinshasa a Banana	2.PROJECT COST	Total Cost	Local Cost	(Description) Based on the study, a feasibility study was undertaken by JICA on the railway construction between Kisenso and Kimbanseke, but the project implementation was cancelled. The government of Zaire has stronger interest in road development, and JICA agreed to undertake a feasibility study on the east-west arterial road in Kinshasa City in 1989.  (FY1994 Domestic Survey) No additional information.											
3.SECTOR	Transportation/(Transportation in)General	(US\$1,000)	1) 1,185	2)												
4.REFERENCE NO.		3.CONTENTES OF MAJOR PROJECT(S) Route planning for west-east traffic bypass 1) To construct the railway line between Kisenso in East Kinshasa and Kimbanseke through Unjiri River for 5 km. 2) To construct East-West Arterial Road between MAD1 Road and RUMUNBA Road for 11 km long, and related access road.			2.MAJOR REASONS FOR PRESENT STATUS Difficulty in procuring funds due to increased foreign debts. Total investment volume must be reduced.											
5.TYPE OF STUDY	M/P															
6.COUNTERPART AGENCY	Department of Foreight affairs and International Cooperation	4.CONDITIONS AND DEVELOPMENT IMPACTS			3.PRINCIPAL SOURCE OF INFORMATION ①											
7.OBJECTIVES OF STUDY	(1) Preparation of master plan for the transport system between Kinshasa-Banana (2) Preparation of master plan for the urban transport system in Kinshasa city.															
8.DATE OF S/W	Jun.1984	5.TECHNICAL TRANSFER 1) Acceptance of trainees : Training was held in Japan for formulation of traffic plan and countermeasures. 2) Local consultants were used for traffic survey and aggregation.			12.EXPENDITURE <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Total</td> <td style="width: 15%;">274,974 (¥'000)</td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> </tr> <tr> <td>Contracted</td> <td>242,680</td> <td></td> <td></td> <td></td> </tr> </table>		Total	274,974 (¥'000)				Contracted	242,680			
Total	274,974 (¥'000)															
Contracted	242,680															
9.CONSULTANT(S)	Yachiyo Engineering Co., Ltd.	10.STUDY TEAM No.of Members 13 Period Nov.1984-Aug.1986 (22 months)  <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Total M/M</td> <td style="width: 15%;">Japan</td> <td style="width: 15%;">Field</td> </tr> <tr> <td>76.48</td> <td>41.02</td> <td>35.46</td> </tr> </table>			Total M/M	Japan	Field	76.48	41.02	35.46	11.ASSOCIATED AND/OR SUBCONTRACTED STUDY Traffic Survey					
Total M/M	Japan				Field											
76.48	41.02	35.46														
10.STUDY TEAM																

和名 キンシャサ～バナナ間交通体系総合調査

[M/P,Basic Study,Other]



# PROJECT SUMMARY (F/S)

Compiled Mar.1990

Revised Mar.1995

AFR ZAR/S 302/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Zaire	1.SITE OR AREA	The districts of Ndili and Kimbanseke in southwestern Kinshasa			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	Railway Construction Project between Kisenso and Kimbanseke	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost		
3.SECTOR	Transportation/Railway		1) 33,000	7,000	26,000	(Description) The new railway line is expected to serve as additional means of urban transport within Kinshasa City, on condition that the section within the city of the existing Kinshasa-Matadi railway line be developed to the urban transport standard. West Germany is now assisting the development of the section (double tracking, introduction of CTC, etc.), but implementation is expected to take long time. Accordingly, the implementation of the proposed new railway line will be delayed. In September 1991, the long-term JICA expert from Japan Railway Construction Public Corporation returned to Japan owing to the worsening of public peace and order in Zaire. At present, situation of this project is unclear.  (FY1994 Domestic Survey) With the dispatch of the Japanese Self-Defense Force to Zaire in 1994 for the Peace Keeping Operations, the situation has come to allow the resumption of daily activities of the Japanese Embassy which has been temporarily closed. However, the actual situation of this project is not known.	
4.REFERENCE NO.			2)				
5.TYPE OF STUDY	F/S	3.CONTENTES OF MAJOR PROJECT(S)	3)				
6.COUNTERPART AGENCY	Department des Transports et communications	- New railway line (nonelectrified single track of 5km) - 3 new stations  Main structures : Bridges totalling 565m Block system : Single-track automatic block system Signal equipment : Color-light signal system Train detection equipment : Track circuit system Level crossing equipment : Crossing alarm, crossing gate Telecommunication facilities : Telephones for train control, stations, maintenance, etc.					
7.OBJECTIVES OF STUDY	F/S for constructing a new commuter railway line (5km) in Kinshasa						
8.DATE OF S/W	Jun.1986	Imp. Period: Jan.1989-Dec.1990					
9.CONSULTANT(S)	Japan Railway Technical Service Yachiyo Engineering Co., Ltd.	4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes/No	EIRR1) 16.40 EIRR2) EIRR3)	FIRR1) 5.70 FIRR2) FIRR3)		
10.STUDY TEAM	No.of Members 11 Period Nov.1986-Dec.1987(14 months)  Total M/M                  Japan                  Field 51.70                          27.56                          24.14	Conditions and Development Impacts: 1.Precondition for calculating IRR Passenger traffic was estimated based on a forecast for the years 1990, 2000, and 2010. It is necessary to confirm that reinforcement of the urban railway in Kinshasa has been completed and that it is able to offer suitable services as an urban railway.  2.Development impacts Expected development impacts consist of improvement of connections between Ndjili-Kimbanseke and the center of Kinshasa, resulting in sound urban development of the district of Kimbanseke.					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER					
12.EXPENDITURE	Total 218,868 (¥'000) Contracted 201,167	(1)OJT on methods for demand forecast, transport planning, facility planning, and economic and financial analysis. (2)Acceptance of trainees					
						2.MAJOR REASONS FOR PRESENT STATUS	
						The ongoing reinforcement of the conventional railway line in Kinshasa has not yet been completed.	
						3.PRINCIPAL SOURCE OF INFORMATION	
						①	

和名 キセンソ・キンバンセケ鉄道建設計画

[F/S,D/D]

# PROJECT SUMMARY (F/S)

Compiled Mar. 1991  
Revised Mar. 1995

AFR ZAR/S 303/89

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Zaire	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	Construction Project of the East-West Road in Kinshasa City	Kinshasa City					
3. SECTOR	Transportation/Road	2. PROJECT COST (US\$1,000)		Total Cost	Local Cost	Foreign Cost	
4. REFERENCE NO.		1)	62,598	15,356	47,242	(Description) Suspended after the completion of F/S. (FY1994 Domestic Survey) No additional information.	
5. TYPE OF STUDY	F/S	2)					
6. COUNTERPART AGENCY	The Bureau d'Etudes D'amagements of Durbanisme of the Department of Public Works and Regional Development.	3)					
7. OBJECTIVES OF STUDY	Arterial Road Construction	3. CONTENTS OF MAJOR PROJECT(S)					
8. DATE OF S/W	Nov. 1988	Construction of the East-South Road between Matadi Road and Lumumba Road in Kinshasa City: Urgent Projects : 2-lane Road(11km) The South-North Road is relatively in good condition.  As a next step, by 2005, two-lane road will be widened into 4-lane, furthermore, by 2013, widened into 6-lane with the flyover type system.					
9. CONSULTANT(S)	Mitsui Consultants Co., Ltd.	4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) 18.29 EIRR2) EIRR3)		FIRR1) FIRR2) FIRR3)
10. STUDY TEAM	No. of Members 10 Period Mar. 1989-Mar. 1990 (12 months)	Conditions and Development Impacts: Conditions: Smoothed execution of; 1. Land Expropriation by the Zaire Government 2. Scheduled Road Improvement Plan by IBRD/OVO  Development Impacts: 1. Induced Land Use along the Project Road 2. Improvement of Road congestion and savings of VOC 3. Road Transport Services for the poor 4. Employment effect during construction period; (150,000 skilled workers, and 215,000 unskilled workers) are expected to be hired.					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Traffic Survey; Topographic Survey; and Soil/drilling survey and Test	5. TECHNICAL TRANSFER					
12. EXPENDITURE	Total 180,531 (¥'000) Contracted 159,093	1) On the job Training; 2) Counterparts training in Japan (in the field of the road construction engineering); 3) Employment of Local Consultants; and 4) Donation of computer and photocopy Machine					
		2. MAJOR REASONS FOR PRESENT STATUS					Alteration of priority from the side of the government of Zaire.
		3. PRINCIPAL SOURCE OF INFORMATION				①	

和名 キンシャサ市内東西幹線道路建設計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

Compiled Mar.1986  
Revised Mar.1992

AFR ZMB/S 301/81

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT							
1. COUNTRY	Zambia	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	Microwave Radio Relay Project	1. SITE OR AREA	Whole countries										
3. SECTOR	Communications & Broadcasting/Telecommunication	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) Dec.1983 OECF loan agreement (749 million yen) Nov.1984 D/D completed Jun.1987 Construction completed by own funds  (FY1991 Overseas Survey) No additional information.							
4. REFERENCE NO.		(US\$1,000)	1) 38,566	8,901	29,665								
5. TYPE OF STUDY	F/S		2) 10,218	2,578	7,640								
6. COUNTERPART AGENCY	Posts and Telecommunications Corporation	3. CONTENTS OF MAJOR PROJECT(S)	1. Mass Media TV Link: A bothway working TV radio bearer and a bothway protection bearer between the existing and the new TV studios; Addition of remote control and switchover functions for TV signal transmission, etc. 2. Lusaka - Copperbelt Route: 1,800-channel system by 6 GHz upper band between Lusaka & Chingola, and between Ndola & Kaloko Hill; a bothway route between Lusaka & Kitwe and a one-way route between Kitwe & Chingola for TV transmission, etc. 3. Kasama - Mansa Route: 960-channel system by 2GHz band between Kasama & Mansa; 120-channel systems for Mansa - Mwense - Kawambwa - Nchelengez and for Mansa - Samfya 4. Chingola - Solwezi route: 960-channel system by 6GHz upper band between Chingola & Solwezi; a one-way TV transmission route 5. Kasama - Mbala and Kasama - Mporokoso routes: 120-channel system each by 2GHz band 6. Chipata - Lundazi Route: 120-channel system by 2GHz band, including the Lundazi - Chama and Chipata - Mfuwe Airport Links  Phase 1 Plan: Lusaka - Copperbelt, Kasama - Mansa, Kasama - Mbala, Kasama - Mporokoso and Chipata - Lundazi Routes: Cost 1) shown above, implementation period 32 months										
7. OBJECTIVES OF STUDY	The improvement and expansion of the existing system and the establishment of the rural telecommunications system in Zambian national telecommunications networks	4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 10.38 EIRR2) EIRR3)	FIRR1) 8.78 FIRR2) 11.28 FIRR3)								
8. DATE OF S/W	Dec.1980	Imp. Period: 1982-1984											
9. CONSULTANT(S)	Nippon Telecommunication Consulting Co., Ltd.	Conditions and Development Impacts: Conditions: 1. Phase 1 construction cost includes the cost of channel units to meet the circuit requirement for 1989. Basic facilities are designed to be capable of traffic transmission projected for 2000. 2. The construction of the Mass Media TV Link will be financed by the government budget (approx. 1 million Kwacha). 3. Operation to begin in mid-1984; project life of 20 years 4. System expansions are assumed in 1989 and 1994. 5. The call charge is assumed to be raised in mid-1982 from the current rate of K0.080 per call to K0.10.  Development impacts: The main objective of the 3rd Development Plan is to promote regional development and to overcome the excessive dependence on copper industry. The improvement of the Lusaka and Copperbelt trunk network will contribute to the consolidation and development of copper industry. Expansion of communication routes to the northern region will help improve the capability of Tanzania Railways, while the proposed routes for the eastern territory will serve to activate the development potentials of the most fertile land in Zambia. * EIRR 1) and FIRR 1) are for the entire plan, and FIRR 2) for the Phase											
10. STUDY TEAM	No. of Members 12 Period Jan.1981-Apr.1981(3 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;">13.57</td> <td style="text-align: center;">9.00</td> <td style="text-align: center;">4.57</td> </tr> </table>	Total M/M	Japan	Field	13.57			9.00	4.57				
Total M/M	Japan	Field											
13.57	9.00	4.57											
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER											
12. EXPENDITURE	<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: right;">43,141 (¥000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: right;">31,263</td> </tr> </table>	Total	43,141 (¥000)	Contracted	31,263	1) Trainee acceptance; 3 counterparts were invited to Japan, and studied technical system; 2) Preparation of report; and 3) On job training (PTC counterparts)							
Total	43,141 (¥000)												
Contracted	31,263												
		2. MAJOR REASONS FOR PRESENT STATUS											
		High priority											
		3. PRINCIPAL SOURCE OF INFORMATION											
		①②④											

