

PROJECT SUMMARY (M/P+F/S)

Compiled Mar.1990
Revised Mar.1995

CSA GTM/S 201B/84

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																										
1. COUNTRY	Guatemala	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 Flood Control Project (Archiguate and Pantaleon Rivers)		Archiguate and Pantaleon Rivers																														
3. SECTOR Social Infrastructures/River & Erosion Control		2. PROJECT COST (US\$1,000)		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 5%;"></td> <td style="width: 5%;">M/P 1)</td> <td style="width: 20%;">63,200 Local</td> <td style="width: 20%;">27,000 Foreign</td> <td style="width: 50%;"></td> </tr> <tr> <td></td> <td>2)</td> <td>Cost</td> <td>Cost</td> <td>36,200</td> </tr> <tr> <td></td> <td>F/S 1)</td> <td>20,500</td> <td>9,000</td> <td>11,500</td> </tr> <tr> <td></td> <td>2)</td> <td>21,800</td> <td></td> <td></td> </tr> <tr> <td></td> <td>3)</td> <td></td> <td></td> <td></td> </tr> </table>			M/P 1)	63,200 Local	27,000 Foreign			2)	Cost	Cost	36,200		F/S 1)	20,500	9,000	11,500		2)	21,800				3)				(Description) Because of the low EIRR, the Government of Guatemala assigned lower priority to the proposed project. The Government reviewed the study and applied to Japanese grant aid in March 1991, but was not successful. (FY1991 Overseas Survey) The Ministry considers that the proposed project is high in urgency and hopes to obtain financial assistance from Japan. The Ministry expects that the project be implemented in conjunction with the conservation of the upper basin of Archiguate River. (FY1993 Overseas Survey) Application for Grant Aid was made in March 1991, however project cost was far beyond the limit of grant aid of Japanese Government and the implementation of the project is suspended. Annual budget of the agency is approximately 6.5 million US\$ and almost all annual budget is spent for maintenance and repair work of existing road. Moreover serious flood damage of other rivers, such as river Samara of Retalhueu province has been observed and the priority of the project is ranked low. (FY1994 Domestic Survey) No additional information.	
	M/P 1)	63,200 Local	27,000 Foreign																													
	2)	Cost	Cost	36,200																												
	F/S 1)	20,500	9,000	11,500																												
	2)	21,800																														
	3)																															
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S) (Sediment Control Works) <M/P> The design sediment discharge of 30-year (M/P) 10-year (F/S) return period is 1.94 million cu.m (M/P), 710 thousand cu.m (F/S) in the Achiguate river basin and 3.25 million cu.m (M/P), 1,206 thousand cu.m (F/S) in the Pantaleon river basin. The sediment control plan is made up of sediment control dams of cobble stone concrete type. It is proposed that three dams for the Achiguate river basin and five dams for the Pantaleon river basin be conducted to fully regulate the design sediment discharge. <F/S> Sediment control can be accomplished at a limited number of sites by high dams which have the highest sediment regulation effect. Sediment control is made up of two dams of cobble stone concrete type for Achiguate river and one dam of the same type for Pantaleon river. (Flood Control Works) <M/P> To protect the target assets from flood damage, partial river improvement works are employed for the project. For Achiguate river, the flood control works consist of river channel improvement in two stretches for the CA-2 road bridge and the railway bridge and for the urban area in Finca La Trinidad, respectively, and a ring levee around the urban area in Finca La Barrita. For Pantaleon river, river channel improvement will be undertaken for the protection of the CA-2 road bridge and the national railway bridge. The total length of river improvement are 11.0km and 3.4km in the Achiguate and the Pantaleon rivers, respectively. The ring levee is constructed over 5.0km around Finca La Barrita. Riparian facilities such as revetment, ground sill, etc., will be installed to maintain the function of the proposed improvement works. The design flood discharge are 1,200m ³ /s (M/P), 950m ³ /s (F/S) for the Achiguate river and 1,150m ³ /s (M/P), 900m ³ /s (F/S) for Pantaleon river, respectively. <F/S> Flood control can be accomplished by																														
5. TYPE OF STUDY		Imp. Period: 1986-1990 4. FEASIBILITY AND ITS ASSUMPTIONS <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Feasibility:</td> <td style="width: 10%;">EIRR1)</td> <td style="width: 10%;">7.30</td> <td style="width: 10%;">FIRR1)</td> <td style="width: 39%;"></td> </tr> <tr> <td>Yes/No</td> <td>EIRR2)</td> <td>4.40</td> <td>FIRR2)</td> <td></td> </tr> <tr> <td></td> <td>EIRR3)</td> <td></td> <td>FIRR3)</td> <td></td> </tr> </table>				Feasibility:	EIRR1)	7.30	FIRR1)		Yes/No	EIRR2)	4.40	FIRR2)			EIRR3)		FIRR3)													
Feasibility:	EIRR1)	7.30	FIRR1)																													
Yes/No	EIRR2)	4.40	FIRR2)																													
	EIRR3)		FIRR3)																													
6. COUNTERPART AGENCY Ministerio de Comunicaciones, Transporte y Obras Publicas		10. STUDY TEAM <table style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2">No. of Members</td> <td colspan="2">12</td> </tr> <tr> <td colspan="4">Period Jul. 1983-Feb. 1985 (20 months)</td> </tr> <tr> <td style="width: 20%;">Total M/M</td> <td style="width: 20%;">Japan</td> <td style="width: 20%;">Field</td> <td style="width: 40%;"></td> </tr> <tr> <td>99.28</td> <td>16.01</td> <td>82.77</td> <td></td> </tr> </table>				No. of Members		12		Period Jul. 1983-Feb. 1985 (20 months)				Total M/M	Japan	Field		99.28	16.01	82.77												
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Period Jul. 1983-Feb. 1985 (20 months)																																
Total M/M	Japan	Field																														
99.28	16.01	82.77																														
7. OBJECTIVES OF STUDY Formulation of a long-term flood control plan and identification of a short-term plan		11. ASSOCIATED AND/OR SUBCONTRACTED STUDY Measurement																														
8. DATE OF S/W						Apr. 1983																										
9. CONSULTANT(S) CTI Engineering Co., Ltd.		12. EXPENDITURE <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Total</td> <td style="width: 15%;">266,215 (¥'000)</td> </tr> <tr> <td>Contracted</td> <td>239,058</td> </tr> </table>				Total	266,215 (¥'000)	Contracted	239,058																							
Total	266,215 (¥'000)																															
Contracted	239,058																															
10. STUDY TEAM		5. TECHNICAL TRANSFER Periodical lecture meeting on the river engineering for the counterparts.																														
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		2. MAJOR REASONS FOR PRESENT STATUS <M/P> Because the arterial road and railway cross the two rivers, it is crucial to ensure the safety of the bridges through effective flood control measures. <F/S> Owing to the budgetary constraints, it is difficult to allocate government funds to the proposed project which would not have an immediate impact on the productive sectors. Owing to the budgetary constraints and huge project cost, it is difficult to allocate government funds and the priority of the project proposed has been																														
12. EXPENDITURE		3. PRINCIPAL SOURCE OF INFORMATION ①, ②, ③																														

和名 治水計画

(M/P+F/S)

PROJECT SUMMARY (Basic Study)

Compiled Mar.1990
Revised Mar.1995

CSA GTM/S 501/86

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS		
1. COUNTRY	Guatemala	1. SITE OR AREA	Guatemala City, surrounding Guatemala City valley and adjacent northeastern area			I. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Ground Water Development Project	2. PROJECT COST				Total Cost	
3. SECTOR	Social Infrastructures/Water Resource Development		(US\$1,000)	1)	38,688	12,495	
4. REFERENCE NO.			(US\$1=iQ)	2)			
5. TYPE OF STUDY	Basic Study	3. CONTENTS OF MAJOR PROJECT(S)					
6. COUNTERPART AGENCY	EMPAGUA (Empresa Municipal de Agua de la Ciudad de Guatemala)	- Deep well excavation 38wells - Water distribution facilities 34.2km - Distribution tank 1,260cu.m-2,835cu.m - Power distribution facilities 23,000m - Existing well rehabilitation - Work shop					
7. OBJECTIVES OF STUDY	To obtain water source for portable water supply for Guatemala City	4. CONDITIONS AND DEVELOPMENT IMPACTS					
8. DATE OF S/W	Dec.1984	- Direct benefit is the qualitative and quantitative improvement of EMPAGUA's service. - Indirect effects include (i)improved sanitation through clean water supply; (ii)reduced labor burden for women and children heretofore forced to carry water over long distances; and (iii) expanded employment opportunities through project related construction.					
9. CONSULTANT(S)	Chuo Kaihatsu International Corp.	5. TECHNICAL TRANSFER			3. PRINCIPAL SOURCE OF INFORMATION		
10. STUDY TEAM	No. of Members 8 Period Jul.1985-Sep.1986(15 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;">50.11</td> <td style="text-align: center;">17.44</td> <td style="text-align: center;">32.67</td> </tr> </table>						
Total M/M	Japan	Field					
50.11	17.44	32.67					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Geological survey and boring	1) Counterpart OJT on the analysis of aerophotos, etc. 2) Training in Japan in F/S methodology			①, ②, ③, ④		
12. EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: right;">311,081 (¥'000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: right;">241,154</td> </tr> </table>						
Total	311,081 (¥'000)						
Contracted	241,154						
		2. MAJOR REASONS FOR PRESENT STATUS					

和名 グアテマラ市地下水開発計画

[M/P, Basic Study, Other]

PROJECT SUMMARY (F/S)

Compiled Mar.1990
Revised Mar.1995

CSA GTM/S 301/88

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																					
1.COUNTRY	Guatemala	1.SITE OR AREA	Santo Tomas on the Caribbean coast			1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input checked="" type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled																				
2.NAME OF STUDY Development Project of the Port of Santo Tomas de Castilla		2.PROJECT COST																									
		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%; text-align: center;">Total Cost</td> <td style="width: 10%; text-align: center;">Local Cost</td> <td style="width: 10%; text-align: center;">Foreign Cost</td> </tr> <tr> <td style="text-align: center;">(US\$1,000)</td> <td style="text-align: center;">1)</td> <td style="text-align: center;">97,031</td> <td style="text-align: center;">30,343</td> <td style="text-align: center;">66,683</td> </tr> <tr> <td></td> <td style="text-align: center;">2)</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">3)</td> <td></td> <td></td> <td></td> </tr> </table>						Total Cost	Local Cost	Foreign Cost	(US\$1,000)	1)	97,031	30,343	66,683		2)					3)				(Description) (FY1991 Overseas Survey) The report of the study was utilized by the Planning Unit and the Engineering Dept. of EMPORNAC. The project is considered high priority, and will be revived in the future. (FY 1993 Overseas survey) The 1989 OECF Loan Appraisal Mission proposed a loan on the condition that the project scale be reduced. However the Minister of Finance then in the fear of the country's inability of repay did not approve the acceptance of the loan. Another loan request of \$4.5 mil. has been made to Central American Bank of Economic Integration (CABEI) to finance 1)the enlargement of the container terminal, 2)construction of a container yard of 200,000 sq. meters, 3)provision of navigation aid facilities. A D/D and an environmental assessment, prerequisite for receiving the loan, are scheduled to be conducted with domestic fund during FY 1994 (with budget of Q 2.5 mil. to 3 mil.). The loan is expected to be approved in the early 1995. Meanwhile dredging of inland channel and the grounding of the terminal were completed with domestic fund of Q 1.1 hundred mil. bet. 12/92 and 7/93. Furthermore the construction of Oil terminal with domestic fund of Q 1.5 mil. is considered to be carried out after mid-1995. (FY1994 Domestic Survey) No additional information.	
		Total Cost	Local Cost	Foreign Cost																							
(US\$1,000)	1)	97,031	30,343	66,683																							
	2)																										
	3)																										
3.SECTOR Transportation/Port		3.CONTENTS OF MAJOR PROJECT(S) - Short Term Plan (Target year: 1995)																									
4.REFERENCE NO.		1) A container terminal - Length: 500 m (-11m) - Area: 25 ha - Handling equipment: 3 gantry cranes, 6 strand carriers, 1 forklift 2) A petroleum terminal - Length: 270 m (-11m) 3) Access Channel - depth: -11m - width: 80m - navigation aid system				(FY 1994 Domestic Survey) No additional information.																					
5.TYPE OF STUDY F/S																											
6.COUNTERPART AGENCY Port of Santo Tomas Authority																											
7.OBJECTIVES OF STUDY Formulation of Stage III development plan																											
8.DATE OF S/W	Dec.1986	Imp. Period: 1992-1994																									
9.CONSULTANT(S) Overseas Coastal Area Development Institute Yachiyo Engineering Co., Ltd.		4.FEASIBILITY AND ITS ASSUMPTIONS		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%; text-align: center;">Feasibility:</td> <td style="width: 10%; text-align: center;">EIRR1)</td> <td style="width: 10%; text-align: center;">23.40</td> <td style="width: 10%; text-align: center;">FIRR1)</td> <td style="width: 10%; text-align: center;">7.30</td> </tr> <tr> <td></td> <td style="text-align: center;">Yes/No</td> <td style="text-align: center;">EIRR2)</td> <td></td> <td style="text-align: center;">FIRR2)</td> <td></td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">EIRR3)</td> <td></td> <td style="text-align: center;">FIRR3)</td> <td></td> </tr> </table>			Feasibility:	EIRR1)	23.40	FIRR1)	7.30		Yes/No	EIRR2)		FIRR2)				EIRR3)		FIRR3)					
	Feasibility:	EIRR1)	23.40	FIRR1)	7.30																						
	Yes/No	EIRR2)		FIRR2)																							
		EIRR3)		FIRR3)																							
10.STUDY TEAM		Conditions and Development Impacts: Development Impacts: 1)Saving of the cost of waiting 2)Reduction of transport costs by the use of larger vessels 3)Reduction of transport costs by eliminating the need to use other ports 4)Establishment of efficient management and operation system for the new container terminal. 5)Introduction of appropriate maintenance system for cargo landing equipment.																									
No.of Members 10 Period May.1987-Jul.1988(0 months)																											
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">Japan</td> <td style="width: 15%; text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">24.33</td> <td style="text-align: center;">23.52</td> </tr> <tr> <td style="text-align: center;">47.85</td> <td></td> <td></td> </tr> </table>			Japan	Field	Total M/M	24.33	23.52	47.85																			
	Japan	Field																									
Total M/M	24.33	23.52																									
47.85																											
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY						2.MAJOR REASONS FOR PRESENT STATUS																					
						The negotiation on the project funding has been stalled because two other projects on which the E/Ns were already signed have not been processed due to the delay of the congressional approval.																					
12.EXPENDITURE		5.technical transfer				3.PRINCIPAL SOURCE OF INFORMATION																					
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">Participation of counterparts in the JICA training program</td> </tr> <tr> <td style="text-align: center;">Total</td> <td style="text-align: center;">158,211 (¥'000)</td> <td></td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">150,278</td> <td></td> </tr> </table>				Participation of counterparts in the JICA training program	Total	158,211 (¥'000)		Contracted	150,278						<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td style="text-align: center;">①, ②, ③</td> <td></td> </tr> </table>				①, ②, ③								
		Participation of counterparts in the JICA training program																									
Total	158,211 (¥'000)																										
Contracted	150,278																										
①, ②, ③																											

和名 サント・トーマス港開発計画

PROJECT SUMMARY (F/S)

Compiled Mar. 1991

Revised Mar. 1995

CSA GTM/S 302/89

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Guatemala	1. SITE OR AREA		La Aurora airport in Guatemala city and St. Elena airport in Peten City		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 Development Project of La Aurora and Santa Elena Airports		2. PROJECT COST		Total Cost	Local Cost		
		(US\$1,000)	1) 2) 3)	60,261 18,815	37,124 6,688	23,137 12,127	
3. SECTOR Transportation/Air Transportaion & Airport		3. CONTENTS OF MAJOR PROJECT(S)				(Description) A definite schedule of implementation is not yet decided due to political and financial reasons. (FY1991 Overseas Survey) The DGAC restudied the proposed project and formulated a new project of reduced scale and cost, but has not yet decided on the schedule of its implementation due to political and economic reasons. (FY 1993 Overseas Survey) 1) DGAC attempted to request an OECF loan for the short-term development program, but the Ministry of Finance turned it down because of the high project cost, and no further development along this line partly due to the policy change that places more emphasis on social sectors. 2) The GOG made a request for a 1000mil.yen Japanese Grant on the renovation of CFR facilities in 1990, but it has not been realized. Although studies were conducted by two Western engineering companies : by Westinghouse in late 1993 and Electronics in Feb. 1994, DGAC has concluded that the project is too large (\$10 mil. to 15 mil.) to be carried out with domestic fund. 3) A small portion of the project such as provision of recording system and VHF telecommunication of the control tower has been implrmented with domestic fund. (FY1994 Domestic Survey) No progress.	
4. REFERENCE NO.		(Emergency Programs) 1. Renovation of radar systems including installation of ASR/SSR equipment and renovation of CFR facilities at La Aurora. 2. Renovation of secondary power system at Santa Elena.					
5. TYPE OF STUDY F/S		(Short-term Development) 1. Improvement of runway, taxiway and apron. 2. Improvement of drainage and other infrastructures. 3. Improvement and expansion of terminal buildings. 4. Improvement of aviation support facilities, including visual navavids. 5. Improvement of electrical power supply and other airport supporting facilities.					
6. COUNTERPART AGENCY Dirección General de Aeronáutica Civil (AGDC)		Note: Cost 1) is for La Aurora Airport and Cost 2) for Santa Elena Airport.					
7. OBJECTIVES OF STUDY Improvement and expansion of La Aurora and Santa Elena airports							
8. DATE OF S/W Aug. 1988		Imp. Period: 1991-1993					
9. CONSULTANT(S) Nippon Koei Co., Ltd.		4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 50.00 EIRR2) EIRR3)	FIRR1) 16.00 FIRR2) FIRR3)	
10. STUDY TEAM		Conditions and Development Impacts: 1. To improve safety and operational capacity by improvement of runway, taxiway and apron 2. To improve safety and operational efficiency by drainage and other infrastructures improvement 3. To provide better services and meet traffic demand by improvement of terminal buildings 4. To prevent a near-miss by the improvement of navigation aid facilities (especially rader) 5. To improve safety and operational efficiency by improvement of electric supply and other airport supporting facilities					
No. of Members 8 Period Jan. 1989-Feb. 1990 (14 months)							
		Total M/M		Japan	Field	2. MAJOR REASONS FOR PRESENT STATUS	
		46.72		27.65	19.07	As described above.	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY							
12. EXPENDITURE		5. TECHNICAL TRANSFER				3. PRINCIPAL SOURCE OF INFORMATION	
		OJT during field survey periods, and training of 2 counterpart engineers invited by JICA and JTCA				①, ②, ③	
		Total		180,576 (¥'000)			
		Contracted		169,031			

和名 国際空港整備計画

(F/S,D/D)

PROJECT SUMMARY (M/P)