和名 マイクロウェーブ回線網建設計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

Compiled Mar.1988  
Revised Mar.1995

AFR ZMB/S 302/85

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT													
1.COUNTRY	Zambia	1.SITE OR AREA				1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled												
2.NAME OF STUDY Lusaka International Airport Development Project		North-east of Lusaka																	
3.SECTOR Transportation/Air Transportaion & Airport		2.PROJECT COST (US\$1,000)		Total Cost	Local Cost	Foreign Cost													
4.REFERENCE NO.				1) 58,700	21,100														
5.TYPE OF STUDY		F/S		3) 3)															
6.COUNTERPART AGENCY Department of Civil Aviation, Ministry of Power, Transport and communications		3.CONTENTS OF MAJOR PROJECT(S)				(Description) After the completion of F/S, the Government applied for an OECF loan, but suspended the application because of the large project cost. The arrival hall of the terminal building and the modernization of telecommunication equipment were completed with Italian and OPEC finance in Dec. 1990. (FY1991 Overseas Survey) The project was modified according to the local situation. (FY1993 Overseas Survey) No progress. The JICA's plan are very useful for the development of refurbishing plans for Lusaka International Airport. Hoping that JICA shall support after studies in the procuring of funds to implement the proposed implementation. (FY1994 Domestic Survey) The government of Zambia has a plan to renovate Lusaka International Airport facilities with the development loan to be provided by African Development Bank. AfdB is scheduled to provide loans for development of airport facilities for the major 4 airports in Lusaka, namely, Udola, Livingstone and Mufulira airport including Lusaka.													
7.OBJECTIVES OF STUDY 1) Examine technical, economic and financial feasibility of Project 2) Technology transfer to counterpart officials		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Contents</td> <td style="width: 70%;">Facility size/quantity</td> </tr> <tr> <td>Runway, taxiway repair</td> <td>10km extension</td> </tr> <tr> <td>Apron expansion</td> <td>35,000 sq.m approx.</td> </tr> <tr> <td>Passenger terminal building improvement</td> <td>13,000 sq.m</td> </tr> <tr> <td>Cargo terminal building improvement</td> <td>6,400 sq.m</td> </tr> <tr> <td>VIP building construction</td> <td>1,400 sq.m</td> </tr> <tr> <td>Telecommunications facility renovation</td> <td>Total system</td> </tr> </table>						Contents	Facility size/quantity	Runway, taxiway repair	10km extension	Apron expansion	35,000 sq.m approx.	Passenger terminal building improvement	13,000 sq.m	Cargo terminal building improvement	6,400 sq.m	VIP building construction	1,400 sq.m
Contents	Facility size/quantity																		
Runway, taxiway repair	10km extension																		
Apron expansion	35,000 sq.m approx.																		
Passenger terminal building improvement	13,000 sq.m																		
Cargo terminal building improvement	6,400 sq.m																		
VIP building construction	1,400 sq.m																		
Telecommunications facility renovation	Total system																		
8.DATE OF S/W		Jul.1984		Imp. Period: 1987--1989															
9.CONSULTANT(S) Japan Airport Consultants, Inc.		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) 12.50	FIRR1) 2.30													
10.STUDY TEAM No. of Members 8 Period Dec.1984-Dec.1985 (13 months)				Conditions and Development Impacts: Premises for IRR calculation : air transport demand forecast is made for a period of 1990-2010 at 5-year interval. Total national demand is forecast by regression analysis using EC countries gross domestic product as explanatory variable, and the national demand is distributed into regional demand considering urbanization and regional development trends and potentials of each respective region. The project is planned in two stages, Phase I targetted for 2000 and Phase II for 2010. Development effects expected include increase in tourism income and in employment opportunities, as well as possible foreign capital investment in Zambia.															
<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: 40%;">Field</td> </tr> <tr> <td style="text-align: center;">43.67</td> <td style="text-align: center;">28.67</td> <td style="text-align: center;">16.00</td> </tr> </table>		Total M/M	Japan					Field	43.67	28.67	16.00								
Total M/M	Japan	Field																	
43.67	28.67	16.00																	
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY Geological survey				2.MAJOR REASONS FOR PRESENT STATUS Zambia is not eligible for Japanese loan aids due to its bilateral accumulated debt. The sheer competition in loan and grant aids to Zambia among donor countries makes Zambia quite reluctant to request a project loan application to Japan.															
12.EXPENDITURE				3.PRINCIPAL SOURCE OF INFORMATION															
Total		151,654 (¥'000)		①, ② Dept. of Civil Aviation															
Contracted		149,727																	
				5. TECHNICAL TRANSFER 1) One counterpart participated in JICA counterpart training program; and 2) Local consultants participation : Airport civil work facility survey is jointly conducted under Japanese supervision.															

和名 ルサカ国際空港整備計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

Compiled Mar.1992

Revised Mar.1995

AFR ZMB/S 303/90

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT					
1.COUNTRY	Zambia	1.SITE OR AREA	South 60km Lusaka City			<b>1.PRESENT STATUS</b> <input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled				
2.NAME OF STUDY	Kafue Road Bridge Reconstruction Project	2.PROJECT COST (US\$1,000)	1) Total Cost 13,750	Local Cost 3,160	Foreign Cost 10,590					
3.SECTOR	Transportation/Road	3.CONTENTS OF MAJOR PROJECT(S)	Features of New Bridge: - Bridge length : 162M (38.0+2 x 43.0+38.0m) - Bridge width : 7.30 + 2.0 = 9.30M - Approach road : 750M - Superstructure: 4 span continuous steel girder - Subastructure : Abuttment 2, direct foundation pier 3, steel pile foundation  Construction Cost The aggregate cost of construction was worked out as approx. 13.2 million US\$. Construction Implementation Program (1)The existing bridge removal : by a bent pile method (2)The new bridge construction : by a bent pile method (3)Temporary bridge pile-driving : by a water jet and vibro method (4)The new bridge pier driving : by a pre-boring and vibro method			<b>(Description)</b> At present this bridge is under construction and will be scheduled to be opened to traffic at the end of August in 1993. 1990 D/D Feb. 17, 1991 E/N (1,951 Million Yen)  (FY 1991 Overseas Survey) In Jan. 1992, the construction contract is conducted between Ministry of Works and Supply and Shimizu Kensetsu. The construction will be completed by the end of Aug. 1993.  By the end of 1992, construction of the substructure was finished. By the end of April 1993, the construction of the superstructure will be finished.  (FY1992 Overseas Survey) No additional information.  (FY1994 Domestic Survey) The Bridge is being used as the major traffic facility connecting the southern part of the country with the capital city of Lusaka after its opening in July 1993. The bridge has no any trouble in its structure. However, it happened the floating weed to grow on an extensive scale and crowd around the piers like a weed inland. The Government took a measure to remove such weed island for the sake of the bridge stability by their own budget.				
4.REFERENCE NO.		5.TYPE OF STUDY					F/S			
6.COUNTERPART AGENCY	Ministry of Works and Supply	7.OBJECTIVES OF STUDY					F/S of reconstruction of the Kafue road bridge			
8.DATE OF S/W	Mar.1989	8.DATE OF S/W					Imp. Period: Feb.1991-Aug.1993			
9.CONSULTANT(S)	Chodai Co., Ltd. Pacific Consultants International	4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes/No	EIRR1) 51.90 EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)					
10.STUDY TEAM	No. of Members 10 Period Oct.1989-Sep.1990(12 months)	Conditions and Development Impacts: Conditions of Economic Analysis: (1) Elimination of Risk of Bridge Unserviceability Increase of vehicle operating cost by diversion to detour routes is regarded as an economic benefit. (2) EIRR Economic Internal Rate of Return (EIRR) which is an indicator of economic analysis is estimated for the assumed detour routes as follows: - Case of Itzhi Tezhi Route : 80.1% - Case of Chiawa Pontoon Route : 51.9%			<b>2.MAJOR REASONS FOR PRESENT STATUS</b> (FY1992 Overseas Survey) The bridge is on a regional trunk road and its reconstruction is crucial.					
	<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;">47.03</td> <td style="text-align: center;">20.40</td> <td style="text-align: center;">26.63</td> </tr> </table>	Total M/M	Japan	Field		47.03	20.40	26.63	Development Impacts: The road passing through the Kafue Road Bridge is a trunk line which joins Lusaka City and Southern Province in Zambia, and furthermore outside southern African countries (i.e. Zimbabwe, Botswana, and Mozambique).	
Total M/M	Japan	Field								
47.03	20.40	26.63								
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Topographic, Geological, and Traffic Volume Survey.	5. TECHNICAL TRANSFER	No technical transfer that there was no counterpart.			<b>3.PRINCIPAL SOURCE OF INFORMATION</b> ①, ②				
12.EXPENDITURE	<table style="width: 100%; border: none;"> <tr> <td style="width: 60%;">Total</td> <td style="width: 40%;">211,467 (¥'000)</td> </tr> <tr> <td>Contracted</td> <td>179,330</td> </tr> </table>	Total	211,467 (¥'000)	Contracted	179,330					
Total	211,467 (¥'000)									
Contracted	179,330									

和名 カフエ川道路橋改築計画

{F/S,D/D}



# PROJECT SUMMARY (Basic Study)

Compiled Mar.1994  
Revised Mar.1995

AFR ZMB/A 501/92

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS		
1. COUNTRY	Zambia	1. SITE OR AREA	The Zambezi river flood plain, Mongu District, Western Project		1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued	
2. NAME OF STUDY	The agricultural verification study	2. PROJECT COST	Total Cost	Local Cost	(Description) At the end of the study, the verification fields, equipments, and apparatuses of the study were transferred to the Zambian side which is using them to conduct works following the study. F/S will be started from next January.  (FY1994 Domestic Survey) The F/S on Mongu Rural Development Project in Zambezi River Flood Plain Area has been carried out since Feb.1994.		
3. SECTOR	Agriculture/General		(US\$1,000)	1) 2)			
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)					
5. TYPE OF STUDY	Basic Study	1. Establishment of single cropping systems of rice and double cropping systems of rice and upland crops under irrigation condition mainly for small farmers. 2. Establishment of land consolidation technologies including irrigation and water management technologies applicable to actual field for the above mentioned cropping systems. 3. Determination of guidelines for crop production technologies and land consolidation technologies.					
6. COUNTERPART AGENCY	Ministry of Agriculture Food and Fisheries	4. CONDITIONS AND DEVELOPMENT IMPACTS					
7. OBJECTIVES OF STUDY	The study will be conducted to verify the technologies applicable to actual fields and combining with the collection of surveying data, stable agriculture of the study area will be established.	1. An increasing in rice yield from 1-2 t/ha to 4-6 t/ha was verified. 2. The establishment of land consolidation technologies including irrigation and water management applicable to actual field could be prospected. 3. Various upland crops suitable to cropping systems with rice and their cultivation techniques were identified and high incomes could be prospected from double cropping systems under irrigated condition.					
8. DATE OF S/W	Oct.1987	10. STUDY TEAM					
9. CONSULTANT(S)	Taiyo Consultants Co., Ltd. Kokusai Kougyo Co., Ltd.	No. of Members	14	2. MAJOR REASONS FOR PRESENT STATUS			
		Period	Feb.1988-Dec.1992 (23 months)				
		Total M/M	Japan	Field			To allow the Zambian side to utilize the results of the study.
		173.27	30.38	142.89			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Landsat Analysis and Topographic Survey.	5. TECHNICAL TRANSFER			3. PRINCIPAL SOURCE OF INFORMATION		
12. EXPENDITURE		Through the experiments of the verification field and the surveys, counterpart persons were trained. Through conferences the results were explained for well understanding of the study.					
		Total	712,277 (¥000)	①			
		Contracted	643,224				

和名 農業実証調査

(M/P, Basic Study, Other)

# PROJECT SUMMARY (M/P)

Compiled Mar.1995  
Revised

AFR ZMB/S 110/93

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS							
1.COUNTRY	Zambia	1.SITE OR AREA	Whole country			1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued					
2.NAME OF STUDY	Long Term Plan for Development of Telecommunications Network	2.PROJECT COST						Total Cost	Local Cost	Foreign Cost		
3.SECTOR	Communications & Broadcasting/Telecommunication	(US\$1,000)	1) 78,110	15,220	62,890	(Description) Request letter for dispatching Specialist and JOCV staff to execute Urgent Program 1 is under process.						
4.REFERENCE NO.		(US\$ million)	2)									
5.TYPE OF STUDY	M/P	3.CONTENTS OF MAJOR PROJECT(S)										
6.COUNTERPART AGENCY	Posts and Telecommunications Corporation LTD.	1.Urgent Program 1)Program 1 : Reinforcement of maintenance for subscriber's external plant and elimination of waiting applicants 2)Program 2 : Improvement of the billing work and reviewing the tariffing policy 3)Vehicle survival operation 2.Urban Telecom Network Expansion(Lusaka, Kitwe) 3.Rural Telephone Expansion										
7.OBJECTIVES OF STUDY	Long Term Plan for Development of the Telecommunications Network in Zambia for the period of 20 years(1993-2012)	4.CONDITIONS AND DEVELOPMENT IMPACTS										
8.DATE OF S/W	.0	If the priority projects are not implemented, the supply capacity will decline as existing facilities become obsolete. As a result, the financial situation of PTC will be extremely worsened. It is however difficult to justify the investments for the projects with loans as they require too great investments for small revenues, thus placing great pressure on PTC's operation. On the other hand, if these projects are launched on grant basis promising the improvement of PTC's operation.										
9.CONSULTANT(S)	Nippon Telecommunication Consulting Co., Ltd.	10.STUDY TEAM										
		No.of Members 9 Period Sep.1992-Aug.1993 (12 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;">41.51</td> <td style="text-align: center;">16.42</td> <td style="text-align: center;">25.09</td> </tr> </table>			Total M/M			Japan	Field	41.51	16.42	25.09
Total M/M	Japan	Field										
41.51	16.42	25.09										
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER			2.MAJOR REASONS FOR PRESENT STATUS							
12.EXPENDITURE					3.PRINCIPAL SOURCE OF INFORMATION							
Total	177,444 (¥'000)				①							
Contracted	159,422											

和名 全国通信網整備計画調査

(M/P,Basic Study,Other)



# PROJECT SUMMARY (Other)

Compiled Mar.1990  
Revised Mar.1994

AFR ZWE/S 601/80

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS			
1.COUNTRY	Zimbabwe	1.SITE OR AREA	Section between Salisbury and Dapka		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued		
2.NAME OF STUDY	Electrification of National Railways	2.PROJECT COST	Total Cost	Local Cost	(Description) (FY1993 Overseas Survey) Proposed project was implemented and coordinated with a electrification project from Harare to Gwera. Because the Structural Adjustment Program by the World Bank recognized electrification project for major reason of deficit operation of National Railways, the project was cancelled. At present, National Railways puts priority on CTS system, telecommunication system and purchasing 50 new coaches, which are requested for economic cooperation.			
3.SECTOR	Transportation/Railway	(US\$1,000)	1)	Foreign Cost				
4.REFERENCE NO.			2)					
5.TYPE OF STUDY	Other	3.CONTENTES OF MAJOR PROJECT(S)						
6.COUNTERPART AGENCY	Ministry of Transport and Energy	In response to the application for OECF finance on the electrification of the railway, the study examined the possibility of cooperation and evaluated two alternatives.						
7.OBJECTIVES OF STUDY	Examination of the possibility of Japan's cooperation with the proposed railway electrification project	Alternative 1: 20 new railcars and replacement of 14 diesel locomotives with electric locomotives Alternative 2: 20 new railcars						
8.DATE OF S/W	.0	4.CONDITIONS AND DEVELOPMENT IMPACTS						
9.CONSULTANT(S)		1) Reduction of diesel oil imports 2) Reduction of fuel costs by replacing with cheaper electricity 3) Reduction of maintenance costs on locomotives (including the reduction of manpower requirements) 4) Decrease of accidents and the speeding of the railway operation 5) Efficient use of energy						
10.STUDY TEAM	No. of Members 7 Period Nov.1980-Dec.1980(1 months)						2.MAJOR REASONS FOR PRESENT STATUS	
	Total M/M      Japan      Field							
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY					3.PRINCIPAL SOURCE OF INFORMATION			
12.EXPENDITURE		5.TECHNICAL TRANSFER			③			
Total	9,382 (¥000)							
Contracted								

和名 国鉄電化計画

(M/P, Basic Study, Other)

# PROJECT SUMMARY (M/P)

Compiled Mar. 1986

Revised Mar. 1995

AFR ZWE/S 101/83

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS						
1. COUNTRY	Zimbabwe	1. SITE OR AREA	Southeastern part of midlands Province and Western part of Masvingo Province			1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued				
2. NAME OF STUDY	Rural Water Supply Programme in Communal Lands in Parts of Masvingo and Midlands Provinces	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) Projects in Midlands Province were financed in 1983-84 by the Japanese grant of 800 million yen (Boring of 100 wells, two thirds of the 1st year projects). Those in Masvingo Province were financed by the EC grant.  (FY1994 Domestic Survey) Basic Design was implemented in 1994. The project is planned to start in 1995.					
3. SECTOR	Public Utilities/Water Supply	(US\$1,000)	1) 53,079	33,218	19,861						
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)	Annual construction of 295 deep wells for 10 years, i.e. 2950 in total, in expectation of supporting 250 people per well. Village Common Area      Number of wells (in 1993) Mberengwa                      775 Chibi                                702 Shurugwi                         235 Chirimazi & others            878 total                                2,590			2. MAJOR REASONS FOR PRESENT STATUS The area was suffering from severe shortage of water. Because of the lack of fund for the necessary equipment in the Government of Zimbabwe, the boring rigs, related equipment and materials were supplied by grant along with the instruction to use them at site.					
5. TYPE OF STUDY	M/P	4. CONDITIONS AND DEVELOPMENT IMPACTS	A project to supply sanitary clean water to small groups of people scattered in the grassy savannah. The report emphasized the following: (1) 10 years later, when the project is completed, the cattle will come up in number to 85% of people. Since no further increase in water from wells is expected, control of the number will be required. (2) with the increase in wells and population, it is necessary to establish rules to use water from wells.								
6. COUNTERPART AGENCY	Ministry of Water Resources and Development	7. OBJECTIVES OF STUDY	Reservation of sanitary clear water resources by the development of underground water			3. PRINCIPAL SOURCE OF INFORMATION ①					
8. DATE OF S/W	Oct. 1982	10. STUDY TEAM	No. of Members      7 Period Dec. 1982-Aug. 1983 (9 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;">37.20</td> <td style="text-align: center;">13.40</td> <td style="text-align: center;">23.80</td> </tr> </table>					Total M/M	Japan	Field	37.20
Total M/M	Japan	Field									
37.20	13.40	23.80									
9. CONSULTANT(S)	Sanyu Consultants Inc.	11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	5. TECHNICAL TRANSFER Supply of equipment and instruction : Supply of 2 units of boring rigs and technical instruction at site to the local engineers.								
12. EXPENDITURE	Total      118,296 (¥000) Contracted      98,508										

和名 村落給水計画

[M/P, Basic Study, Other]



# PROJECT SUMMARY (F/S)

Compiled Mar.1990  
Revised Mar.1995

AFR ZWE/A 301/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1. COUNTRY	Zimbabwe	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	Medium Size Dams in Masvingo Province	Masvingo Province						
3. SECTOR	Agriculture/General	2. PROJECT COST (US\$1,000)		Total Cost	Local Cost	Foreign Cost		
4. REFERENCE NO.				1) 20,451	11,048	9,403		
5. TYPE OF STUDY	F/S			2)				
6. COUNTERPART AGENCY	Ministry of Energy, Water Resources and Development			3)				
7. OBJECTIVES OF STUDY	Implementation of an irrigation project	3. CONTENTS OF MAJOR PROJECT(S)				(Description) The project is to be implemented by the Japan's Grant Aid.  1989.05 Basic Design completed 1989.10 E/N (1251 million yen) 1990 Phase I Supply of Machines and Equipment completed 1991 Phase II Dam 1 and 2: construction completed (998 million yen) 1992 Phase III Dam 3: construction completed (536 million yen) 1993 Phase IV Dam 4 and 5: under construction (985 million yen) 1994 Phase V Dam 6: scheduled to start  (FY1993 Overseas Survey) No additional information.  (FY1994 Domestic Survey) The construction of Phase V is planned to be completed on Feb. 1995.		
8. DATE OF S/W	Feb. 1986	Imp. Period: Jul.1986-Mar.1987						
9. CONSULTANT(S)	Sanyu Consultants Inc. Nippon Giken Inc.  INA Corporation	4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) 5.80 EIRR2) EIRR3)			FIRR1) FIRR2) FIRR3)
10. STUDY TEAM	No. of Members 11 Period Jul.1986-Mar.1987 (9 months)	Conditions and Development Impacts: The study aims to make the water resources development plan in the communal land in Masvingo Province to supply water for irrigation, domestic and animal use.  [Development Impacts] Application of irrigation water will increase the unit yield to 5 times and will ensure double cropping. Accordingly, the production will increase to 10 times.						
Total M/M                  Japan                  Field 99.20                      41.70                  57.50		5. TECHNICAL TRANSFER						
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		Trainees in Japan (1)						
Geographical Survey Aerophoto Mapping								
12. EXPENDITURE								
Total                      360,096 (¥000)								
Contracted              345,035								
		2. MAJOR REASONS FOR PRESENT STATUS						
		The medium size dams projects is one of the most important projects of the Zimbabwe Government. The project aims to alleviate the poverty of the farmers in communal land. It is worth to be implemented by Japan's Grant Aid.						
		3. PRINCIPAL SOURCE OF INFORMATION						
		①、③						

和名 マシング州中規模かんがい計画

{F/S,D/D}

# PROJECT SUMMARY (F/S)

Compiled Mar.1992  
Revised Mar.1995

AFR ZWE/A 302/90

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Zimbabwe	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	Nyakomba Irrigation Development Project	Nyakomba Ward, Saunyama Communal land, Nyanga District, Manicaland Province					
3.SECTOR	Agriculture/General	2.PROJECT COST (US\$1,000)		Total Cost	Local Cost	Foreign Cost	
4.REFERENCE NO.				1) 15,776	10,076	5,690	
5.TYPE OF STUDY	F/S			2)			
6.COUNTERPART AGENCY	Republic of Zimbabwe, Ministry of Lands, Agriculture and Rural Resettlement (MLARR)			3)			
7.OBJECTIVES OF STUDY	To formulate the development plan and to prepare the feasibility study report	3.CONTENTS OF MAJOR PROJECT(S)				(Description) - The request letter from Zimbabwe side on this project has arrived at the Ministry of Foreign Affairs in Japan through the Embassy of Japan in Zimbabwe. - The procedure is ongoing in the Ministry of Foreign Affairs. - This project will possibly be implemented in FY 1993.  (FY1993 Overseas Survey) (1) The grant aid for the project was officially requested to Ministry of Foreign Affairs through Japanese Embassy in Harare. (2) This project will be one of the candidate for a Japanese grant aid project after Masvingo medium scale irrigation grant aid project.  (FY1994 Domestic Survey) The B/D Study has been carried out since Sep.1994.	
8.DATE OF S/W	Mar.1989	Imp. Period: 1992-1995					
9.CONSULTANT(S)	Taiyo Consultants Co., Ltd. Sanyu Consultants Inc.	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) 5.50 EIRR2) EIRR3)		FIRR1) 4.25 FIRR2) FIRR3)
10.STUDY TEAM	No. of Members 8 Period Aug.1989-Aug.1990 (13 months)	Conditions and Development Impacts: Conditions: - Project life : 50 years - Opportunity cost of capital : 2.8% (National standard of food security scheme in Zimbabwe) : US\$ 1.0 = Z\$ 2.304					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Topographic survey Soil Analysis	Development Impacts: - To make the non-white civil administration system stable through the improvement of communal land and changing the small communal agricultural system to a commercial one. (White people still hold the control of the economic system and land ownership even after independence.) - To establish model and pilot projects for future irrigation development projects on other communal land.					
12.EXPENDITURE	Total 174,974 (¥000) Contracted 138,591	5. TECHNICAL TRANSFER					
		Counterpart training 2 persons (Jun, Jul. 1990)					
		2.MAJOR REASONS FOR PRESENT STATUS					
		3.PRINCIPAL SOURCE OF INFORMATION					
		①. ②					

和名 ニヤコンバ地方灌漑計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

Compiled Mar. 1994

Revised Mar. 1995

AFR ZWE/S 302/92

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1. COUNTRY	Zimbabwe	1. SITE OR AREA		6 Rural exchange areas: BEATRICE/BTR (MASHONALAND), NKAYI/NKI (MIDLANDS), KEZI/KEZ (MATABELELAND), GUTU/GTU (MASVINGO), MURAMBINDA/MRB (MANKALAND), CHATSWORTH/CHS (MASVINGO)		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	Rural Telecommunications Network Project	2. PROJECT COST		Total Cost	Local Cost			Foreign Cost
3. SECTOR	Communications & Broadcasting/(Comms. & Broad. in)General			(US\$1,000)	1) 31,449	4,730	26,719	
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)		Project cost summary to implemet the PJ 25 as follows: (Unit thousand \$US)		(Description) (FY1993 Overseas Survey) (1)The gov't of Zimbabwe requested a grant aid for the project to Japan. (2)Ministry of Foreign Affair is coordinating with other grant aid project in Zimbabwe. (FY1994 Domestic Survey) No additional information.		
5. TYPE OF STUDY	F/S			TRAINING CENTRE				
6. COUNTERPART AGENCY	Posts and Telecommunications Corporation (PTC)							
7. OBJECTIVES OF STUDY	To conduct a feasibility study on rural telecommunications network for 6 rural exchange areas: Beatrice, Kezi, Murambinda, Nkayi, Gutu, Chatsworth							
8. DATE OF S/W	Feb. 1991	Imp. Period: 1994-1996						
9. CONSULTANT(S)	Nippon Telecommunication Consulting Co., Ltd.	4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) 62.00 EIRR2) 151.00 EIRR3) 167.00			FIRR1) 19.51 FIRR2) 19.51 FIRR3) 19.51
10. STUDY TEAM	No. of Members 6 Period May. 1992-Nov. 1992 (6 months)	Conditions and Development Impacts: * If the PJ is undertaken with the help of a Grant Aid, impenlation is likely to contribute to enhance Econ. Development & to improve social welfare.						
	Total M/M 14.97    Japan 7.10    Field 7.87	-Willingness to pay Average value    Mainmun value Call Charge    Z\$ 1/call    Z\$ 5/call Instl. Fee    Z\$ 150/line    Z\$ 2000/line Rental Fee    Z\$ 20/Month    Z\$ 150/Month						
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		- Economic Benefit Case 1) Premium of call charges/call : Z\$ 1/call    Case 3) Instl. Fee/line : Z\$ 150    charges/call : Z\$ 5/call Rental Fee/Mouth : Z\$ 20    Instl. Fee/line : Z\$ 6,760.4 Rental Fee/Month : Z\$ 5,313.6						
12. EXPENDITURE	Total 156,478 (¥'000) Contracted 138,754	Case 2) Assumed premium of each exchanges (Z\$) (BTR)    (KEZ)    (MRB)    (NKI)    (GTU)    (CHS) Call Charges/call    5.0    5.0    5.0    5.0    5.0 Instl. Fee    5,764.4    6,760.4    4,668.0    4,668.0    4,668.0    4,668.0 Rental Fee/annual    3,825.6    5,313.6    2,337.6    2,337.6    2,337.6    2,337.6						
		5. TECHNICAL TRANSFER						
		1. OJT and Technology transfer were conducted for counterpart during the survey & The study 2. Trainees were accepted twice in Japan at the time of making It/R sport & DF/R.						
				2. MAJOR REASONS FOR PRESENT STATUS				
				3. PRINCIPAL SOURCE OF INFORMATION				
				①, ③				

和名 地方電気通信網整備計画

[F/S,D/D]