Compiled Mar.1993

Revised Mar.1995

CSA GTM/S 101/91

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDY RESULTS																									
1.COUNTRY	Guatemala	1.SITE OR AREA	Guatemala Metropolitan Area 937 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		2.PROJECT COST		Total Cost	Local Cost	(Description) (1993 Overseas Survey) Out of the 31 projects proposed in the study to be implemented by 2010, seven were selected, for which a feasibility study has been requested to Japan. The following three out of 14 projects included in the Phase I and II are either completed or under implementation: - 15 street improvement for 6 districts (budget Q600 mil.; construction bet. 9/91-4/94) - improvement of 250 bus stops (budget Q300 mil.; construction bet. 1/94-12/94) - improvement of road signs (budget Q700,000; construction period two years from 1/94) A part (3 km) of the middle ring road, one of the four mid-term projects, is scheduled to start construction from November 1994 with budget Q700 mil. as public construction by the City of Guatemala. Construction of bridge and road improvement of Ave. Hincapie, amongst the 13 long-term projects, is on-going budget Q20 mil. Regarding the improvement of the traffic control system, a bill is submitted to change the jurisdiction of traffic control from the Police Development to the City. (FY1994 Domestic Survey) No additional information.																									
Comprehensive Urban Transportation System in Guatemala Metropolitan Area		(US\$1,000)	1) 477,400	295,600	181,800																										
3.SECTOR		3.CONTENTS OF MAJOR PROJECT(S)																													
Transportation/Urban Transportaion		1) Phase I (Immediate Action Projects) a) Bus stop development b) Bus lane development c) Effective lane usage d) Pavement marking development e) Side walk development 2) Phase II (Short Term Projects) a) East-West corridor development b) Preriferico tramo development c) Ave. Petapa Improvement d) 15 Ave. Improvement e) A part of interseccio improvement f) Busway (Ciudad Ral to Zona 4) development g) Traffic control system development h) Parking card system development i) Pedestrian mall development 3) Phase III, IV (Mid Term and Long Term Projects) a) Eastern part of middlering road development b) Intersection improvement c) Bus way development (Mixco to Centro) d) Bus center Zona 4 improvement e) Extra-Urban bus terminal f) Bus inspection center construction g) Traffic control system development h) Traffic safety park development 4) Long term Project a) Outer ring road development b) Northern part of the middle ring road development c) Inner ring road improvement d) CA-9 (South) improvement e) Ca-1 (East) improvement f) 13 Ave. 6A Ave. and 35 Ave. improvement g) Boulevard sud improvement h) Bus way (Villa Nueva-Centro) development i) Bus center zona 1 development j) Car parking development																													
4.REFERENCE NO.		4.CONDITIONS AND DEVELOPMENT IMPACTS																													
5.TYPE OF STUDY		EIRR for the project of the M/P shows a very high ratio of 45.5% with the benefit of vehicle operating savings cost and passenger time savings. EIRR by major projects is shown <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">No.</th> <th style="text-align: left;">Project</th> <th style="text-align: left;">EIRR (%)</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Outer Ring Road (North)</td> <td>20.8</td> </tr> <tr> <td>2</td> <td>Outer Ring Road (South)</td> <td>33.4</td> </tr> <tr> <td>3</td> <td>Middle Ring Road</td> <td>11.9</td> </tr> <tr> <td>4</td> <td>East-est Corridor</td> <td>16.9</td> </tr> <tr> <td>9</td> <td>Ave. Hincapie</td> <td>40.7</td> </tr> <tr> <td>10</td> <td>Ave. Petapa</td> <td>47.6</td> </tr> <tr> <td>17</td> <td>Busway Development</td> <td>22.4</td> </tr> </tbody> </table>						No.	Project	EIRR (%)	1	Outer Ring Road (North)	20.8	2	Outer Ring Road (South)	33.4	3	Middle Ring Road	11.9	4	East-est Corridor	16.9	9	Ave. Hincapie	40.7	10	Ave. Petapa	47.6	17	Busway Development	22.4
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17	Busway Development	22.4																													
6.COUNTERPART AGENCY		5. TECHNICAL TRANSFER																													
Guatemala Municipality		On the job traing, counterpart training, and holding a seminar.																													
7.OBJECTIVES OF STUDY		3.PRINCIPAL SOURCE OF INFORMATION																													
To formulate a Master Plan on the comprehensive urban transportation system in Guatemala Metropolitan Area.		①, ③																													
8.DATE OF S/W		2.MAJOR REASONS FOR PRESENT STATUS																													
Nov.1989																															
9.CONSULTANT(S)		11.ASSOCIATED AND/OR SUBCONTRACTED STUDY																													
Yachiyo Engineering Co., Ltd. Central Consultant, Inc.																															
10.STUDY TEAM		12.EXPENDITURE																													
No.of Members 11 Period Jul.1990-Dec.1991(17 months)		Total		390,260 (¥'000)																											
<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Total M/M</th> <th style="text-align: left;">Japan</th> <th style="text-align: left;">Field</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">73.00</td> <td style="text-align: center;">6.00</td> <td style="text-align: center;">67.00</td> </tr> </tbody> </table>		Total M/M	Japan	Field	73.00	6.00	67.00	Contracted		329,276																					
Total M/M	Japan	Field																													
73.00	6.00	67.00																													

和名 首都圏交通網整備計画

{M/P,Basic Study,Other}

PROJECT SUMMARY (M/P+F/S)

Compiled Mar.1993

Revised Dec.1994

CSA GTM/S 202B/91

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Guatemala	1. SITE OR AREA	Guatemala City, Mixco City, Villa Nueva City, Chinautla City, Villa Canales City, Sta. Catarina Pinula City (350 sq.km, population 1,532,000 in 1990) 2. PROJECT COST (US\$1,000) US\$1=Q5 =26.25yen M/P 1) 33,663 Local Cost 2) Foreign Cost F/S 1) 7,910 2) 3)		
2. NAME OF STUDY	Solid Waste Management in Metropolitan Area of Guatemala City	3. PROJECT COST			
3. SECTOR	Public Utilities/Urban Sanitation	3. CONTENTS OF MAJOR PROJECT(S)			
4. REFERENCE NO.		M/P(target year: 2000, estimated population:2,047,000)		I. 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 (Description) (FY 1993 Domestic Survey) <M/P> Rooms for heavy machines,storehouse for parts and workers' houses have already been set up at the EL Trebol landfill and the scavengers have been living in the newly completed houses. The improvement scheme of the EL Trebol final disposal site has been started in May, 1993. The situation has been greatly improved since the equipments (4 bulldozers, 2 wheel-loaders, 4 dump-trucks for gravel transportation and 10 dump-trucks for refuse-collection) which had already been granted, were put in practical use. 2 experts were sent to the site for a month (from November to December, 1993) and gave on-the-spot instructions in land-filling, that contributed to the successful result. <P/S> All the above equipments arrived in Guatemala City by the end of April, 1993 and a delivery ceremony was held on May 7. The instructions in operation and maintenance of bulldozers and those in operation of truck/wheel loader were given by experts for 10 days and 2 days respectively. The central vehicle maintenance factory which handles protection and maintenance of vehicles and heavy machines, electric circuit and lathe-procession of repair parts has been set up separately from the solid wastes section. Condition of stuff and finance has been much improved. Constant supply of parts, under this grant project, is expected to improve operation of the vehicles and machines considerably. (FY1993 Overseas Survey) Present status of each project is as follows. - EL Trebol Landfill:Mar. 1993 Japanese Grant E/N 309 million yen. This grant provided necessary equipment for the landfill. Guatemala City is preparing four truck slopes, two office buildings and four truck scales by its own budget. Now, the landfill is collecting garbages from all public area and most domestic area. - ES Guayacames Landfill:Land acquisition trouble caused this project to delay. - Privatization of Garbage Collection:The project was once implemented,but it is unsuccessful. Floowing step is not decided now. - Approval System for Garbage Collection:The City introduced approval system on 239 private garbage trucks. The trucks have annually periodical inspection and area restriction. - Sanitary Education:Video software provided by JICA was useful to enlighten adults and pupils. Almost 250 thousand persons already have seen it. - Metropolitan Garbage Committee:Established. However, unsuccessful function brought the Committee to discontinue. - Restructuring of Public Cleaning Department: The City established Advisory Committee. The Department will be restructured in 1995.	
5. TYPE OF STUDY	M/P+F/S	1) Expansion of collection service 2) Improvement on final disposal - Immediate conversion of the EL Trebol disposal site into a controlled landfill - Construction of a new sanitary landfill 3) Institutional development and financial strengthening - Concessions of collection service to private collectors - Preventive maintenance and repair program - Education and community participation programs - Personnel training program - Recycling and resource recovery program - Institutional organization of the DSP - Initiate metropolitan committee in charge of solid waste F/S(planned year: 1996, estimated population:1,841,000) 1) Improvement of collection service in marginal areas(experiments on container collection and equipment management): Zone cession to private collectors/ increased efficiency in operation/ improvement of collection service in isolated areas 2) Improvement of final disposal sites: EL Trebol landfill(existing) and a new sanitary landfill in Las Guacamayas 3) Institutional strengthening: Formation of a working group and a Metropolitan Solid Waste Committee/ increase of the SWM's budget/ a pilot program on sanitary education for residents,etc.			
6. COUNTERPART AGENCY	Public Service Bureau (DSP), Municipal Public Cleaning Department (DLPM)	Imp. Period: 1991-1996			
7. OBJECTIVES OF STUDY	-To Contribute the development of the systematic management of the solid waste in the Metropolitan area of Guatemala City -To determine the possibility of the implementation of some first priority projects which must be achieved by 1995 at the latest.	4. FEASIBILITY AND ITS ASSUMPTIONS			
8. DATE OF S/W	Nov. 1989	Feasibility: Yes/No EIRR1) 8.00 FIRR1) EIRR2) 20.00 FIRR2) EIRR3) FIRR3)			
9. CONSULTANT(S)	CRC Research Institute, Inc. Environmental Technologic Consultants Co., Ltd.	Conditions and Development Impacts:			
10. STUDY TEAM	No. of Members 12 Period Jun.1990-Sep.1991(16 months)	Planning Conditions: 1) Service is for solid waste excluding hazardous materials 2) Real GDP growth annually: 4% for 1991-95, 3% for 1996-2000 3) Maintain and promote the dual system(government and private) of collection for 10 years 4) Maintain and promote resource recycling for 10 years 5) Community support is secured Development Impacts: 1) Better service by private collectors 2) Expansion of area under collection service 3) Consensus-building among the residents to open a few landfill by demonstrating an improved EL Trebol 4) More Efficient operation and less illegal disposal 5) Stronger support system among the residents			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	TELECTRO S.A.(boring, measuring) ACBROS AGRICOLAS E INDUSTRIALES S.A.(construction of containers)	5. TECHNICAL TRANSFER			
12. EXPENDITURE	Total 286,892 (¥000) Contracted 271,975	During F/S period, the counterpart joined the sanitary education for residents through audio-visual aids, which worked very well.			
		3. PRINCIPAL SOURCE OF INFORMATION			
		①, ③			
		[M/P+F/S]			

PROJECT SUMMARY (M/P)

Compiled Mar.1994

Revised Mar.1995

CSA GTM/A 101/92

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS	
1.COUNTRY	Guatemala	1.SITE OR AREA	Department of Jutiapa		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2.NAME OF STUDY	Integrated Agricultural and Rural Development Project in Jutiapa	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) (FY1993 Overseas Survey) Application for the Grant Aid was made in Sept. 1993 for the implementation of Santa Catarina Mita Integrated Rural Development Project and Montufar Integrated Rural Development Project. The agency gave higher priority for the project of Santa Catarina Mita and reasons are the project is designed to utilize existing facilities and low project cost. The agency is negotiating with SEGBPLAN for the implementation of Montufar project. (FY1994 Domestic Survey) No additional information.
3.SECTOR	Agriculture/General	(US\$1,000)	1) 61,300	2) 26,358		
4.REFERENCE NO.		3.CONTENTS OF MAJOR PROJECT(S)				
5.TYPE OF STUDY	M/P	Project cost 1) is of total projects 2) is of high priority projects.				
6.COUNTERPART AGENCY	Ministry of Agriculture, Livestock and Food (MAGA), Sectorial Unit of Agricultural and Food Planning (USPADA)	In the Master Plan Study, a total of 12 project have been formulated, of which the Santa Catarina Mita Integrated Rural Development Project and The Montufar Integrated Rural Development Project have been identified as high priority project. Santa Catarina Mita Integrated Rural Development Project: The Project consists of irrigation plan (rehabilitation and construction of pumping station). rural roads & rural water supply development plan and other component. Montufar Integrated Rural Development Project: The Project consists of irrigation plan (2,400ha) drainage plan (1,065ha), rural road and rural water supply development plan.				
7.OBJECTIVES OF STUDY	To carry out Master Plan Study on the Integrated Rural and Agricultural Development Project at Jutiapa, which is located in the south-eastern limit of Guatemala	4.CONDITIONS AND DEVELOPMENT IMPACTS				
8.DATE OF S/W	Nov. 1991	The Economic Internal Rate of Return (EIRR) was calculated as 15.7% for the Santa Catarina Mita Project and 27.8% for the Montufar for Project. Benefits to be expected by the implementation of the Projects are: - Stabilization of farm economy, expansion of exports, improvement in employment - Participation of local inhabitants in marketing sector, generation of more job opportunity, value-added of agricultural products - Mitigation of water intake work among women and children, improvement of sanitary environment				
9.CONSULTANT(S)	Pacific Consultants International	5.TECHNICAL TRANSFER				
10.STUDY TEAM	No. of Members 10 Period Mar.1992-Dec.1992 (10 months)	The number of counterpart personnel participated in the study was 22 in total the transfer of technology and know-how with emphasis paid on development planning methodology was carried out.				
	Total M/M Japan Field 51.60 22.10 29.50	6.MAJOR REASONS FOR PRESENT STATUS				
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Soil Analysis	3.PRINCIPAL SOURCE OF INFORMATION				
12.EXPENDITURE	Total 155,890 (¥'000) Contracted 176,645	①, ③				

和名 フテイアバ県農牧業・農村総合開発計画

[M/P,Basic Study,Other]

PROJECT SUMMARY (F/S)

Compiled Mar.1990
Revised Mar.1995

CSA HND/A 301/78

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1. COUNTRY	Honduras	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		CHOLUTECA plan, southern part of Honduras						
Agricultural Development in the Choluteca River Basin		2. PROJECT COST		Total Cost	Local Cost	Foreign Cost		
		(US\$1,000)		1) 88,020	31,580	56,440		
				2) 63,910				
3. SECTOR		3. CONTENTS OF MAJOR PROJECT(S)				(Description) The feasibility study was updated by JICA in 1984. Detailed Design was completed by OECF E/S loan. (L/A Aug.1985) The Government of Honduras applied in Mar.1987 for an OECF loan to implement the project, but did not get the approval. (FY1991 Overseas Survey) Official and unofficial requests for an OECF loan have been made repeatedly but with no avail. (FY1993 Overseas Survey) Six(6) years after completion of the F/S, complementary study mainly review of previous F/S on dam and reservoir construction was conducted in 1984. D/D was also conducted during the period from December, 1985 to August, 1988 by means of OECF loan aid with an amount of US\$1.651 billion, signed L/A on August, 1985. Major components of this D/D were consisted of complementary study for detail design and preparation of the tender documents. In March, 1987, the Government made a loan application for Japan, however, due to huge project costs, it was not accepted. (FY1994 Overseas Survey) After that, the World Bank, which was promoting the economical structural adjustment for Honduras, had reviewed various development projects of this country. As the result, in connection with this project, the World Bank recommended to review on following points: - 1) Improvement of the quality of river water, 2) To solve the problems caused by piling earth and sand at the future dam site due to destroy of the forest, 3) Environmental assessment, and 4) Re-estimation of the project costs. In 1992, OECF conducted SAPROF and concluded that there would be no serious negative environmental impacts. The implementation of the Project is being discussed by Honduras Government and World Bank, however, still no conclusion came out and the project is suspended.		
Agriculture/General		1. San Fernando Dam : concrete gravity dam, Height of dam 93.5m 2. Irrigation Area(net): 16,000 ha (new 14,370ha, existing pumping 1,630ha) 3. Irrigation Facilities : Intake weir 1 place Irrigation Canal 158km (Main 26.3km, Branch 46.5km) Drainage Canal 144km (Main 121.9km, Secondary 22.5km) Farm Road 122km 4. Power Station: Installed capacity 14MW Annual Power Generation 58.4GWh The project cost 1) is for the entire project and 2) for the 1st Stage (the dam and irrigation development of 12,400ha).						
4. REFERENCE NO.								
5. TYPE OF STUDY		F/S						
6. COUNTERPART AGENCY		Ministry of Natural Resources						
7. OBJECTIVES OF STUDY		F/S						
8. DATE OF S/W		Mar. 1977						
9. CONSULTANT(S)		Imp. Period: Jun. 1978-Dec. 1983						
Nippon Koei Co., Ltd.		4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 12.20 EIRR2) 9.10 EIRR3)			FIRR1) FIRR2) FIRR3)
		Conditions and Development Impacts: Conditions: Agricultural benefits are estimated as the difference of net income from crop production between with-project and without-project conditions. Electric power benefits are estimated by the cost of thermal power plants. Output of Major Crops Without Project With Project (1,000 tons) Sugarcane 800 800 Rice, Maize, Sorghum 3.8 33.2 Cotton 1.5 15.3 Melons and Vegetables 3.1 23.4 Total Net Value (US\$1000) 4,680 13,950 Development Impacts: Increased crop production, growth of agricultural exports, fishing in the reservoir, tourism development, rural electrification, flood control in the downstream, etc. *EIRR 1) above is for the entire project, and 2) for the 1st Stage.						
10. STUDY TEAM								
No. of Members 10								
Period Jul. 1977-May. 1978 (11 months)								
Total M/M		Japan		Field				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY								
12. EXPENDITURE		5. TECHNICAL TRANSFER						
Total		139,496 (¥000)						
Contracted		122,985						
		2. MAJOR REASONS FOR PRESENT STATUS						
		Honduras is currently implementing its Structural Adjustment Program. OECF is rethinking the appropriateness of financing a project requiring large capital.						
		3. PRINCIPAL SOURCE OF INFORMATION						
		①, ②, ③, ④						

PROJECT SUMMARY (F/S)

Compiled Mar.1986

Revised Mar.1995

CSA HND/S 301/79

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT		
1. COUNTRY	Honduras	1. SITE OR AREA			I. PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input checked="" type="checkbox"/> Discontinued or Cancelled	
2. NAME OF STUDY	New Tegucigalpa Airport Development	Valle de Talanga, 60km north of Capital City					
3. SECTOR	Transportation/Air Transportaion & Airport	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) The Government of Honduras applied for yen credit, but subsequently decided to withdraw the application. (FY1991 Overseas Survey) The government still has a strong desire for the new airport, but no action has been taken. (FY1993 Overseas Survey) Although the request for an OECF loan was approved, the object of spending of the loan was re-examined as the result of the change of the government, and the loan was applied to other public investment. A research financed by Spain was conducted between 1987 and 1989, and concluded that the other proposed site was better sited than Talanga. To date, the other site has still been the most important candidate for the airport, and proposal are submitted from each of a British and a American engineering companies, and under appraisal of the Chamber of Commerce and Industry, SECOPT and Tegucigalpa city. (FY1994 Domestic Survey) Anglo-American contractors consortium named Lehrer McGovern Bovis won a contract from Elivian government to construct New Tegucigalpa Airport on the built-operate-transfer basis. the 3-year contract includes construction of a 3,500m-long runway and other facilities in the contract amount of US\$120 million.	
4. REFERENCE NO.		(US\$1,000)	1) 66,002	29,042			
5. TYPE OF STUDY	F/S	(US\$1=200Yen)	2)				
6. COUNTERPART AGENCY	Directorate General of Civil Works, Min. of Communications, Public Works & Transport		3)				
7. OBJECTIVES OF STUDY	To select suitable site for new airport to replace the existing airport seriously handicapped by aircraft operation problems	3. CONTENTS OF MAJOR PROJECT(S)					
8. DATE OF S/W	Oct.1977	Facilities to be developed Size/quantity					
9. CONSULTANT(S)	Japan Airport Consultants, Inc.	- Runway	2,700m x 45m				
10. STUDY TEAM	No. of Members 13 Period Dec.1977-Jul.1979 (20 months)	- Apron	69,100sq.m				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		- Passenger Terminal Bldg.	12,000sq.m				
12. EXPENDITURE		- Airport lighting and radio nav aids	CAT-I total system				
Total	169,696 (¥'000)	- Utilities (power, telephones water supply/sewerage)	Total system				
Contracted	135,354	- Access road	45km x 75m				
		4. FEASIBILITY AND ITS ASSUMPTIONS					
		Feasibility: Yes	EIRR1) 13.80	FIRR1)			
			EIRR2)	FIRR2)			
			EIRR3)	FIRR3)			
		Conditions and Development Impacts: Conditions: 1)Ultimate Target Year 2005; 2)Two-phase construction with Phase I designed to accommodate 1995 traffic demand of 1.324 M passengers and 30,050 tons of cargo, and Phase II for 2.50 M passengers and 62,020 tons of cargo for year 2005; 3)To construct an airport at a new site because it is difficult to expand the existing airport. Expected Effects: 1)Increased capacity to service overflowing passenger traffic; 2)Increase in tourism income; 3)Increase in airport tariff revenue from foreign aircrafts; 4)Saving in aviation fuel; 5)Improved runway usability; 6)Improved aircraft operation safety; 7)Increase in employment opportunities.			2. MAJOR REASONS FOR PRESENT STATUS		
		5. TECHNICAL TRANSFER					
		Trainee invited to Japan : One official participated in JICA's Aerodrome Seminar.			3. PRINCIPAL SOURCE OF INFORMATION		
					①, ②, ③		

和名 デグシガルパ新空港建設計画

[F/S,D/D]

PROJECT SUMMARY (Basic Study)