# PROJECT SUMMARY (F/S)

Compiled Mar.1986  
Revised Mar.1992

CSA ARG/S 301/79

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Argentina	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	Deep Water Port Construction Project at Punta Medanos	Horn Medenos, Province of Buenos Aires					
3.SECTOR	Transportation/Port	2.PROJECT COST		Total Cost	Local Cost	Foreign Cost	
4.REFERENCE NO.		(US\$1,000)	1)	923,472			
5.TYPE OF STUDY	F/S		2)				
6.COUNTERPART AGENCY	Ministerio de Economia, Secretaria de Estado de Intereses Maritimos (SEIM)		3)				
7.OBJECTIVES OF STUDY	Technical Study on the location of port and its planning	3.CONTENTS OF MAJOR PROJECT(S)				(Description)  (FY 1991 Overseas Survey) COPUAP (Deepsea Ports Construction Commission) was disbanded in 1987, and the construction of new ports has been frozen since then. Emphasis was shifted to the strengthening of the existing ports, and it was decided to deepen Bahia Blanca and Quequen Ports. In late 1991, the dredging was completed to the depths of 40 - 45 feet at Bahia Blanca, while Quequen is being dredged to the depth of 40 feet. The Government has been promoting the decentralization of administration, and the port facilities have been gradually transferred from the national government to provincial or local authorities. According to the new Port Law now under parliamentary deliberations, only five ports (Buenos Aires, Quequen, Bahia Blanca, Santa Fe and Ushuaia) will remain under AGP. The operation of the five ports will be eventually privatized in the future. The economic policy of the present Government has been emphasizing the privatization of public enterprises, deregulation and decentralization. Investments in port facilities along Parana, Paraguay and La Plata Rivers will be undertaken increasingly by the private sector.	
8.DATE OF S/W	May.1979	Imp. Period:					
9.CONSULTANT(S)	Overseas Coastal Area Development Institute	4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes/No	EIRR1) EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)		
10.STUDY TEAM	No. of Members 4 Period Apr.1979-Jul.1979(3 months)	Conditions and Development Impacts: - Coping with containerization - Fishery port is expected to contribute to the development of the coast and to alleviate the congestion of Port Mar del Plata.				2.MAJOR REASONS FOR PRESENT STATUS	
	Total M/M                  Japan                  Field 4.10                          2.30                          1.80						
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER				3.PRINCIPAL SOURCE OF INFORMATION  ①②	
12.EXPENDITURE	Total 14,324 (¥000) Contracted 6,587						

和名 プンタ・メダノス深水港建設計画

(F/S,D/D)

# PROJECT SUMMARY (M/P)

Compiled Mar.1990  
Revised Mar.1995

CSA ARG/S 101/86

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS					
1.COUNTRY	Argentina	1.SITE OR AREA	The entire country (2.78 million ha)		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued				
2.NAME OF STUDY	Study on Economic Development	2.PROJECT COST	Total Cost    Local Cost    Foreign Cost		(Description) Based on the recommendations of the study, a number of Japanese experts in various fields of industry and fisheries have been sent to Argentina. The technical cooperation project on packaging technology which began in March 1989 was based on one of the study's recommendations. Since President Carlos Menem took office in July 1989, the Report was highly appreciated by the Government of its consistency with a series of economic reforms undertaken by the Government. When Dr.D.F. Cavallo visited Japan in December 1992, a follow-up study(the second study) was officially requested, and a preliminary study mission was dispatched to Argentina in April 1994. Since July 1994, JICA study team was dispatched to Argentina and surrounding countries. The new dimension of the second study was to expand economic relations with East Asia, a region of sustained dynamic growth through the 1990s.  (FY1991 Overseas Survey) In Sept. 1991, the Planning Secretariat, the counterpart agency of the JICA study, was reorganized into the Economic Planning Secretariat under the Ministry of Economy. The functions of the new Secretariat are compilation and analysis of the economic trends rather than the identification and promotion of new projects / programs. The improvement of administrative efficiency, privatization and other general policy measures, which were discussed in the JICA study, have been proceeding rapidly under the policy package adopted in accordance with the Currency Exchange Law of April 1991. The Government has been pushing various measures of the fiscal reform and administrative reorganization and rationalization in adherence to the IMF conditionality. Accordingly, specific recommendations of the study (such as institutional credit, infrastructural development and preferential taxation) are yet to make impacts on policy makers. The report of the study has been utilized extensively when and where various issues of long-term development are discussed.					
3.SECTOR	Development Plan/Integrated Regional Development Plan	(US\$1,000)	1) 2)							
4.REFERENCE NO.		3.CONTENTENTS OF MAJOR PROJECT(S)								
5.TYPE OF STUDY	M/P	In response to the specific requests from the Argentine side, the study examined the following five sectors and offered proposals which would be effective to reduce their constraints and to contribute to the reactivation of the Argentine economy. 1)Macroeconomy(macroeconomic policies, the role of economic development plans, etc.) 2)Agriculture(crops, livestock and fisheries) 3)Industry(general policy, petrochemical industry, electronics industry, agroindustry and small and medium industries) 4)transportation(general policy, utilization of Parana and La Plata Rivers for grain transportation, containerization, cargo terminal in Buenos Aires, and alternative accesses toward the Pacific 5)Export(export promotion policies and measures, role of international trading companies, etc.)								
6.COUNTERPART AGENCY	Planning Secretariat, Presidency of the Nation									
7.OBJECTIVES OF STUDY	To suggest development policies and measures concerning five sectors of macroeconomic management, agriculture, industry, transportation and export.									
8.DATE OF S/W	Aug.1985									
9.CONSULTANT(S)	International Development Center of Japan	4.CONDITIONS AND DEVELOPMENT IMPACTS								
10.STUDY TEAM	No.of Members    31 Period Aug.1985-Jan.1987(18 months)	Policy suggestions on above 5 sections are as follows; 1.Macroeconomy Analysis (1)Continuation and coordination of Economic Policies, (2)Privatization of public enterprises, (3)Strengthening of support systems for researches and development, (4)Development of efficient infrastructure. 2.Agriculture (1)Further privatization of grain handling facilities, (2)Formulation of a coordinated policy for plant protection, (3)Cost reduction and development of farm machinery, (4)Formulation of a national strategy in biotechnology research, (5)Stability and profitability of cattle farming and the meatprocessing industry, (6)Renovation and modernization of the fishing capacity. 3.Industry (1)Introduction of competitive conditions to industrial producti, (2)Formulation of government policies through exchanges of opinions with private sector(Suggestions are continued. You can see them on the screen of Computer), (3)Strengthening of support systems for technology development, (4)Establishment of a long term capital market, (5)Domestic production for micro-computers, (6)Set-up of a financing schemes for the software industry, (7)Support for the growth of the MC machine tool industry, (8)Formulation and implementation of policy measures to develop petrochemical industries, (9)Systematic upgrading of packaging technology, (10)Financing schemes for the promotion of small and medium industries. 4.Transportation (1)Formulation of policies to develop national transportation systems, (2)Efficient utilization for grain transportation of parana and La Plata rivers, (3)Promotion of containerization, (4)Development of cargoterminals								
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Total M/M</td> <td style="width: 15%;">Japan</td> <td style="width: 15%;">Field</td> </tr> <tr> <td style="text-align: center;">95.36</td> <td style="text-align: center;">45.36</td> <td style="text-align: center;">50.00</td> </tr> </table>						Total M/M	Japan	Field	95.36	45.36
Total M/M	Japan				Field					
95.36	45.36				50.00					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY										
12.EXPENDITURE	Total    262,407 (¥'000) Contracted    316,373	5.TECHNICAL TRANSFER								
		Four counterparts participated in the JICA training program. The seminar is held in Buenos Aires.			2.MAJOR REASONS FOR PRESENT STATUS					
					3.PRINCIPAL SOURCE OF INFORMATION	①, ②				



# PROJECT SUMMARY (F/S)

CSA ARG/S 302/86

Compiled Mar.1990  
Revised Mar.1995

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT			
1.COUNTRY	Argentina	1.SITE OR AREA	A site 10km away from Plaza Constitucion along the General Roca Line			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	Preliminary Design for the Amplification of an Inspection and Repairing Workshop for Electric Rolling Stock	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost				
3.SECTOR	Transportation/Railway		1) 19,282	17,016	2,266	(Description) The electrification of the General Roca Line was commenced in 1981 and completed in 1985. The system (25kv, 50Hz) was new in Argentine Railways(FA), and there was no facility for inspection and repair of the introduced railcars. FA thus planned to establish a new inspection and repair facility by Japanese technical assistance. Owing to the worsening of the economic situation, the electrification program was scaled down and the construction of the new facility was de facto cancelled. The rehabilitation and improvement of the existing facilities was subsequently proposed as an alternative.  (PY1991 Overseas Survey) In order to simplify the process of privatization, FA was divided in April 1991, and FEMESA was created for metropolitan railways. Subsequently, preparations have been going on for the privatization of each railway line. To date, tenders have been called for the Mitre, Urquiza and Sarmiento Lines. Preparation of the tender documents has not been completed for the Roca and San Martin Lines. Therefore, it is yet hard to know what will happen to the inspection and repair functions after privatization. However, Escalada Plant still remains the center of inspection and repair and appears likely to remain as such in the future.  (FY1994 Domestic Survey) No additional information.			
4.REFERENCE NO.			2) (US\$1=251Yen)						
5.TYPE OF STUDY	F/S	3.CONTENTS OF MAJOR PROJECT(S)	3)						
6.COUNTERPART AGENCY	Argentine Railway(F.S.)	Based on the experience of the first stage, a plan in the second stage of electrification of the general Roca Line was made up including reinforcing a workshop and introducing related facilities. P/S on the expansion of an existing workshop. The existing demand-expectation and transport-plan made up by Argentina Railway (F.A) was reexamined for the second stage. Through the above work, the needed amount of electric rolling stock was calculated. Then several plans for reinforcing a workshop was made up. At last the best plan was selected by technical and economical points of view. <Preliminary design> The amount of rolling stocks needed during the second stage was calculated 320. So the workshop should be expanded along with this scale. <Facilities for inspection and repairing> various sorts. <Construction> First and second workshops, related buildings, management building, railway truck and wiring. Railway truck in the yard consists of come-and-go line, test line, detention line and etc. Facilities; light, signal, telecommunication, drainage, water-supply etc.							
7.OBJECTIVES OF STUDY	F/S for reinforcing a workshop for the inspection and repair of electric railcars for AC-electrified sections on the General Roca Line, and a preliminary design of an optimum plan.								
8.DATE OF S/W	Jul.1984	Imp. Period:	Feb.1985-Sep.1986					2.MAJOR REASONS FOR PRESENT STATUS	
9.CONSULTANT(S)	Japan Railway Technical Service	4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes/No	EIRR1) EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)				
10.STUDY TEAM	No.of Members 10 Period Feb.1985-Sep.1986 (19 months)	Conditions and Development Impacts: Development impacts: Reinforcement of inspection and repair facilities for electric railcars will ensure punctual and safe train operation.						3.PRINCIPAL SOURCE OF INFORMATION	
	Total M/M          Japan          Field 63.93                  39.63                  24.30								
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER						①, ②	
12.EXPENDITURE	Total                  191,378 (¥'000) Contracted            184,115								
		Technical transfers occurred through working together with counterparts on site investigations, reports, etc.							

# PROJECT SUMMARY (M/P)

Compiled Mar.1990  
Revised Mar.1995

CSA ARG/S 102/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS	
1. COUNTRY	Argentina	1. SITE OR AREA	Province of Mendoza (about 150,000 sq.km)		1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Development Plan for the Telecommunication and Broadcasting Networks in the Province of Mendoza	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) The Provincial Government of the of Mendoza uses the study results as guidelines for the private sector.  (FY1991 Overseas Survey) Telecommunication is still operated by CAT, but the negotiations have been going on between CAT and Telefonica. Before long, telecommunication will be transferred to Telefonica. On the basis of the proposed master plan, the Provincial Government is planning to undertake a feasibility study of the telephone network development.  (FY1994 Domestic Survey) No additional information.
3. SECTOR	Communications & Broadcasting/(Comms. & Broad. in)General	(US\$1,000)	1) 291,540	29,153	262,387	
4. REFERENCE NO.		(US\$1=1.25 Austral)	2) 28,279			
5. TYPE OF STUDY	M/P	3. CONTENTS OF MAJOR PROJECT(S)				
6. COUNTERPART AGENCY	Direccion de Comunicaciones, Ministerio de Obras y Servicios Publicos, Provincia de Mendoza	1. Long-term development and improvement plan for the telecommunications networks up to the year 2005.  1) Phase 1(1991-1995)(Total project cost US\$80.082 thousand) (1)Subscriber telephone installation(STI)54,800 (2)Public telephone installation (PTI) 1,500 (3)Rural telephone installation(RTI) 800 (4)Local exchange installation(LEI) 79,144 terminals(t.) (5)Toll exchange installation (TEI) 2,200t.  2) Phase 2 (1996-2000) (Total project cost US\$81,502 thousand) (1)STI 75,200 (2)PTI 1,400 (3)RTI 400 (4)LEI 92,070t. (5)TEI 1,800t.  3) Phase 3 (2001-2005) (Total project cost US\$129,856 thousand) (1)STI 106,100 (2)PTI 1,500 (3)RTI 800 (4)LEI 161,081t. (5)TEI 3,000t.  2. Long-term development and improvement for the broadcasting networks up to the year 2005: 1)MF transmitter installation and renewal 13 sets; 2)FM transmitter installation 76 sets; 3)TV transmitter installation 67 sets; 4)Satellite relay construction 3 links; 5)Terrestrial line addition for TV use 1 line				
7. OBJECTIVES OF STUDY	Proposing a long-term development and improvement plan for the telecommunications networks and an outline for a long-term development and improvement plan for the broadcasting networks up to the year of 2005.	4. CONDITIONS AND DEVELOPMENT IMPACTS				
8. DATE OF S/W	Feb.1986	1. Long-term development and improvement plan for the telecommunications networks up to the year 2005. Conditions: 1)Facilities usefull life 20 years; 2)Corporation tax 3% Financial internal rate of return 12%(including rural telephones)  Improvement Impacts: 1)Telephone demand in the province will mostly be satisfied, and telephone services will also become available for the areas where the service is not provided at present; 2)Telephone density will increase from 6.3 to 18.5 main lines per 100 inhabitants in the year 2005. The density of public telephones will also increase from 0.7 to 2.5 units per 1,000 inhabitants in the same year. 3)As the result of the digitalization of exchanges, diversified new telephone services can be provided economically.  2. Long-term development and improvement for the broadcasting networks up to the year 2005. Improvement Impacts: 1)Enrichment of educational broadcast programs can reduce the number of teachers and educational facilities; 2)Rural inhabitants can make closer contact with the central government and participate easily in national policy. 3)Improvement of educational and recreational broadcast programs will enrich the spiritual life of the rural inhabitants.				
9. CONSULTANT(S)	Japan Telecom. Eng. and Consulting Service	10. STUDY TEAM			2. MAJOR REASONS FOR PRESENT STATUS	
		No. of Members 10 Period Jul.1986-Mar.1987(15 months) Jun.1987-Nov.1987 Total M/M Japan Field 76.23 41.70 34.53			Financing	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		12. EXPENDITURE			3. PRINCIPAL SOURCE OF INFORMATION	
		Total 228,872 (¥000) Contracted 207,116			①, ②	
		5. TECHNICAL TRANSFER				
		1) Joint implementation of every field survey 2) Training of four counterparts in Japan (Drawing up reports, Telecommunications two persons, Broadcasting one person)				