Compiled Mar.1990
Revised Mar.1995

CSA HND/A 501/83

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDY RESULTS													
1.COUNTRY	Honduras	1.SITE OR AREA	An area of 2,000 sq.km in Mosquitia District, Gracias A Dios Province		1.PRESENT STATUS												
2.NAME OF STUDY	Inventario forestal del distrito forestal de La Mosquitia	2.PROJECT COST	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 30%; text-align: center;">Total Cost</td> <td style="width: 30%; text-align: center;">Local Cost</td> <td style="width: 10%; text-align: center;">Foreign Cost</td> </tr> <tr> <td>(US\$1,000)</td> <td style="text-align: center;">1)</td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">2)</td> <td></td> <td></td> </tr> </table>			Total Cost	Local Cost	Foreign Cost	(US\$1,000)	1)				2)			<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued (Description) The results of this study such as the aerial photographs, the topographic maps, forest type maps, etc. are used by the authorities concerned. In recent years the government of Germany implemented a technical cooperation project using this forest management plan. (1991 Overseas Survey) No additional information. (FY1993 Overseas Survey) Application of the Grant Aid for the implementation of sawlumber project was made in 1983 however the application was not approved. Wood chips production project near Nicaragua border was intended in 1986 but it was not implemented. At the donor conference held in 1989, the government of Germany showed the interest in implementation of Forest management and Reserve protection project of Rio Platano. F/S for Proyecto de manejo y Protection de la Reserva de la Biosfera del Rio Platano has been completed and the agency is now negotiating with GTZ and KFW (Financing Agency of Germany) for the implementation of the project. (FY1994 Domestic Survey) No additional information.
	Total Cost	Local Cost	Foreign Cost														
(US\$1,000)	1)																
	2)																
3.SECTOR	Forestry/Forestry & Forest Conservation	3.CONTENTS OF MAJOR PROJECT(S)	In order to utilize Caribbean pines in the subject area, a forest management plan was proposed containing following components: -Countermeasures against forest fires -Improvement of forest road network -To enlarge natural regeneration and re-afforestation -To increase the timber production														
4.REFERENCE NO.		4.CONDITIONS AND DEVELOPMENT IMPACTS	In this area, there is not any road leading to any other areas, therefore the transportation is limited to sea transport. On the other hand, this area has been developed by the capitals from Nicaragua since 1950's and from Honduras since 1975. The implementation of this forest management plan would result in the forest protection and sustainable yield management so that local society and economy in this area would be improved in spite of the transport constraints.														
5.TYPE OF STUDY	Basic Study	5. TECHNICAL TRANSFER	- To accept trainees - To conduct on the job training on the forest inventory survey														
6.COUNTERPART AGENCY	Forest Development Corporation of the Republic of Honduras	6.MAJOR REASONS FOR PRESENT STATUS															
7.OBJECTIVES OF STUDY	To provide the fundamental data and information to systematize the forest management for the contribution to socio-economic development in Mosquitia.	3.PRINCIPAL SOURCE OF INFORMATION	①, ②, ③														
8.DATE OF S/W	Sep.1980																
9.CONSULTANT(S)	Japan Forest Technical Association																
10.STUDY TEAM	No.of Members 21 Period Dec.1980-Mar.1983 (28 months) <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%; text-align: center;">Total M/M</td> <td style="width: 30%; text-align: center;">Japan</td> <td style="width: 30%; text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">97.00</td> <td style="text-align: center;">46.00</td> <td style="text-align: center;">51.00</td> </tr> </table>	Total M/M	Japan	Field	97.00	46.00	51.00										
Total M/M	Japan	Field															
97.00	46.00	51.00															
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Aerial photography																
12.EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Total</td> <td style="width: 30%; text-align: right;">296,353 (¥'000)</td> </tr> <tr> <td>Contracted</td> <td style="text-align: right;">264,673</td> </tr> </table>	Total	296,353 (¥'000)	Contracted	264,673												
Total	296,353 (¥'000)																
Contracted	264,673																

和名ラ・モスキチア地区林業資源調査

(M/P,Basic Study,Other)

PROJECT SUMMARY (F/S)

Compiled Mar.1990
Revised Mar.1995

CSA HND/A 302/84

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																							
1. COUNTRY	Honduras	1. SITE OR AREA	CHOLUTECA plain, southern part of Honduras (Investigated Area 36,000ha, population 22,600person)			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="checkbox"/> Discontinued or Cancelled <input type="radio"/> Processing																						
2. NAME OF STUDY	Choluteca River Basin Agricultural Development Project (Updating Study)	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost																								
3. SECTOR	Agriculture/General		1) (US\$1,000)	188,419	53,674	134,744																							
4. REFERENCE NO.			2) US\$1=2Lempiras	184,810	53,031	131,779																							
5. TYPE OF STUDY	F/S	3. CONTENTS OF MAJOR PROJECT(S)	1. San Fernando Dam: Concrete gravity, dam height 100m, crest length 320m 2. Irrigation Area: 20,600ha (Western Area 16,000ha, East-A Area 4,600ha) 3. Irrigation Facilities 1 intake weir (concrete type, weir height 4.8m, crest length 140m) Main canals 30.6km (Western Area 23.6km, East-A Area 7.0km) Branch canals 75.5km (Western Area 45.2km, East-A Area 30.3km) Secondary canals 33.6km (Western Area only) Main Drainage canals 113.0km (W. Area 90.5km, E.-A Area 22.5km) Secondary drainage canals 27.0km (Western Area only) 4. Power Plant: Installed Cap. 18.2MW, Annual Output 53.6GWh *The project cost 1) above is for the entire project, and 2) for the 1st Stage (Dam & Power plant and irrigation dev. of Western Area) *The implementation period below pertains to the 1st Stage of the project.																										
6. COUNTERPART AGENCY	Ministry of Natural Resources	7. OBJECTIVES OF STUDY	Update of feasibility study made in 1977 in Choluteca Area																										
8. DATE OF S/W	Jun. 1984	8. DATE OF S/W	Imp. Period: Mar. 1985-Apr. 1991																										
9. CONSULTANT(S)	Nippon Koei Co., Ltd.	9. CONSULTANT(S)	Nippon Koei Co., Ltd.																										
10. STUDY TEAM	No. of Members 15 Period Aug. 1984-Mar. 1985 (8 months) <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Total M/M</td> <td style="width: 30%;">Japan</td> <td style="width: 30%;">Field</td> </tr> <tr> <td style="text-align: center;">14.80</td> <td style="text-align: center;">8.60</td> <td style="text-align: center;">6.20</td> </tr> </table>	Total M/M	Japan	Field	14.80	8.60	6.20	4. FEASIBILITY AND ITS ASSUMPTIONS	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Feasibility:</td> <td style="width: 15%;">EIRR1)</td> <td style="width: 15%;">14.20</td> <td style="width: 15%;">FIRR1)</td> <td style="width: 15%;">13.10</td> </tr> <tr> <td style="text-align: center;">Yes</td> <td>EIRR2)</td> <td style="text-align: center;">13.70</td> <td>FIRR2)</td> <td style="text-align: center;">11.70</td> </tr> <tr> <td></td> <td>EIRR3)</td> <td></td> <td>FIRR3)</td> <td></td> </tr> </table>			Feasibility:	EIRR1)	14.20	FIRR1)	13.10	Yes	EIRR2)	13.70	FIRR2)	11.70		EIRR3)		FIRR3)		(Description) Detailed Design was completed by the OECF E/S loan. L/A : August 2nd, 1985 1.651 billion yen Period : Dec. 1985 - May 1988 Consultant : Nippon Koei Co., Ltd. (FY1991 Overseas Survey) Official and unofficial requests for an OECF loan have been made repeatedly but to no avail. (FY1993 Overseas Survey) After D/D was conducted, Loan application was made in March 1987. However the project cost is so huge that the project was not implemented. Recommendations for water quality improvement of the river, sedimentation and forest destruction of dam site, environment assessment and review of project cost were made by The World Bank which conducts Economic Structure Adjustment Programme. Response to the recommendations of the World Bank, SAPRO study was conducted by OECF, however the implementation of the project is not yet initiated. (FY1994 Domestic Survey) Refer to the Project Summarysheet (CSA HND/A 301/78) which is an initial F/S study of this project.		
Total M/M	Japan	Field																											
14.80	8.60	6.20																											
Feasibility:	EIRR1)	14.20	FIRR1)	13.10																									
Yes	EIRR2)	13.70	FIRR2)	11.70																									
	EIRR3)		FIRR3)																										
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER	Conditions and Development Impacts: Conditions: Agricultural benefits are estimated as the difference of net income between the with-projection and the without projection condition. The benefit of power generation is estimated for the average generating capacity in dry season, by the value of thermal power of 0.1311Lem/KWh. With-project Outputs of Major Crops: 1st Stage 2nd Stage Total (1000t) <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Sugarcane</td> <td style="width: 10%;">856</td> <td style="width: 10%;">-</td> <td style="width: 10%;">856</td> </tr> <tr> <td>Cotton</td> <td style="text-align: center;">16.9</td> <td style="text-align: center;">8.0</td> <td style="text-align: center;">24.9</td> </tr> <tr> <td>Paddy</td> <td style="text-align: center;">20.2</td> <td style="text-align: center;">11.5</td> <td style="text-align: center;">31.7</td> </tr> <tr> <td>Maize</td> <td style="text-align: center;">9.0</td> <td style="text-align: center;">10.4</td> <td style="text-align: center;">19.4</td> </tr> <tr> <td>Melons/Vegetables</td> <td style="text-align: center;">66.4</td> <td style="text-align: center;">-</td> <td style="text-align: center;">66.4</td> </tr> <tr> <td>Total Net Income (1000 Lempiras):</td> <td style="text-align: center;">38,191</td> <td style="text-align: center;">11,327</td> <td style="text-align: center;">49,518</td> </tr> </table> Development Impacts: Increased and diversified crop outputs, increased agricultural exports, rural electrification, downstream flood control, employment creation (e.g. 2.7 million from agricultural dev.), etc.			Sugarcane	856	-	856	Cotton	16.9	8.0	24.9	Paddy	20.2	11.5	31.7	Maize	9.0	10.4	19.4	Melons/Vegetables	66.4	-	66.4	Total Net Income (1000 Lempiras):	38,191	11,327	49,518
Sugarcane	856	-	856																										
Cotton	16.9	8.0	24.9																										
Paddy	20.2	11.5	31.7																										
Maize	9.0	10.4	19.4																										
Melons/Vegetables	66.4	-	66.4																										
Total Net Income (1000 Lempiras):	38,191	11,327	49,518																										
12. EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Total</td> <td style="width: 30%;">51,164 (¥000)</td> </tr> <tr> <td>Contracted</td> <td style="text-align: center;">44,855</td> </tr> </table>	Total	51,164 (¥000)	Contracted	44,855	12. EXPENDITURE	Technology transfer to counterpart in the course of the study.			2. MAJOR REASONS FOR PRESENT STATUS	Honduras is currently implementing its Structural Adjustment Program. OECF is rethinking the appropriateness of financing a project requiring large capital. Honduras government is now examining its implementation of the project because the project cost is huge and Structural Adjustment Program is currently implemented.																		
Total	51,164 (¥000)																												
Contracted	44,855																												
					3. PRINCIPAL SOURCE OF INFORMATION	①, ②, ③, ④																							