和名 メンドーサ州電気通信・放送網整備拡充計画

[M/P, Basic Study, Other]

# PROJECT SUMMARY (M/P)

Compiled Mar.1990

Revised Mar.1995

CSA ARG/A 101/88

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDY RESULTS		
1.COUNTRY	Argentina	1.SITE OR AREA	Loret and San Carlos Area located in North Part of Province of Corrientes (Population: 660,000, Area 290,000 ha)			1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued	
2.NAME OF STUDY	Proyecto de desarrollo agricola integrado en el area adyacente a la represa de Yacyreta e la provincia de Corrientes	2.PROJECT COST	(US\$1,000)	1)	Total Cost 203,981	Local Cost 86,654	Foreign Cost 117,327	
3.SECTOR	Agriculture/General	3.CONTENTES OF MAJOR PROJECT(S)		by 1986 price		(Description) Based on the findings of the study, feasibility studies are being undertaken on parts of the study area, while some construction works are underway. Specifically, nine small-scale dams for paddy irrigation (capacities ranging from 400 to 2,000 ha) are under study by funds of agricultural operators with the technical advice from the government. Concerning the irrigable area of 40,000 ha along the Parana River basin, the provincial government and the group of producers jointly undertook the construction of the 12km drainage canals, which enabled the agricultural production.  (FY1991 Overseas Survey) On the basis of M/P, the state government is planning to implement two projects. 1) Drainage project: 12km drainage canal is under construction. 2) Vegetable cultivation mini-project: JICA is implementing technical cooperation at the vegetable cultivation center.  (FY1994 Domestic Survey) No additional information		
4.REFERENCE NO.		Drainage Canal:258km, Irrigation Canal:256km, Road:330km, Agricultural Land Reclamation:119,800 ha, Agricultural Facility:6 sets, Agricultural Technics center:1 set, Pump Facility which supplies water by its pressure:6sets						
5.TYPE OF STUDY	M/P	1. Irrigation project (37,000ha in the lower part of Yacyreta dam and 4,000ha in San Carlos area) 2. Drainage project (50km long of primary channel and 238km of main channel) 3. Farm road project (100km long of main road and 323km of branch road) 4. Agricultural land development project (100km long of main road and 323km of branch road)						
6.COUNTERPART AGENCY	Government of the Province of Corrientes (Ministry of Agriculture and Animal Husbandry)	4. Agricultural land development project (model projects for paddy field, dry field, horticulture under/without structure: 134,000ha of whole area) 5. Cultivation plan (promotion of rice production mainly and introduction of promising cereals, vegetables and fruits)						
7.OBJECTIVES OF STUDY	To elaborate a master plan for the execution of integrated agricultural development aiming to the establishment of high-productivity agriculture in the area of approximately 290,000ha in the north part of Corrientes province utilizing available land resources and 108m <sup>3</sup> /s of irrigation water from the Yacyreta Dam being lead being	6. Farming programme 7. Livestock and grassland improvement 8. Afforestation programme 9. Agriculture supporting service 10. Establishment of agricultural training center 11. Food processing and storage facilities 12. Other social infrastructure improvement plan (electrification, telecommunication, water supply, education, medical service etc.)						
8.DATE OF S/W	Sep.1986	4.CONDITIONS AND DEVELOPMENT IMPACTS						
9.CONSULTANT(S)	Japan Agricultural Land Development Agency	Various effects are expected as follows: 1.Agricultural production cost will be reduced as a result of converting pump irrigation into gravity irrigation. 2.Available use of machineries and appropriate farming operation scale will improve conditions of farming operation and cropping technics. 3.Distribution conditions such as roads and stock facilities will be improved. This study is considered to contribute to strengthening of international competitiveness, and balanced regional development including correction of difference of income through production increase of main crops (rice 260,000 ton, vegetables 30,000 ton, grains 100,000 ton, Citrus fruits 50,000 ton) It is required to modify current import-export imbalance and to reduce international debt in Argentine Republic by means of promoting export of agricultural products. In this sense, to increase agricultural production of rice, vegetables and fruits as well as to reduce productio cost in the corresponding area are quite important and expected for the improvement of international compatibility and socio-economic conditions. This study also supports and benefits many small size farmers for the improvement of living.  (FY 1993 Domestic Survey)						
10.STUDY TEAM	No. of Members 21 Period Feb.1987-Dec.1988 (23 months)							
		Total M/M	Japan	Field				
		177.00	75.00	102.00				
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Data analysis of LANDSAT Imagery	5.TECHNICAL TRANSFER						
		Co-operative work to make a report						
12.EXPENDITURE				3.PRINCIPAL SOURCE OF INFORMATION				
		Total	479,165 (¥000)					
		Contracted	390,505	①, ②				

和名 ヤシレタダム隣接地域農業総合開発計画

(M/P,Basic Study,Other)

# PROJECT SUMMARY (F/S)

Compiled Mar.1986  
Revised Mar.1995

CSA BOL/S 301/77

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																							
1.COUNTRY	Bolivia	1.SITE OR AREA	Viru Viru in Santa Cruz, Bolivia			1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled																						
2.NAME OF STUDY	Viru Viru International Airport Development	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost																								
3.SECTOR	Transportation/Air    Transportaion & Airport		(US\$1,000)	1)	151,666	52,078	99,588																						
4.REFERENCE NO.			(US\$1=260Yen)	2)	167,914	58,242	167,914																						
5.TYPE OF STUDY	F/S			3)																									
6.COUNTERPART AGENCY	AASANA/Administration of Airport and Supplementary Services for Air Navigation	3.CONTENTS OF MAJOR PROJECT(S)	The Study reviewed the Master Plan of the new port proposed by the Bolivian Government, and forecast the air traffic demand in the years 1985, 1990, 1995, and 2000. 1.Airfield facilities Runway(3,200mx45m); parallel taxiway(720m in 1985, 3,500m in 2000); passenger apron(5 berths in 1985, 13 in 2000); cargo apron(2 berths in 1985, 4 in 2000) 2.Buildings Passenger terminal(11,000 sq.m in 1985, 23,000 in 2000); cargo terminal(900 sq.m in 1985, 3,600 in 2000) 3.Navigational aids/telecommunications/Meteorological facilities Aeronautical fixed service; aeronautical mobile service; radio navigational aids(ILS Category 1, VOR/DME, NDB & locator) 4.Lighting (approach lighting system; visual approach slope indicator; runway & taxiway lights; etc.) 5.Power supply and fuel supply facilities  * Cost 1) is for two-stage construction, and 2) for four-stage construction.																										
7.OBJECTIVES OF STUDY	To forecast air transport demand and examine technical and economic feasibility of the Project	8.DATE OF S/W	Mar.1977		Imp. Period: Jun.1978-Dec.1980																								
9.CONSULTANT(S)	Japan Airport Consultants, Inc.	4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 15.00 EIRR2) EIRR3)	FIRR1) 0.15 FIRR2) 4.13 FIRR3) 7.17	(Description) Feb.1978    D/D completed May 1979    OECF loan agreement (10,800 million yen) Mar.1983    OECF loan agreement (6,689 million yen) Jul.1984    operation started  - There are about 11 to 12 daily flights leaving from and arriving at the airport, which is equivalent to El Alto Airport of the Capital. - The Passenger Terminal building has not been well maintained. Cleaning service is not well performed. - The cost of maintenance and personnel are covered by airport charges. - The problem at this airport is the need of changing the Precision Approach Pass Indication (PAPI). However, the improvement has so far been postponed, because the improvement of La Paz Airport has the current priority.  (FY1991 Overseas Survey) The original design of the airport has turned out to have some problems: the terminal for cargos as well as aprons are too narrow; the parking area is too large having an average occupancy rate of only 30% (owing to the fact that Lima Airport has still been the principal airport despite the expectation that Viru Viru would substitute it)  *Contents of OECF Loan (1) Contents 1.Airfield facilities(Runway 3,500mX45m, taxiway, apron). 2.Passanger terminal building(18,000sqm) and other facilities. 3.Navaid facilities, Lighting facilities and Power supply facilities. 4.Fuel supply facilities, urban facilities(water supply, drainage etc).  (FY1994 Domestic Survey) The government has a plan to modernize all air navigational facilities at its major four (4) airports, namely, ViruViru/Santa Cruz, La Paz, Cochabamba and Tarija. Under the plan, Wilcox of USA will install Instrument Landing System(ILS) equipment for difficult site, and aeronautical telecommunications facilities will be upgraded by Spanish assistance.																							
10.STUDY TEAM	No.of Members    17 Period    Apr.1977-Dec.1977(8 months)	Conditions and Development Impacts: Conditions: 1.Project life of 20 years; discount rate 10% 2.Traffic forecast: <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">Passengers ('000)</th> <th colspan="2">Cargo ('000t)</th> <th rowspan="2">Aircraft Movements</th> </tr> <tr> <th>Dom.</th> <th>Int'l</th> <th>Dom.</th> <th>Int'l</th> </tr> </thead> <tbody> <tr> <td>1990</td> <td>1,004</td> <td>355</td> <td>15.3</td> <td>30.3</td> <td>62,970</td> </tr> <tr> <td>2000</td> <td>2,214</td> <td>2,075</td> <td>3.4</td> <td>6.7</td> <td>132,060</td> </tr> </tbody> </table> 3.Quantifiable benefits: 1)upgraded services, 2)time saving by improved baggage handling, 3)shortened travel time by opening direct routes, 4)increased accommodation of passenger traffic demands, 5)reduced airport maintenance cost, and 6)saving in road tunnel construction. 4.FIRRs are calculated for 3 alternatives of tariff rates and 2 alternatives of construction. FIRRs above are for the two-stage construction, with 1)for current rates, 2)for increased rates-A and 3)for increased rates-B. Development impacts: 1.Contribution to socio-economic development of Bolivia. 2.Increased importance of the airport as a relay point of north-south international air routes. 3.Contribution to the regional development from the high-quality air cargo service to Santa Cruz State.							Passengers ('000)		Cargo ('000t)		Aircraft Movements	Dom.	Int'l	Dom.	Int'l	1990	1,004	355	15.3	30.3	62,970	2000	2,214	2,075	3.4	6.7	132,060
	Passengers ('000)		Cargo ('000t)		Aircraft Movements																								
	Dom.	Int'l	Dom.	Int'l																									
1990	1,004	355	15.3	30.3	62,970																								
2000	2,214	2,075	3.4	6.7	132,060																								
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		Total M/M		Japan	Field	2.MAJOR REASONS FOR PRESENT STATUS																							
		32.60	16.00	16.60	1)Relative advantage over the neighbouring countries in cargo handling capability provided by the international-standard airport; 2)Improvement was urgently needed because of the operational restrictions at the International airport of La Paz; 3)Joint Committee for the development was established with the strong support of Santa Cruz Development Authority; 4)In competing with La Paz, citizens of Santa Cruz desired establishment of the high-level international airport.																								
12.EXPENDITURE	Total    124,077 (¥'000) Contracted    70,820	5.TECHNICAL TRANSFER																											
		1)OJT: Study tour of MTIA, TIA, Tokyo ATC Center, etc. 2)Local consultants' participation: Geological Survey, boring tests, material tests, part of road design 3)Others: Participation in JICA's Aerodrome Seminar 4)All the four counterpart officials at the time have moved out to the private																											
		3.PRINCIPAL SOURCE OF INFORMATION																											
		①, ②, ④																											

和名 ビルビル国際空港計画

(F/S,D/D)

# PROJECT SUMMARY (Basic Study)

Compiled Mar.1990  
Revised Mar.1995

CSA BOL/S 501/78

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS	
1.COUNTRY	Bolivia	1.SITE OR AREA	Chapare Area(20,000 sq.m)		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2.NAME OF STUDY	Topographic Mapping Project for Chapare Area	2.PROJECT COST	Total Cost	Local Cost	(Description)  (FY1991 Overseas Survey) Maps have been served as a basis to construct new roads in Chapare Area. Equipments provided by the Japanese government have been well utilized even after more than ten years. The IGM desires Japanese assistance for another topographic mapping project in the Northern La Paz area.  (FY1994 Domestic Survey) No information.	
3.SECTOR	Social Infrastructures/Survey & Mapping	(US\$1,000)	1)	2)		
4.REFERENCE NO.		3.CONTENTES OF MAJOR PROJECT(S)				
5.TYPE OF STUDY	Basic Study	National base map (scale: 1/50,000; 44 plates)				
6.COUNTERPART AGENCY	Instituto Geographico Militar	4.CONDITIONS AND DEVELOPMENT IMPACTS				
7.OBJECTIVES OF STUDY	To prepare basic information for development planning	Maps are expected to serve as a base for development planning				
8.DATE OF S/W	Jun.1974	10.STUDY TEAM				
9.CONSULTANT(S)	International Engineering Consultants Association	No.of Members 55 Period May.1975-Mar.1978(35 months)				
		Total M/M          Japan          Field				
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		11.ASSOCIATED AND/OR SUBCONTRACTED STUDY				
12.EXPENDITURE		5. TECHNICAL TRANSFER				
Total 565,818 (¥000)		OJT on aerophoto mapping techniques			3.PRINCIPAL SOURCE OF INFORMATION	
Contracted					①, ②	
					2.MAJOR REASONS FOR PRESENT STATUS	

和名 チャパレー地区地図作成事業

[M/P,Basic Study,Other]