PROJECT SUMMARY (F/S)

Compiled Mar.1990

Revised Mar.1995

CSA HND/A 303/85

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT			
1.COUNTRY	Honduras	1.SITE OR AREA	Yoco, Aguan Central Valley(Saba-Oranchito) 188,000 people, 200km from capital, 23,000ha			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	Aguan Valley Agricultural Development Project (Saba-Olanchito Area)	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost			
3.SECTOR	Agriculture/General	3.CONTENTS OF MAJOR PROJECT(S)	1) 64,425	22,733	41,692			
4.REFERENCE NO.		<p>For the purpose of the promotion of agrarian reform programs, the increase of agricultural production for export, the generation of new job opportunities, the rationalized distribution of population and etc, the Lower Aguan Project has been carried out since 1971 at the Aguan Valley located in the north part of the Honduras.</p> <p>Considering the importance of the continuous development of the Valley, the agricultural development project for the Middle Aguan was planned as shown below:</p> <p>Land Reclamation: 9,100ha (two crops 1,600ha, double crops 4,800ha, Citrus and others 2,700ha)</p> <p>Irrigation Facilities (Maximum water requirement 4.1 m3/s) Head works : 4 Siphon : River crossing 1, other 41 Pumping Station : 2(capacity 2.1 m3/s, 0.4 m3/s) Irrigation canal : Main 73.7 km, secondary 81.0 km Related Structures : 213 Drainage Facilities (Proposed discharge 15.2 m3/s) Drainage Canal : 64.6km Drop Works : 90 Transportation Facilities Main Farm Road : 82.0km</p>	<p>(Description)</p> <p>After the completion of F/S, the economic situation of the country worsened, foreign debts accumulated. The other project (Choluteca River Basin Agricultural Development) was suspended after the D/D, and there has been no progress regarding this project.</p> <p>(FY1993 Overseas Survey) Since the study was conducted, no effort for financing of the project implementation has been made. Reasons why the project is cancelled are, (1) huge project cost, (2) no financial arrangement is planned, (3) allocation of government budget is getting difficult due to the Structural Adjustment Programme, Moreover situation of the project site has been changed and beneficiary farmers of the project site sold their farm land to Standard Fruit Corporation.</p> <p>(FY1994 Domestic Survey) No information.</p>					
5.TYPE OF STUDY	F/S				US\$1=2Lps. in 1984	2) 64,425	22,733	41,692
6.COUNTERPART AGENCY	National Agrarian Institute				US\$1=2Lps. in 1984	3) 64,425	22,733	41,692
7.OBJECTIVES OF STUDY	The objective of the Feasibility Study is to evaluate the technical and economic feasibility of the development plans which include: introduction of new irrigation, drainage and road systems, improvement and consolidation of existing farm land and, development of uncultivated farm land.				8.DATE OF S/W	Imp. Period:		
9.CONULTANT(S)	Pacific Consultants International	9.CONULTANT(S)	4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 13.00 FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)			
10.STUDY TEAM	No.of Members 19 Period Feb.1984-Jun.1985 (17 months)	10.STUDY TEAM	Conditions and Development Impacts: [Conditions] 1. Inflation : not considered 2. Exchange Rate : Lps. 1 = 120 Yen 3. Project Life : up to 2024 (40 years after commencement of the construction) 4. Others : The benefit from road improvement was not considered [Development Impacts] 1. Introduction of two crops and double crops 2. Decrease of flood disaster 3. Diversification of crops 4. Improvement of agricultural productivity 5. Increase of farmers income			2.MAJOR REASONS FOR PRESENT STATUS Implementation of the project is suspended due to (1) huge project cost, difficulty in financial arrangement due to the Structural Adjustment Programme and (2) lower priority than the Choluteca River Basin Agril. Development Project.		
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Geological Survey	11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	5. TECHNICAL TRANSFER					
12.EXPENDITURE	Total 271,812 (¥'000) Contracted 241,257	12.EXPENDITURE	1.Acceptance of trainees 2.Provision of machinery (boring machine) and instruction on its use. 3.Cooperation in field studies and reports			3.PRINCIPAL SOURCE OF INFORMATION ①, ②, ③		

和名 アグアン川流域農業開発計画

[F/S,D/D]

PROJECT SUMMARY (Basic Study)

Compiled Mar.1991

Revised Mar.1995

CSA HND/S 501/89

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS																
1.COUNTRY	Honduras	1.SITE OR AREA	Comayagua Basin (Municipality Comayagua & La Paz)		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued															
2.NAME OF STUDY	Groundwater Development Project in Comayagua	2.PROJECT COST	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;"></th> <th style="width: 10%;"></th> <th style="width: 10%;">Total Cost</th> <th style="width: 10%;">Local Cost</th> <th style="width: 10%;">Foreign Cost</th> </tr> </thead> <tbody> <tr> <td>(US\$1,000)</td> <td>1)</td> <td>14,939</td> <td>4,359</td> <td>10,580</td> </tr> <tr> <td></td> <td>2)</td> <td>12,047</td> <td>4,506</td> <td>7,541</td> </tr> </tbody> </table>				Total Cost	Local Cost	Foreign Cost	(US\$1,000)	1)	14,939	4,359	10,580		2)	12,047	4,506	7,541	(Description) The Government of Honduras requested Japanese grant aid in Nov.1989, and the basic design study was conducted in Mar.1990. (FY1991 Overseas Survey) Phase I: 1,108 million yen Well-excavation (53 units) Placement of water supply system June 1990: E/N July 1990: D/D Dec. 1990: Contracts with the constructors Feb. 1992: Completed Phase II: 394 million yen Well-excavation (36 units) Placement of water supply system July 1991: E/N Nov. 1991: contracts with the constructors Nov. 1994: Scheduled to be completed (FY 1993 Overseas survey) Groundwater Development Project in Comayagua Phase III: 520 mil. yen Well excavation(200 unit) Placement of water supply system Dec. 1993: E/N the construction is scheduled to begin in August 1994 (FY1994 Domestic Survey) Phase 3 construction is subdivided into 2 stages. The first stage based on the E/N(520 mil.Yen) reached in Dec. 1993 is to construct 20 wells by Japanese Side. The second stage is to be implemented with 205 mil.Yen under the E/N reached in Jul.1994;30 wells are to be constructed by Honduras Side under the supervision by Japanese Engineers;140 wells are to be constructed by Honduras Side only.	
		Total Cost	Local Cost	Foreign Cost																	
(US\$1,000)	1)	14,939	4,359	10,580																	
	2)	12,047	4,506	7,541																	
3.SECTOR	Social Infrastructures/Water Resource Development	3.CONTENTES OF MAJOR PROJECT(S)	The Final Report recommended that the project should be implemented in stages, and by the end of the second stages, of which the target year is 1996, 60 units of the type 1 and 22 units of the type 3 should be constructed as the rural water supply system.																		
4.REFERENCE NO.		4.CONDITIONS AND DEVELOPMENT IMPACTS	The project has a character of "Basic Human Needs" and is feasible economically, and it is expected that the project would make a significant contribution to socio-economic development and the improvement of health and sanitary conditions in the study area.																		
5.TYPE OF STUDY	Basic Study	5.technical transfer	OJT for counterparts during the site study (1988-89) about routine site study, management of well-boring and analytical works.																		
6.COUNTERPART AGENCY	Ministry of Public Health	6.PRINCIPAL SOURCE OF INFORMATION	①, ②, ③																		
7.OBJECTIVES OF STUDY	Groundwater Potential Evaluation & Master Plan of Rural Water Supply	7.MAJOR REASONS FOR PRESENT STATUS																			
8.DATE OF S/W	Nov.1987	8.STUDY TEAM	<table style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="3">No.of Members 8</td> </tr> <tr> <td colspan="3">Period Feb.1988-Oct.1989 (21 months)</td> </tr> <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;">44.76</td> <td style="text-align: center;">17.59</td> <td style="text-align: center;">27.17</td> </tr> </table>		No.of Members 8			Period Feb.1988-Oct.1989 (21 months)			Total M/M	Japan	Field	44.76	17.59	27.17					
No.of Members 8																					
Period Feb.1988-Oct.1989 (21 months)																					
Total M/M	Japan	Field																			
44.76	17.59	27.17																			
9.CONSULTANT(S)	Nippon Koei Co., Ltd.	9.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Test Well Drilling & Pump test																		
10.STUDY TEAM		12.EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">Total</td> <td style="width: 10%;">206,708 (¥'000)</td> </tr> <tr> <td>Contracted</td> <td></td> </tr> </table>		Total	206,708 (¥'000)	Contracted														
Total	206,708 (¥'000)																				
Contracted																					

和名 コマヤグア県地下水開発計画

[M/P, Basic Study, Other]

PROJECT SUMMARY (M/P+F/S)