# PROJECT SUMMARY (F/S)

Compiled Mar.1990

Revised Mar.1995

CSA BOL/S 302/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Bolivia	1. SITE OR AREA		Between Taperas and Robore, and between Ipias and Robore on the Eastern Line		1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Railway Construction/Rehabilitation Project (Eastern Line: Taperas-Robore and Ipias-Robore)	2. PROJECT COST		Total Cost	Local Cost		
3. SECTOR	Transportation/Railway	(US\$1,000)	1)	33,865	11,883	21,982	
4. REFERENCE NO.		(US\$1=19.99 pesos)	2)	32,714	10,905	21,809	
5. TYPE OF STUDY	F/S		3)				
6. COUNTERPART AGENCY	Bolivian National Railways (ENFE)	3. CONTENTS OF MAJOR PROJECT(S)				(Description)	
7. OBJECTIVES OF STUDY	F/S for the rehabilitation of the Eastern and Western Lines and preparation of a detailed rehabilitation plan for the section between El Porton and Robore on the Eastern Line	Earthwork (cutting, embanking)		345,000cu.m	March 1980    Application for a yen credit February 1982    Completion of F/S August 1982    E/N on yen loan March 1983    Signing of L/A May 1984    Completion of D/D September 1985    Conclusion of contract and start of construction February 1988    Completion of construction and start of operation  (FY1991 Overseas Survey) The rehabilitation of the national railway ensured the safe and reliable transportation of agricultural products, and the farmers living along the railway line have been increasing agricultural production. With the remaining balance of the loan (150 million yen), the replacement of the used rails with new rails is now on-going.  *Contents of OECF Loan (1) Contents Civil works Main Constructions (9 bridges, 6 Culverts and other), Rails and Spair parts. (2) Loan target Civil works, Main Constructions, Some of Consultant expenses.  (FY1994 Domestic Survey) The construction works has been completed in Mar.1989. Rails and spare parts have been purchased and delivered to the sites in 1993. The rail laying works has been implementing since Sep.1994 and lasting in Dec.1994. The improved sections are in actual use without any problem. However, there are still many defective structures and inferior roadbed portions on other sections, and capacities of these sections are not being sufficiently utilized. To cope with this situation, OECF conducted SAPS survey and is now in the midst of monitoring.		
8. DATE OF S/W	Apr. 1979	Imp. Period:		Dec.1985-Feb.1988			2. MAJOR REASONS FOR PRESENT STATUS
9. CONSULTANT(S)	Japan Railway Technical Service	4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 26.10 EIRR2) EIRR3)	FIRR1) 9.20 FIRR2) FIRR3)	High priority was put on this project, since there are no modes of surface transport other than the railway.	
10. STUDY TEAM	No. of Members 103 Period Jun.1979-Mar.1982 (6 months)	Conditions and Development Impacts: - The FIRR is 10.27 when based on the face revenue decrease estimated for the without case and the necessary rehabilitation cost. - This project would contribute to the reduction in expenses rather than an increase in revenues. - It would also contribute towards the stabilization of surface transport to and from Brazil.					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER				①, ②, ④	
12. EXPENDITURE	Total 415,881 (¥'000) Contracted 405,849	1) Training in civil engineering for counterpart personnel 2) Utilization of a local consultant for construction work					

# PROJECT SUMMARY (F/S)

Compiled Mar. 1986  
Revised Mar. 1995

CSA BOL/S 303/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Bolivia	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 National Telecommunication Network Project		Whole country					
3. SECTOR Communications & Broadcasting/Telecommunication		2. PROJECT COST		Total Cost	Local Cost	Foreign Cost	
4. REFERENCE NO.		(US\$1,000)	1)	51,196	15,556	35,640	
5. TYPE OF STUDY				2)			
6. COUNTERPART AGENCY ENTEL				3)			
7. OBJECTIVES OF STUDY Telecommunications network improvement and expansion in medium and small cities mainly in the southwestern region of Bolivia		3. CONTENTS OF MAJOR PROJECT(S) 1) Construction of microwave network system: - Microwave system: 21 sections - VHF system: 19 sections - VHF system: 69 sections 2) Establishment of toll public telephone facilities in remote area: - Toll public telephone facilities: 59 3) Construction of local telephone offices and outside plants: - Total number of line units: 13,900 4) Expansion of the long distance subscriber toll dialing network: The analog system will be adopted. Existing automated switching system will be converted to the manual non-delay service switching system. 5) Set up the long distance toll public telephones: The service be automated by settling the VHF circuits. Charging work and line status supervision will be entrusted to each toll public telephone offices. 6) Establishment of the telephone offices in the medium sized cities: The digital electronic switching system (expandable upto 4,000 terminals).				(Description) The Government of Bolivia requested for a yen credit on March 1988. Because of the deterioration of the economic conditions, the OECF loan was approved for structural adjustment, and the project implementation was postponed.  (FY1991 Overseas Survey) The technologies suggested by the study became somewhat outdated during the postponement, and the proposals of the study were dropped.  (FY1994 Domestic Survey) No information.	
8. DATE OF S/W		Imp. Period: .1983-.1986					
9. CONSULTANT(S) Nippon Telecommunication Consulting Co., Ltd.		4. FEASIBILITY AND ITS ASSUMPTIONS Feasibility: Yes		EIRR1) 9.87 EIRR2) EIRR3)	FIRR1) 7.65 FIRR2) FIRR3)		
10. STUDY TEAM No. of Members 14 Period Jan. 1982-Sep. 1982 (8 months)  Total M/M          Japan          Field 27.00                15.17          11.83		Conditions and Development Impacts: By the implementation of this project, the subscriber truck dialling system will become available for mutual connections among seven major cities of Bolivia and among 12 medium and small local cities in the southwestern region of the country. At the same time, the telecommunications network in remote areas in the southwestern region will be remarkably improved.					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER 1) Trainee acceptance: 2 counterparts invited to Japan 2) On the job training (ENTEL counterparts)				2. MAJOR REASONS FOR PRESENT STATUS - Extreme inflation of the economy - Proposed technologies became outdated during the postponement.	
12. EXPENDITURE Total                                81,766 (¥'000) Contracted                        49,194						3. PRINCIPAL SOURCE OF INFORMATION ①, ②	

和名 電気通信網整備拡充計画

(F/S,D/D)



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

Compiled Mar. 1990  
Revised Mar. 1995

CSA BOL/S 201B/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																																																														
1. COUNTRY	Bolivia	1. SITE OR AREA				1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input checked="" type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled																																																													
2. NAME OF STUDY	El Alto Airport Modernization Project	El Alto Airport, La Paz																																																																		
3. SECTOR	Transportation/Air Transportaion & Airport	2. PROJECT COST		M/P 1) 2)	Local Cost	Foreign Cost	(Description) 1989.5 requested OECF loan (US\$3.4 million) The government is waiting for a favorable response from the OECF. (FY1991 Overseas Survey) The original estimate of \$14.9 mil. for the total cost assuming the complete reconstruction of the airport was discarded (too costly relative to the Viru Viru Airport) and was reduced to \$4.95 million for an alternative project design. (FY1992 Overseas Survey) - The Project has been reviewed. Total Cost    US\$ 65,306,650 Local Cost    US\$ 20,906,650 Foreign Cost    US\$ 44,400,000 - The government of Bolivia requested Japanese Grant for 1996. Conditions: <M/P> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td>Year</td> <td>1985</td> <td></td> <td></td> <td></td> <td>Air Traffic Demand</td> <td>1997</td> <td>2005</td> <td></td> <td></td> </tr> <tr> <td>Annual Passengers</td> <td></td> <td></td> <td></td> <td></td> <td>Domestic</td> <td>413,000</td> <td>1,030,000</td> <td>1,700,000</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td>International</td> <td>133,000</td> <td>280,000</td> <td>440,000</td> <td></td> </tr> <tr> <td>Annual Cargo Volume (ton)</td> <td></td> <td></td> <td></td> <td></td> <td>Domestic</td> <td>6,700</td> <td>15,400</td> <td>26,900</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td>International</td> <td>5,800</td> <td>15,600</td> <td>25,700</td> <td></td> </tr> </table>												Year	1985				Air Traffic Demand	1997	2005			Annual Passengers					Domestic	413,000	1,030,000	1,700,000							International	133,000	280,000	440,000		Annual Cargo Volume (ton)					Domestic	6,700	15,400	26,900							International	5,800	15,600	25,700	
Year	1985				Air Traffic Demand	1997	2005																																																													
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5. TYPE OF STUDY	M/P+F/S	(US\$1,000)		F/S 1)	138,000	26,000	112,000	(Impacts)<M/P,P/S> Safety and efficiency of air transportation will be promoted by improvement and expansion of existing old and small capacity facilities. This will increase trade and business opportunity, expand employment, and attract foreign tourists, contributing to the growth of the national economy of Bolivia. (FY1993 Overseas Survey) The policy for the development of Airport is settled in order to implement according to the plan based on the survey results, and to keep the present situations of each existing areas as well as possible. Only for a part of extension, the financing has been approved by JICA. Some part of the fund will be by Grant Aid Basis, and remainder will be started necessary procedures to realize on 1996. (FY1994 Domestic Survey) Upon the safety operation of airplanes, the Government of Japan has extended a grant aid assistance for the Project for Modernization of El Alto International Airport which included rehabilitation of the air navigation equipment, construction of an air traffic control tower, equipment building, turning pad and runway blast pad. The basic design and detailed design for the Project was completed by June 1994. And the Exchange of Note for the construction signed on the day of 20th September 1994.																																																												
6. COUNTERPART AGENCY	Administración de Aeropuertos y Servicios Auxiliares a la Navegación Aérea	(US\$1=150Yen)		2)																																																																
7. OBJECTIVES OF STUDY	Improvement of airport facilities	3. CONTENTS OF MAJOR PROJECT(S)				<M/P> Development Phases of Airport Master Plan: 1. Immediate Improvement Work (1988 -1993) : Total project cost US\$679,000 1) Improvement of runway pavement and construction of runway shoulders and blast pads 2) Renovation of the existing passenger terminal building and Phase 1 development Project (1994 -1997) : Total project cost US\$138,000,000 1) Pavement overlay of the existing runway 2) Construction of taxiways, aprons, roads and a car park, a new passenger terminal building, a new cargo building, a new administration building and control tower 3) Improvement of air navigation systems 3. Phase 2 Development Project (1998 -2005) (Total project cost US\$53,000,000) 1) Pavement overlay of the existing runway; 2) Expansion of aprons; 3) Expansion of car park, passenger terminal building and cargo terminal building; 4) Replacement of air navigation systems <P/S> Major First Stage Construction Works: a) Pavement overlay of the existing runway 4,000m x 46m, 14cm thick b) Construction of taxiways 4,000m x 23m c) Passenger terminal apron (324.5m x 131m) d) Freight terminal apron (97.5m x 131m) e) Construction of roads and a car park 1 lump sum f) Passenger terminal building (total floor area 16,500 sq.m) g) Freight terminal building (total floor area 5,000 sq.m) h) Administration buildings and control tower (Total floor area 4,000 sq.m) i) Improvement of air navigation systems 1 lump sum j) Other related facilities																																																														
8. DATE OF S/W	Aug. 1986	Imp. Period: Jul. 1991-Dec. 1993																																																																		
9. CONSULTANT(S)	Pacific Consultants International	4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 18.20 EIRR2) EIRR3)	FIRR1) 4.00 FIRR2) FIRR3)	2. MAJOR REASONS FOR PRESENT STATUS <M/P> High priority is placed in the national development plan as important and urgent. <P/S> Lack of external funds.																																																													
10. STUDY TEAM	No. of Members 8 Period Jan. 1987-Feb. 1988 (14 months)	Conditions and Development Impacts:				3. PRINCIPAL SOURCE OF INFORMATION ①, ② Administracion de Aeropuertos y Servicios																																																														
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td>Conditions:&lt;M/P&gt;</td> <td>Year</td> <td></td> <td></td> <td></td> <td>Air Traffic Demand</td> <td>1985</td> <td>1997</td> <td>2005</td> <td></td> </tr> <tr> <td></td> <td>Annual Passengers</td> <td></td> <td></td> <td></td> <td>Domestic</td> <td>413,000</td> <td>1,030,000</td> <td>1,700,000</td> <td></td> </tr> <tr> <td></td> <td>International</td> <td></td> <td></td> <td></td> <td>International</td> <td>133,000</td> <td>280,000</td> <td>440,000</td> <td></td> </tr> <tr> <td>Annual Cargo Volume (ton)</td> <td></td> <td></td> <td></td> <td></td> <td>Domestic</td> <td>6,700</td> <td>15,400</td> <td>26,900</td> <td></td> </tr> <tr> <td></td> <td>Domestic</td> <td></td> <td></td> <td></td> <td>International</td> <td>5,800</td> <td>15,600</td> <td>25,700</td> <td></td> </tr> </table>																Conditions:<M/P>	Year				Air Traffic Demand	1985	1997	2005			Annual Passengers				Domestic	413,000	1,030,000	1,700,000			International				International	133,000	280,000	440,000		Annual Cargo Volume (ton)					Domestic	6,700	15,400	26,900			Domestic				International	5,800	15,600	25,700		<F/S> Project life of 25 years after completion of the construction <Impacts><M/P,P/S> Safety and efficiency of air transportation will be promoted by improvement and expansion of existing old and small capacity facilities. This will increase trade and business opportunity, expand employment, and attract foreign tourists contributing to the growth of the national economy of Bolivia. B/C Ratio 1.7<P/S> (at discount rate of 12%)		
Conditions:<M/P>	Year				Air Traffic Demand	1985	1997	2005																																																												
	Annual Passengers				Domestic	413,000	1,030,000	1,700,000																																																												
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	Domestic				International	5,800	15,600	25,700																																																												
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER				1) Seminar on computer analysis, economic/financial analysis & evaluation of aircraft noise; 2) Training in Japan; 3) Use of local consultants for geological investigation & survey; and 4) Guidance on aircraft noise measurement																																																														
12. EXPENDITURE	Total 151,820 (¥000) Contracted 133,737																																																																			