Compiled Mar.1995
Revised

CSA HND/S 214/93

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT						
1.COUNTRY	Honduras	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 type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled					
2.NAME OF STUDY	Improvement of the Ports in the Republic of Honduras	Honduras										
3.SECTOR	Transportation/Port	2.PROJECT COST (US\$1,000)		M/P 1) 2) 3)	Local Cost	Foreign Cost	(Description) (FY1994 Domestic Survey) The development plan proposed by this study has three steps as follows. 1)Urgent improvement of ports and harbors. The improvement works of civil facilities and loading/discharging facilities which should be treated as the daily maintenance, and the improvement of management of port have been completed or processing with the responsibility of the port manager. 2)Short term development plan for Port of Cortes targeting the year of 2000. The feasibility from both technical and economical aspects were confirmed. They are expected to be promoted and processed. 3)Long term development plan for port of Cortes targeting the year of 2010.					
4.REFERENCE NO.		(US\$1,000)	F/S 1) 2) 3)	49,063	22,083	26,980						
5.TYPE OF STUDY	M/P+F/S	3.CONTENTS OF MAJOR PROJECT(S)										
6.COUNTERPART AGENCY	Empresa Nacional Portvaria(ENP)	1.Ports Development and Management Strategy. 2.Development plan for Port of Cortes. 3.Management plan for Port of Cortes. 4.Urgent Improvement plan for all ports.										
7.OBJECTIVES OF STUDY	1. Port Development and Management Strategy. 2. M/P, F/S for port of Cortes. 3. Urgent Improvement Plan.											
8.DATE OF S/W	Jul.1992	Imp. Period:										
9.CONSULTANT(S)	Overseas Coastal Area Development Institute Nippon Koei Co., Ltd.	4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes/No	EIRR1) 22.73 EIRR2) EIRR3)	FIRR1) 23.09 FIRR2) FIRR3)							
10.STUDY TEAM	No.of Members 12 Period Jan.1993-Mar.1994(15 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;">55.50</td> <td style="text-align: center;">24.30</td> <td style="text-align: center;">31.20</td> </tr> </table>	Total M/M	Japan	Field	55.50	24.30		31.20	Conditions and Development Impacts: Condition : The port of Cortes is the leading port with 77% of the total cargo throughout of the coutry. The Investment in the modern installation will make the port of Cortes competitive and lucrative port.			
Total M/M	Japan	Field										
55.50	24.30	31.20										
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Natural condition survey	5.TECHNICAL TRANSFER										
12.EXPENDITURE	<table style="width: 100%; border: none;"> <tr> <td style="text-align: right;">Total</td> <td style="text-align: right;">272,110 (¥'000)</td> </tr> <tr> <td style="text-align: right;">Contracted</td> <td style="text-align: right;">259,212</td> </tr> </table>	Total	272,110 (¥'000)	Contracted	259,212	Invited counterpart to Japan for training.						
Total	272,110 (¥'000)											
Contracted	259,212											
		2.MAJOR REASONS FOR PRESENT STATUS										
		3.PRINCIPAL SOURCE OF INFORMATION										
		①										

和名 港湾改善計画調査

(M/P+F/S)

PROJECT SUMMARY (M/P+F/S)

Compiled Mar.1995

Revised

CSA HND/S 213/93

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1.COUNTRY	Honduras	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		North-western area of Sula Valley(717km ²)						
Erosion and Sediment Control in the Pilot River Basin, Choloma, San Pedro Sula, Cortes		2.PROJECT COST		Local Cost	Foreign Cost	(Description) Among the master plan of the Choloma river, following urgent plan was formulated by the feasibility study. Urgent Plan of the Choloma River : Total cost : US\$22,890 X 1,000 F/C : US\$14,197 X 1,000 L/C : US\$ 8,693 X 1,000 -River improvement 3.4km, embankment 6.9km, rivetment 3.4km etc -Check dam 2nos., consolidation dam 2nos., training levee 1no. The Government of Honduras is requesting the JICA's grant aid to the Government of Japan for implementation of the above urgent plan.		
		(US\$1,000)	M/P 1) 2)	77,948	29,474			48,474
		(US\$1,000)	F/S 1) 2) 3)	92,666	35,930			56,736
3.SECTOR		3.CONTENTS OF MAJOR PROJECT(S)						
Social Infrastructures/River & Erosion Control		The Master plan for flood control and sediment control was formulated with the design scale of 50 year flood and recorded maximum sediment disaster in 1974 respectively. 1)Choloma River -River improvement 7.8km, embankment 15.6km etc -check dam 10nos, Consolidation dam 17nos., training levee 1.3km 2)El Sauce River/Blanco River -River improvement 7.5km, Diversion channel 2.6km, embankment 19.7km etc -Check dam 23nos., Consolidation dam 7nos., training levee 4.0km channel works 3 places.						
4.REFERENCE NO.								
5.TYPE OF STUDY		M/P+F/S						
6.COUNTERPART AGENCY		Ministry of Communications, Public Works and Transportation(SECOPT)						
7.OBJECTIVES OF STUDY		To formulate a master plan of flood control and sediment control and conduct a feasibility study						
8.DATE OF S/W		Dec.1991						
9.CONSULTANT(S)		Pacific Consultants International Kokusai Kougyo Co., Ltd.						
		Imp. Period:						
		4.FEASIBILITY AND ITS ASSUMPTIONS		Reasibility: Yes/No	EIRR1) 15.30 FIRR1) EIRR2) 13.00 FIRR2) EIRR3) FIRR3)			
10.STUDY TEAM		Conditions and Development Impacts: 1)Unit prices are based on the market price of June, 1993. 2)Project implementation is assumed between 1996 and 2005. 3)Project life is assumed to be 50 years. 4)Development impacts are as follows; (1) Safety will be insured for social and economic activity due to the flood and sediment control. (2)The transportation through the most important national road will be insured.						
No.of Members 13 Period Aug.1992-Jan.1994(18 months)								
Total M/M Japan Field								
80.23 15.90 64.33								
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER						
1)Topographic Survey 2)River Material Survey 3)Installation of hydrological observation equipment 4)Geological and Enviromental Surveys		On-the-job-training to the counterpart staff. Overseas training in Japan to the 2 counterpart staff.						
12.EXPENDITURE		3.PRINCIPAL SOURCE OF INFORMATION						
Total 368,522 (¥'000)		①, ②						
Contracted 334,150		SECOPT, SECPLAN(Ministry of Planification coordination and Budget)						

和名 チャメレコン川支流域治水・砂防計画調査

[M/P+F/S]

PROJECT SUMMARY (F/S)

Compiled Mar.1990
Revised Mar.1995

CSA JAM/A 301/85

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1.COUNTRY	Jamaica	1.SITE OR AREA		Black River Lower Morass Area (situated in the western part of Jamaica near the southern coast in the Parish of St.Elizabeth)		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 Agricultural Development Project on the Black River Lower Morass		2.PROJECT COST		Total Cost	Local Cost			Foreign Cost
		(US\$1,000)	1)	54,300	17,800	36,500		
			2)	11,700	900	10,800		
			3)	5,600	5,600			
3.SECTOR Agriculture/General		3.CONTENTES OF MAJOR PROJECT(S)				(Description) It was subject to establish a holding company who would be responsible for construction of civil engineering works, development and operation of the pilot farm, land lease and management as well as recruitment, training, selection and settlement of farmers. However, due to some reasons such as rather expensive cost per unit area, etc., some agency (National Investment Bank) refused to establish the holding company, as of November, 1985. Proposed membership of the Board of Directors to be appointed by the Government was, Permanent Secretary of the Ministry of Agriculture or his nominee, Commissioner of Land, a representative from the Ministry of Finance, a representative from the Jamaica National Investment Bank, a representative from the National Water Commission, and two other nominees. (FY1992 Overseas Survey) Waiting for the answer. (FY1994 Domestic Survey) Government has changed its agricultural development policy from food production to export oriented agriculture following the change of regime.		
4.REFERENCE NO.		I. Major Investment for the Project a. Irrigation Area : 3,080 ha B. Major Facilities: (1) Diversion Weir: 1 place, (2) Irrigation Pump St.: 1 place with 4 units of 120kW 700mm diameter, (3) Drainage Pump St.: 4 places with 15 units of 100-125HP 800mm diameter, (4) Irrigation Canal: main 35.2km & secondary 31.6km, (5) Drainage Canal: main 41.3 km, secondary 154.0km & catch drain 17.0km, (6) Farm Road: main 35.2km & secondary 83.4km, (7) Flood Protection Dike: 29.0km, (8) Others: Office & Quarters, Ground water level observation wells & Environment conservation.						
5.TYPE OF STUDY F/S		II. Post Harvest Facility: 5 drying & storage stations and 1 rice mill						
6.COUNTERPART AGENCY Ministry of Agriculture, Department of Planning and Policy		III. Social Infrastructure: Upgrading/construction of Housing, Schools, Health center Road, Water supply and Community center Implementation period will be 6 years which consists of Phase-I of 3 years including detailed design and Phase-II of 3 years.						
7.OBJECTIVES OF STUDY F/S - to formulate the project and verify its technical and economic feasibility								
8.DATE OF S/W Dec.1983		Imp. Period:						
9.CONSULTANT(S) Nippon Koei Co., Ltd. Taiyo Consultants Co., Ltd.		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 13.30 EIRR2) 14.10 EIRR3) 15.60			
		Conditions and Development Impacts: Conditions: 1. Agricultural benefit was estimated as the net incremental benefit derived from difference of net crop production between with project and without project conditions. 2. Project area consists of mineral soil area (780ha) and peat soil area (2300ha) where different agricultural development plan is adopted. 3. Net annual profit will be expected from twice of paddy in a year on both mineral and peat soil areas and soya bean on mineral soil area in case of with project condition, while it would be born from sugar cane (310ha), rain-fed paddy (100ha) and upland crops 960ha) in mineral soil area only, in case of without project condition. 4. The Project cost for economic evaluation does not include costs for procurement and installation of post harvest facility (2 of above), and construction or upgrading of social infrastructure (3 of above). 5. EIRR of small (1480ha in case 3) and medium (2260ha in case 2) scale development plans would be slightly higher than them of whole scale development plan (case 1). However, the Net Present Value, production of paddy and foreign exchange saving of case 1 are substantially larger than those of smaller scale development plans, and secondary benefit from adjacent project area would be expected in case 1 which was recommended.						
10.STUDY TEAM No.of Members 10 Period Feb.1984-Jun.1985(17 months)						2.MAJOR REASONS FOR PRESENT STATUS		
Total M/M	Japan	Field						
11.14	1.55	9.59						
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER				3.PRINCIPAL SOURCE OF INFORMATION ①		
12.EXPENDITURE Total 239,697 (¥'000) Contracted 217,840		To undertake on-the-job training and transfer the technology to the Jamaican counterpart personnel in the course of the study.						