# PROJECT SUMMARY (F/S)

Compiled Mar.1992  
Revised Mar.1995

CSA BOL/S 305/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Bolivia	1. SITE OR AREA		El Alto District, excluding the airport area (71.5 sq.km) (The District was upgraded to El Alto City during the present study)		1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY		2. PROJECT COST					
3. SECTOR		3. CONTENTS OF MAJOR PROJECT(S)		(Description) On the basis of the study, a basic design study was subsequently undertaken, financed by the Japanese grant aid program. Oct. 1988 E/N for Japanese General Grant Aid (1,693 million yen) Phase 1 construction: 16 intake wells, conveyance pipelines 27.6km, 5 pumps, 1 distribution pond, distribution pipes 9.35km, etc. Jun. 1989 E/N for Japanese General Grant Aid (691 million yen) Phase 2 construction: 14 intake wells, conveyance pipelines 11.2km, distribution pipes 9.6km, etc. The SAMAPA is currently extending the pipeline for water supply with its own budget. The existing facilities can supply 5,000 cu.m per day, relative to the planned target of 30,000 cu.m for the year 2009. (FY1994 Domestic Survey) Now-a-days, SAMAPA is continuing the construction works of water service pipelines by its own budget, and the number of population served and the required amount of water supply are gradually increasing. The planned water supply amount in 2009, the year of target, is 30,000 cubic meter a day, compared with 5,800 in 1994. However, at present, actual supply amount is only about 3,000 cubic meter a day, equivalent to only 50 per cent of planned figure and it seems to be very hard to improve. As the result of the operation of this facility, the stringent situation of the water supplement for the City of El Alto has been rather mitigated. But, it would be still necessary to improve furthermore by means of extension of service pipelines to increase the water supply amount and to dissolve the non-service area in the City. On the other hand, the Cities of La Paz and El Alto, which are with SAMAPA's service, are still suffering the serious water shortage due to the delay of development of the water resources, except this project area. Therefore, it is considered that it may be about the time to establish supporting water supply facilities in the other areas, which has been recommended by the F/S, in order to increase the water supply amount.			
4. REFERENCE NO.		1. Potentials of groundwater development					
5. TYPE OF STUDY		- Southeastern side of Rio Seco (12km, intake of 30,000 cu.m/day)					
6. COUNTERPART AGENCY		- Northwestern side (10km, intake of 20,000 cu.m/day)					
7. OBJECTIVES OF STUDY		2. Major facilities					
8. DATE OF S/W		- Water intake wells:					
9. CONSULTANT(S)		42 cu.m/h x 155m x 3000 x 37km   6 sets					
10. STUDY TEAM		42 cu.m/h x 120m x 3000 x 30km   6 sets					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		42 cu.m/h x 95m x 3000 x 22km   12 sets					
12. EXPENDITURE		42 cu.m/h x 72m x 3000 x 15km   6 sets					
		- Water conveyance facilities (Main pipeline 58km)					
		- A junction well, a puping well and related facilities					
		* Costs shown above pertain to water intake facilities only.					
		Imp. Period: .1990~.1995   .1995~.2000					
		4. FEASIBILITY AND ITS ASSUMPTIONS					
		Feasibility:   EIRR1)   FIRR1)					
		Yes/No   EIRR2)   FIRR2)					
		EIRR3)   FIRR3)					
		Conditions and Development Impacts:					
		Conditions:					
		- Water supply target for 1995: 26,700 cu.m/day (pop. estimate of 385,000 and demand of 155 liters/man/day)					
		- Water supply target for 2000: 46,200 cu.m/day (pop. estimate of 495,000 and demand of 160 liters/man/day)					
		Impacts:					
		Because of the rapid population increase in La Paz City (pop. one million), the supply of urban services, especially of drinking water, falls short of the growing demand. El Alto District, a newly expanding area of the La Paz metropolitan area, has been receiving large inflows of former mine workers, and it is extremely important to secure stable sources of water supply. The existing purification plant (water intake from Lake Tuní) does not have the capacity, and it is urgently needed to develop groundwater resources.					
		5. TECHNICAL TRANSFER					
		2. MAJOR REASONS FOR PRESENT STATUS					
		The early implementation was expected to contribute greatly to the realization of social stability, one of the primary national objectives.					
		3. PRINCIPAL SOURCE OF INFORMATION					
		①, ②					
		Total   94,738 (¥'000)					
		Contracted   65,213					

和名 ラパス市エル・アルト地区地下水開発計画

(F/S,D/D)

# PROJECT SUMMARY (F/S)

Compiled Mar.1990  
Revised Mar.1995

CSA BOL/S 304/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Bolivia	1.SITE OR AREA			1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input checked="" type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY	Mejoramiento de la carretera entre San Borja y Trinidad	Road between San Borja and Trinidad				
3.SECTOR	Transportation/Road	2.PROJECT COST			(Description) Jan.1989 D/D completed by Central Consultant Dec.1989 Requested Inter-American Development Bank (IDB) financing (road construction)  IDB has long been financing the improvement of Route 3 which includes the San Borja-Trinidad section. The IDB-financed construction of the Cotapata-Santa Barbara section is scheduled to begin in 1991, and the implementation of the San Borja-Trinidad section is expected to start after this project. IDB requires environmental impact assessment as a condition for its loan approval.  (FY1991 Overseas Survey) According to SENAC, the construction is being planned to start sometime during 1995-1998. The cost is estimated to be US\$89 million, of which 80% (US\$57 million) will be obtained from IDB and 20% from the government funds. The construction will follow the results of F/S and D/D by JICA.  (FY1993 Overseas Survey) The project has been given the top priority among various national projects. Construction works of two bridges are commenced with an amount of \$964 mil of state budget. Five bridges has been completed the construction works recently and another one bridge is now expanding its width. Another three sections with a total distance of 156km along Route 3 has been constructed.  (FY1994 Domestic Survey) No additional information	
4.REFERENCE NO.		Total Cost      Local Cost      Foreign Cost 1)                    64,000            25,145            38,852 (US\$1,000)      2)                    65,300            24,489            40,826 3)				
5.TYPE OF STUDY	F/S	3.CONTENTS OF MAJOR PROJECT(S)				
6.COUNTERPART AGENCY	Servicio Nacional de Caminos	1) First Phase 1) Embankment over 222 km, related structures, preparation of pavement sub base, etc. 2) Asphalt pavement between San Borja and Puerto Barrador 3) A ferry terminal  2) Second Phase Asphalt pavement over 212 km from San Borja to Puerto Ganadero				
7.OBJECTIVES OF STUDY	Technical survey, preliminary design and evaluation of socio-economic impacts	8.DATE OF S/W				
		Aug.1985				
9.CONSULTANT(S)	Central Consultant, Inc. CTI Engineering Co., Ltd.	Imp. Period:      .1989-.1991      .1994-.1995				
10.STUDY TEAM	No. of Members Period Nov.1985-Jul.1987 (21 months)	4.FEASIBILITY AND ITS ASSUMPTIONS				
	Total M/M      Japan      Field 72.45            25.26            47.19	Feasibility:      EIRR1                    FIRR1 Yes/No            EIRR2                    FIRR2 EIRR3                    FIRR3				
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		Conditions and Development Impacts: Economic evaluation was done during the D/D study (See next page).				
12.EXPENDITURE	Total                    458,528 (¥'000) Contracted	5. TECHNICAL TRANSFER				
		Surveying technique, road construction and superstructure design technique were transferred.				
		2.MAJOR REASONS FOR PRESENT STATUS				
		3.PRINCIPAL SOURCE OF INFORMATION				
		①, ② Servicio Nacional de Caminos				

和名 サンボルハ〜トリニダ道路改良

(F/S,D/D)

# PROJECT SUMMARY (D/D)

Compiled Mar.1990

Revised Mar.1995

CSA BOL/S 401/88

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Bolivia	1.SITE OR AREA		Road between San Borja and Trinidad		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 Mejoramiento de la carretera entre San Borja y Trinidad		2.PROJECT COST (US\$1,000)		Total Cost 61,771	Local Cost 24,649		
3.SECTOR Transportation/Road		3.CONTENTES OF MAJOR PROJECT(S) First Phase Construction: - Road improvement - bridge construction (total length after improvement 229 km (including the ferry-served 7 km), 9 bridges)				(Description) Dec.1989 Requested the Inter-American Development Bank (IDB) financing. Note: The IDB has long been financing the improvement of Route 3 which includes the San Borja-Trinidad section. The IDB-financed construction of the Cotapata-Santa Barbara section is scheduled to begin in 1991, and the implementation of the San Borja-Trinidad section is expected to start after this project. The IDB requires an environmental effect assessment as a condition for its loan approval.  (FY1991 Overseas Survey) It is not certain yet when the construction begins: according to SENAC, it is supposed to start between 1995 and 1998. The total project cost is US \$89mil., out of which \$57mil.(60%) will be financed by the IDB and the rest \$32mil.(20%) by the Bolivian government. The project will be implemented according to the P/S and D/D, and no change in design is expected. SENAC regards the policy of the IDB as having changed so that it will provide no further assistance in road construction.  (FY1992 Overseas Survey) 1993 L/A Signed (IDB \$US 3.5 million) for the Ecological Economic Land Use Study Project. The L/A was ratified at the national congress in February 1993.  (FY1993 Overseas Survey) The project has been given the top priority among various national projects. Construction works of two bridges are commenced with an amount of \$964 mil of state budget. Five bridges has been completed the construction works recently and another one bridge is now expanding its width. Another three sections with a total distance of 156km along Route 3 has been constructed.  (FY1994 Domestic Survey) In 1994, JICA carried out the environmental effect assessment study and complete the final report of it in Jul.1995.	
4.REFERENCE NO.							
5.TYPE OF STUDY		D/D					
6.COUNTERPART AGENCY		Servicio Nacional de Caminos					
7.OBJECTIVES OF STUDY		Basic design					
8.DATE OF S/W		Jul.1987		Imp. Period: 1990-1993			
9.CONSULTANT(S)		Central Consultant, Inc. Kokusai Kougyo Co., Ltd.		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes EIRR1) 24.76   FIRR1) EIRR2)                      FIRR2) EIRR3)                      FIRR3)	
10.STUDY TEAM		Conditions and Development Impacts: Development Impacts: 1)The project will complete the connection between La Paz and Santa Cruz, providing the large-scale ring road connecting the country's major cities. 2)The project will provide all-weather road in the section where travel is not possible during the rainy season, and stimulate the development of the surrounding hinterland. 3)Transportation of goods between the project area and La Paz are done by air, but the proposed road will improve surface transportation means and reduce transport costs.					
		No.of Members    7					
		Period Sep.1987-Jan.1989 (16 months)					
		Total M/M		Japan		Field	
		46.54		14.57		31.97	
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		Measurement and geological survey					
12.EXPENDITURE		Total		245,542 (¥000)		5.TECHNICAL TRANSFER	
		Contracted		232,720		OJT on computerized efficient designing, hydrologic analysis, and drainage technology.	
		3.PRINCIPAL SOURCE OF INFORMATION					
		①, ② Servicio Nacional de Caminos					
		2.MAJOR REASONS FOR PRESENT STATUS					

和名 サンボルハートリニダ道路改良

[F/S,D/D]

# PROJECT SUMMARY (F/S)

Compiled Mar.1992

Revised Mar.1995

CSA BOL/S 306/90

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Bolivia	1. SITE OR AREA				1. PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY Road Improvement between Santa Barbara and Bella Vista		Road Section between Santa Barbara and Bella Vista on the National Road 3					
3. SECTOR Transportation/Road		2. PROJECT COST (US\$1,000)		Total Cost 188,420	Local Cost 84,463	Foreign Cost 103,957	
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)		(Description) On the National Road 3, except the section between Santa Barbara and Bella Vista, all other road sections have already improved or are just about to start the improvement works. Once these road sections will have improved, the road section between Santa Barbara and Bella Vista will obviously become the severe bottleneck for traffic. On the other hand, this road section is very notorious for its disaster occurrence and risky road section in Bolivia.  (FY1991 Overseas Survey) Therefore, Bolivian government is requesting the Japanese Government and JICA to conduct a D/D on this project. Ministerio de Planeamiento y Coordinación ranked the project as second priority for the development projects in the fiscal 1991 from the Japanese government.  (FY1992 Overseas Survey) 1991.2 Requested Japanese government for a Technical Assistance. Up to date the government of Japan has not yet answered officially this request. Bolivia is preparing a new request regarding this matter. The existing road has been improved.  (FY1993 Overseas Survey) Technical Cooperation for detail designing and survey works for environmental impacts for the road section has been requested to the Government of Japan on November, 1993. After the completion of these survey works, actions for construction works will be taken. Maintenance and repairment works for this section of the road are implementing by "Servicio Nacional de Caminos" using equipment and facilities supplied by Japan.  (FY1994 Domestic Survey) No additional information			
5. TYPE OF STUDY		1. Total length of the projected road: 108.63km (Current road: 115.5km)					
6. COUNTERPART AGENCY National Road Service Ministry of Transportation and Communication		2. Length of the widened road: 92.29km (85%)					
7. OBJECTIVES OF STUDY Feasibility Study on the road improvement between Santa Barbara and Bella Vista		3. Length of the rerouted road: 16.34km (15%)					
8. DATE OF S/W		4. Number of bridges: 13					
9. CONSULTANT(S) Central Consultant, Inc. Nippon Koei Co., Ltd. Kokusai Kougyo Co., Ltd.		5. Number of tunnels: 2					
10. STUDY TEAM No. of Members 16 Period Aug.1989-Mar.1991 (17 months)		6. Pavement: asphalt and concrete pavement					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY Aerophoto 10281000yen		Imp. Period: 1996-2000		4. FEASIBILITY AND ITS ASSUMPTIONS			
12. EXPENDITURE		Feasibility: Yes		EIRR1) 19.70	Conditions and Development Impacts: Project Benefit is as follows: 1. Running time saving 2. Waiting time saving 3. Vehicle operating cost saving 4. Accident deduction 5. Disaster prevention 6. Transportation cost deduction from refrigerated trucks 7. Development benefit		
Total 315,634 (¥000)		EIRR2)		EIRR3)			
Contracted 300,645		5. TECHNICAL TRANSFER		2. MAJOR REASONS FOR PRESENT STATUS			
		The technical transfer was confirmed in the field of road design, bridge design, tunnel design and total cost calculation.		3. PRINCIPAL SOURCE OF INFORMATION			
				①, ② Servicio Nacional de Caminos			

和名 サンタバルバラ・ベジャピスタ道路改良計画

[F/S,D/D]

# PROJECT SUMMARY (F/S)

Compiled Mar.1992  
Revised Mar.1995

CSA BOL/A 301/90

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Bolivia	1.SITE OR AREA				1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY		Santa Ana in Tarija Dept.					
Agricultural and Rural Development Project in Santa Ana		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost	
		(US\$1,000)		1) 15,185	7,463	7,722	
				2)			
				3)			
3.SECTOR		3.CONTENTES OF MAJOR PROJECT(S)				(FY 1991 Overseas Survey) CODETAR is planning to reduce the scale of the project because of the cost. CODETAR had expected grants from the Japanese government, and they did not plan to request any loans. Therefore, the project has not made any progress. In 1991, CODETAR became very passive about practicing this project because of its small effect.  (FY1992 Overseas Survey) - CODETAR is paving the road Tarija-Santa Ana, which is the main access to the project area. - Basic Sanitation Works were completed in Yasera Norte. - CODETAR has the necessary domestic resources for the counterpart of the Final Project. - The costs of the implementation and construction of the project could be reduced. - The development projects are executed by JICA. The training of the counterpart is necessary.  (FY1993 Overseas Survey) Since the original plan seemed to be too big, as the result of re study, the plan has been scaled down to reduce the irrigation area 700ha from 1,090ha, and the costs for project becomes less than \$3 million, about a half of original plan. Hoping to earn the grant aid from JICA, revised final design has been submitted to Japanese side.  (FY1994 Domestic Survey) No additional information	
Agriculture/General		Beneficial area (irrigation); 1,090 ha					
4.REFERENCE NO.		Proposed facilities;					
5.TYPE OF STUDY		- Water source (concrete gravity dam)					
6.COUNTERPART AGENCY		- Sedimentation dam					
Regional Development Corporation of Tarija		- Irrigation canals					
7.OBJECTIVES OF STUDY		Main 5.4km Secondary 24.8km Reservoirs 14 nos. 20.2km					
Formulation of irrigated agriculture and rural development plans		- Road improvement 15 nos. - Rural water supply (shallow wells) 20.0km - Rural electrification 3 places - Public health center 2 places - Educational facilities (school houses, etc.) 3 places - O/M equipment					
8.DATE OF S/W		Imp. Period: 1991-1994					
Dec.1988		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) 10.20 EIRR2) EIRR3)		
9.CONSULTANT(S)		Conditions and Development Impacts:					
Naigai Engineering Co., Ltd.		Conditions: - In the agricultural development plan, the case study regarding the irrigation scale of the beneficial farmers will be made. The plan will be verified with technical and economical points of view taking the analysis of the internal rate of return and farm economy including O & M and repayment costs after completion of the project. - Economical effects borne by the rural development scheme will be incorporated with the evaluation of the project because the scheme is the major components of the project as well as the agricultural development plan in the objective areas. - Introduction of the perennial crops is indispensable for the stability of farm economy in the objective area. Out of 4 ha which is the average cultivation area of the farmer, perennial crop cultivation of 1 ha is proposed in the project.					
10.STUDY TEAM		Development Impacts:					
No.of Members 10		Increased agricultural production 1,982,000(US\$/target year)					
Period Jul.1989-Aug.1990(13 months)		Reduction of transportation cost by road improvement 8,370(US\$/target year)					
Total M/M		Erosion Prevention 3,850(US\$/target year)					
Japan		Total 1,994,220(US\$/target year)					
Field							
38.29							
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER					
Geological survey		OJT					
12.EXPENDITURE							
Total		183,787 (¥000)					
Contracted		132,582					
		3.PRINCIPAL SOURCE OF INFORMATION					
		①, ② Regional Development Corporation of Tarija					
		2.MAJOR REASONS FOR PRESENT STATUS					
		The proposed development policy for FY91 and 92 by CODETAR has been oriented toward projects involving the linking of roads and basic sanitation of Tarija.					

和名 サンタアナ農業農村開発計画

(F/S,D/D)

# PROJECT SUMMARY (M/P)

Compiled Mar.1993  
Revised Mar.1995

CSA BOL/S 101/91

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDY RESULTS					
1. COUNTRY	Bolivia	1. SITE OR AREA	Bolivia : Total railway length      about 3,600km			1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued				
2. NAME OF STUDY	Modernization and Rehabilitation of Bolivian National Railways	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) The master plan should be implemented as early as possible, since its implementation is considered significant from the standpoint of national economy. As for the urgent projects, it is necessary to draw up an optimum plan by comparing various alternative plans through feasibility studies and the like. It is also necessary to promote railway reinforcement in terms of both hardware and software.  In connection with this project, the "Railway Improvement between Oruro and Cochabamba (Topographical map preparation)" was officially announced in March 1993 as a project to be undertaken by JICA. A P/S is supposed to start after the completion of the topographical maps.  (FY1992 Overseas Survey) The M/P is being executed by ENFE according to the possible economic resources. The maintenance of the whole railway line is kept up. In several sections the track has been improved. Four new stations have been constructed. The repair of locomotive engines and equipment of workshops are being carried on. The P/S on the economic side for the Aiquile-Santa Cruz branch line has been already elaborated.  (FY1993 Overseas Survey) The survey work to make a repair plan for the section between Aguas-Calientes Station and Ilpa-Ilpa Station along the line connecting Oruro and Cochabamba is implementing by JICA. Bolivian National Railways wishes to make a Mater Plan including construction of railway network connecting Aiquile and Santa Cruz.  (FY1994 Domestic Survey) The P/S has been undertaken concerning the railway improvement plan between Oruro and Cochabamba.					
3. SECTOR	Transportation/Railway		(US\$1,000)								
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)	1)	234,000	1,222,000	(FY1992 Overseas Survey) The M/P is being executed by ENFE according to the possible economic resources. The maintenance of the whole railway line is kept up. In several sections the track has been improved. Four new stations have been constructed. The repair of locomotive engines and equipment of workshops are being carried on. The P/S on the economic side for the Aiquile-Santa Cruz branch line has been already elaborated.  (FY1993 Overseas Survey) The survey work to make a repair plan for the section between Aguas-Calientes Station and Ilpa-Ilpa Station along the line connecting Oruro and Cochabamba is implementing by JICA. Bolivian National Railways wishes to make a Mater Plan including construction of railway network connecting Aiquile and Santa Cruz.  (FY1994 Domestic Survey) The P/S has been undertaken concerning the railway improvement plan between Oruro and Cochabamba.					
5. TYPE OF STUDY	M/P		2)								
6. COUNTERPART AGENCY	Bolivian National Railways	Optimum railway network in 2020, and railway reinforcement plans by stage 1. Short-term plan (1991 - 2000) : Total investment, US\$720 million 1) Track improvement, 4 lines 2) Rolling stock reinforcement 3) Improvement of rolling stock workshops 4) Reinforcement of telecommunications network 2. Medium-term plan (2001 - 2010) : Total investment, US\$ 485 million 1) Track improvement, 2 lines 2) Rolling stock reinforcement 3) Improvement of rolling stock workshops 4) Reinforcement of telecommunications network 5) Computer utilization 6) New line construction, about 133km 3. Long-term plan (2011 - 2020) : Total investment, US\$ 251 million 1) Track improvement, 4 lines 2) Rolling stock reinforcement 3) Reinforcement of the railway training school									
7. OBJECTIVES OF STUDY	Draw-up a Master plan and Plan of stage on modernization of the Bolivian National Railways										
8. DATE OF S/W	Oct. 1989	4. CONDITIONS AND DEVELOPMENT IMPACTS	Reconditions: 1) Appropriate scale of investment is determined by taking into consideration the economy of Bolivia and the financial situation of ENFE; 2) Railway improvement stage plans are proposed to enhance the contribution of the railway to the social, economic, and physical development of Bolivia, and to ensure reliable, safe, and stable transportation for domestic and international mobility; 3) In order to establish the priority for railway modernization and rehabilitation, comprehensive examination is made on such factors as safety of transport, effects of investment, relevance for railway management and operation, degree of urgency, relative importance of the lines concerned, and efficiency and profitability of operation.  Development impacts: 1) Safe, stable, and efficient transportation 2) Contribution to economic development of Bolivia								
9. CONSULTANT(S)	Japan Railway Technical Service Japan Transportation Consultants, Inc.										
10. STUDY TEAM	No. of Members    11 Period Mar. 1990-Nov. 1991 (21 months)		5. TECHNICAL TRANSFER 1) Guidance on each field of technology during the detailed presentation of the reports (Esp. train operation planning and track maintenance) 2) Counterpart training (2 persons) on railway management conducted in					2. MAJOR REASONS FOR PRESENT STATUS			
	<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;">67.13</td> <td style="text-align: center;">30.60</td> <td style="text-align: center;">36.53</td> </tr> </table>	Total M/M						Japan	Field	67.13	30.60
Total M/M	Japan	Field									
67.13	30.60	36.53									
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY						3. PRINCIPAL SOURCE OF INFORMATION					
12. EXPENDITURE	<table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">Total</td> <td style="width: 33%;">255,739 (¥'000)</td> <td></td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">237,000</td> <td></td> </tr> </table>	Total				255,739 (¥'000)		Contracted	237,000		①、② Bolivian National Railways
Total	255,739 (¥'000)										
Contracted	237,000										

和名 鉄道網整備計画

[M/P, Basic Study, Other]

# PROJECT SUMMARY (M/P)

Compiled Mar.1993  
Revised Mar.1995

CSA BOL/A 101/91

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS	
1.COUNTRY	Bolivia	1.SITE OR AREA	Model Area of 50,000ha within a Study Area of 30,000ha in Iturrealde Province, La Paz State.		1.PRESENT STATUS	<input type="checkbox"/> In Progress or In Use <input checked="" type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2.NAME OF STUDY	Forest Resources Management	2.PROJECT COST	Total Cost    Local Cost    Foreign Cost		(Description) The basic idea of this study would be applied to formulate the Master Plan and to conduct feasibility study in other area in Bolivia.  (FY1992 Overseas Survey) The deterioration and loss of resources are steadily increasing in the tropical Zones or areas.  (FY1993 Overseas Survey) Looking for the financial resources to conduct survey works and request the fund for Phase 2 survey to JICA. The results of JICA's study are very useful for the establishment of new plan and the settlement of new areas for borrowing as the basic data of afforestation. In order to implement the recommended items, further technical and financial cooperations are requested.  (FY1994 Domestic Survey) No additional information.	
3.SECTOR	Forestry/Forestry & Forest Conservation	(US\$1,000)				
4.REFERENCE NO.		1)				
5.TYPE OF STUDY	M/P	2)				
6.COUNTERPART AGENCY	Ministerio de Asuntos Campesinos y Agropecuarios, y Centro de Desarrollo Forestal	3.CONTENTS OF MAJOR PROJECT(S)				
7.OBJECTIVES OF STUDY	Forest Resources Survey and Formulation of a Forest Management plan compatible with the Environment.	The Forest Management Plan for the model area is prepared on the basis of the surveys on forest resources, soils, land use and vegetation, environmental impact assessment, and so forth. Sector I (25.631ha)    Sector II (25.121ha)				
8.DATE OF S/W	Sep.1989	1. Nos. of Forest Compartments	32	29		
9.CONSULTANT(S)	Japan Forest Technical Association Kokusai Kougyo Co., Ltd.	2. Area Classification				
10.STUDY TEAM	No. of Members    15 Period Feb.1990-Mar.1992 (13 months)	Production forests	20,737.02ha	18,015.10ha		
		Installations & Nurseries	41.15ha	45.73ha		
		Protection Areas	4,793.55ha	4,261.88ha		
		Others (forest roads, grazing areas, abandoned forest roads)				
		3. Selection of 3 species (Mara, Cedro & Verdolago) and the timber exploitation plan; Selection of 2 species (Mara & Cedro) and the replanting plan; and Plans for forest roads and timber transportation				
		4. Forest Protection Plan				
		5. Suggestions on the organization of maintenance and operation				
		4.CONDITIONS AND DEVELOPMENT IMPACTS				
		The Management Plan takes into account the following guidelines: 1. The Plan conforms to the National Forest Law of Bolivia. 2. The Plan aims to exploit forest resources in a sustainable manner and to protect valuable forest fauna and flora, by demarcating the areas for production and those for protection. 3. Timber exploitation is limited to high trees, and employs the selective felling method of individual trees. 4. After selective felling, the area will be re-planted with the selected tree species, in order to sustain the forest resources. 5. Protection Areas will be left to nature without human intervention. 6. Pastures will continue to be used as grazing land. 7. Concerning the protection of rare forest fauna and flora, the Plan will indicate guidelines for its planning and implementation. 8. Following the guidelines above, the Plan aims to sustain the natural forest production by employing the selective felling and the replanting to ensure natural regeneration, and thereby to preserve the approximately natural forest ecosystem and to sustain and nurture the forest resources.				
		5. TECHNICAL TRANSFER				
		On the job Training, technology transfer seminar, and training of Bolivia personnel in Japan.				
		2.MAJOR REASONS FOR PRESENT STATUS				
		Under the present circumstances, it is not necessary to implement immediately the project in this study area.  (FY1992 Overseas Survey) Lack of local funds.				
		3.PRINCIPAL SOURCE OF INFORMATION				
		①, ② Centro de Desarrollo Forestal				
12.EXPENDITURE						
Total	329,671 (¥'000)					
Contracted	354,168					

和名 森林資源管理計画

[M/P, Basic Study, Other]