和名 ブラックリバーローアモラス農業開発計画

[F/S,D/D]

PROJECT SUMMARY (F/S)

Compiled Mar.1990
Revised Mar.1995

CSA JAM/A 302/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Jamaica	1.SITE OR AREA	22km far from Kingstone in the west (the surveyed area: 274 sq.km, population 130,000)			1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input checked="" type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Discontinued or Cancelled <input type="checkbox"/> Processing
2.NAME OF STUDY	Modernization and Expansion of the Rio Cobre Irrigation scheme	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost		
3.SECTOR	Agriculture/General	(US\$1,000)	1) 64,290	30,190	34,100	(Description) Progress This project is given a high priority in the "Food and Agriculture Policies/Production Five-Year-Plan(1983/84-1987/88)" of the government. Based on the F/S report, the project has been carried out partly sparing local funds and partly with financial support of the USAID. However, those funds are quite limited and cover only the small portion of the project. (FY1992 Overseas Survey) Waiting for the answer. (FY1994 Domestic Survey) No additional information	
4.REFERENCE NO.		US\$1=5.5J\$ in 1986	2)				
5.TYPE OF STUDY	F/S		3)				
6.COUNTERPART AGENCY	Ministry of Agriculture	3.CONTENTS OF MAJOR PROJECT(S)					
7.OBJECTIVES OF STUDY		The project area is situated in the eastern part of Jamaica near the southern coast in the parish of St. Catherine. Rio Cobre Irrigation System: 12,990ha(completed in 1874) St. Dorothy Irrigation System: 2,340ha(completed in 1963) The main concepts of the project are: - to modernize and expand the present irrigation system by reconstructing and improving existing infrastructures. - to introduce diversified cropping patterns including non-traditional crops into the annual rotation of cropping. - to increase and stabilize yields and production of crops by means of sound management of irrigation and drainage. - to achieve successful small scale farmer enhancement through appropriate training and agricultural support services. - to promote the leveling up of living standards and more equitable distribution of income to the people. The main civil works are: 1)rehabilitation of headworks, 2)rehabilitation of canals, 3)reservoirs 4)land consolidation, 5)road construction.					
8.DATE OF S/W	Dec.1985	Imp. Period: 1988-1991					
9.CONSULTANT(S)	Taiyo Consultants Co., Ltd. Nippon Koei Co., Ltd. Kokusai Kougyo Co., Ltd.	4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 24.00 EIRR2) EIRR3)	FIRR1) 15.80 FIRR2) FIRR3)		
10.STUDY TEAM	No.of Members 13 Period Jan.1986-Jun.1987(18 months)	Conditions and Development Impacts: The project implementation: 1) The construction schedule is drawn up in such a way as to make capital investment productive as soon as possible. 2) The major civil works and on-farm development works are rationally integrated in due to consideration of the agricultural development programme particularly paddy land development. 3) Rehabilitation and improvement works for the head works and main canal will be carried out without cutting off the existing water supply to the downstream irrigated area and municipal water supply to Spanish Town. 4) The time required for construction of the project would be about 4 years including detailed design and contract award. Development Impacts: 1)Foreign exchange saving: approximately US\$17.5 million per annual of foreign exchange will be saved by substituting for imported commodities; 2)Demonstration effects: Farmers in other areas become familiar with modern irrigation and drainage practices; 3)Increased employment opportunities: It is expected that the present unemployment in and around the project area will be reduced by implementation of the project; 4)Secondary benefit: The socio infrastructure and local transportation system will be improved.					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Geological survey Analysis of samples	5.TECHNICAL TRANSFER					
12.EXPENDITURE	Total 276,497 (¥000) Contracted 251,952	(1) Acceptance of one trainee on in-service training in Japan. (2) OJT					
						2.MAJOR REASONS FOR PRESENT STATUS	Shortage of the funds due to deterioration of the economic circumstances.
						3.PRINCIPAL SOURCE OF INFORMATION	①

和名 リオ・コブレ農業開発計画

(F/S,D/D)

PROJECT SUMMARY (Other)

Compiled Mar.1990
Revised Mar.1995

CSA MEX/S 602/79

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS	
1.COUNTRY	Mexico	1.SITE OR AREA	Suburbs of Mexico City		I.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2.NAME OF STUDY	Suburban Railways Project (follow-up)	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) 1) Section between Mexico City and Queretaro (244km) 1981 Construction works started. 1982 - 86 Due to the decline of oil prices, construction works were virtually suspended. (FY1991 Overseas Survey) Feb. 1992 About 80% of the construction works completed. 1993 Scheduled to be operated on commercial basis. 2) Section between Mexico City and Irapuato (95km) Suspended until the section between Mexico City and Queretaro begin operation. (FY1994 Domestic Survey)<Note> The result of this study was also used in the study of "Project of electrification of line from Mexico to Irapuato"(CSA MEX/S 603/81).
3.SECTOR	Transportation/Railway	(US\$1,000)	1)		2)	
4.REFERENCE NO.		3.CONTENTENTS OF MAJOR PROJECT(S)				
5.TYPE OF STUDY	Other	As part of the railway modernization policy, the Mexican Government is planning the electrification of the entire railway system. The Government requested Japanese technical cooperation concerning feasibility studies on two of the high priority sections selected for electrification: Namely, the section between Mexico City and Queretaro (244km) and the section between Mexico City and Irapuato (95km). In response to the request, the Japanese Government sent a team of experts to assist the undertaking of the feasibility studies. The process are the following: 1. This study took the following into account. (1) Several types of electrification are widely applied in the world. (2) Electrification is considered not a simple aggregation but a "united system" integrating the related factors. 2. This study compared the following types - Types of electric generations ; a. AT type, b. direct type - Types of aerial line ; a. multifil type, b. arranged-T type This study investigated electric characters of each type, and tried to clear the relation between signal systems and each type. 3. At last the study suggested gov. of Mexico the following issue be very important. A type of electrification, being the most suitable to the whole situation of the nation, should be selected from many types.				
6.COUNTERPART AGENCY	Secretaría de Comunicaciones y Transportes	4.CONDITIONS AND DEVELOPMENT IMPACTS				
7.OBJECTIVES OF STUDY	Technical advice and guidance on the physical planning and the operation and management for the trunk line electrification plan of the Mexican National Railway	[Condition and Impact] The amount of freight transportation in this section is expected to increase year by year along with Mexico's economic growth. Then this electrification is expected to make possible to speed up the trains and increase their freight capacity. So a technical transfer impact of this electrification is estimated very high.				
8.DATE OF S/W	.0	10.STUDY TEAM				
9.CONSULTANT(S)	Japan Railway Technical Service	No.of Members	4	Period Jun.1979-Aug.1979 (2 months)		
		Total M/M	Japan	Field		
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	None	5.TECHNICAL TRANSFER			2.MAJOR REASONS FOR PRESENT STATUS	
12.EXPENDITURE					Financial problems.	
Total	7,326 (¥000)				3.PRINCIPAL SOURCE OF INFORMATION	
Contracted					①, ②	

和名 近郊鉄道計画 (アフターケア)

(M/P, Basic Study, Other)

PROJECT SUMMARY (Other)

Compiled Mar.1986
Revised Mar.1995

CSA MEX/S 603/81

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS			
1. COUNTRY	Mexico	1. SITE OR AREA	Section between Mexican city and Irapuato(351.2km)			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 electrificación de la línea de México a Irapuato	2. PROJECT COST	(US\$1,000)	Total Cost	Local Cost	Foreign Cost	(Description) The recommendations of this study were used by the Mexican Government for preparing tender documents and evaluating the bids. This project was financed by several institutes oriented by NAFINSA. The progress of construction works is as follows: 1) Section between Mexico City and Queretaro (244km) 1981 Construction works started. 1982 - 86 Due to the decline of oil prices, construction works were virtually sus-pended. (FY1991 Overseas Survey) Feb.1992 About 80%k of the construction works is completed. (FY1993 Overseas survey) 1994 It is scheduled to be implemented and operated on commercial base. 2) Section between Mexico City and Irapuato (95km) Suspended until the section between Mexico City and Queretaro begin operation. (FY1994 Domestic Survey) No additional information.	
3. SECTOR	Transportation/Railway	3. CONTENTS OF MAJOR PROJECT(S)						
4. REFERENCE NO.		For each technical field composing the electrification of the railway, various systems are adopted in the world. these systems may have respective merits and demerits. Since the electrification is not a simple cumulation of those technologies but a composite system organizing each regarding technologies. It has been recommended to the Mexican Government that it is the most important subject to select the most appropriate system for Mexico among AT feeding, direct feeding, railway track feeding and the other systems from the point of view of that in comparison of electrical characteristics such as of feeding and/or of collection of current, and to make clear the relationship between feeding system and signaling facilities corresponding facilities. The recommendation is consisted of following items : (1) To draw the operation (driving) plans, (2) Introduction of locomotives, (3) Design of Railway Lines, (4) Arrangements of supplement system of electricity, (5) Arrangements of signaling facilities a. Signaling system for double track b. CTC for whole section c. New establishment of ATC for whole section, (6) Arrangements of corresponding system, and (7) Arrangements of inspection/repairment systems for rolling stocks.						
5. TYPE OF STUDY	Other							
6. COUNTERPART AGENCY	Secretaria de Comunicaciones y Transportes							
7. OBJECTIVES OF STUDY	Technical advice and guidance on technical standards and specification for detailed study on electrification of the section between Mexican City and Irapuato, as part of the trunk line electrification plan of the Mexican National Railway							
8. DATE OF S/W	.1980	4. CONDITIONS AND DEVELOPMENT IMPACTS						
9. CONSULTANT(S)	Japan Railway Technical Service							
10. STUDY TEAM								
No. of Members 23 Period May.1980-Mar.1981(10 months)								
		Total M/M		Japan	Field	2. MAJOR REASONS FOR PRESENT STATUS		
		32.87	18.50	14.37	(FY1993 Overseas Survey) The main reason is devaluation and inflation in the past years.			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY							3. PRINCIPAL SOURCE OF INFORMATION	
12. EXPENDITURE		5. TECHNICAL TRANSFER						
		On-the-job training for Mexican counterparts through joint work.						
		Total		111,252 (¥'000)				
		Contracted		87,967				

和名 幹線鉄道電化計画

(M/P, Basic Study, Other)

PROJECT SUMMARY (F/S)

Compiled Mar.1986
Revised Mar.1995

CSA MEX/S 301/83

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT																			
1.COUNTRY	Mexico	1.SITE OR AREA	A line linking major cities between Apaseo el Grande and Francisco del Rincon (167km)			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	Guanajuato New Railway Development Project	2.PROJECT COST					<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 10%; text-align: center;">1)</td> <td style="width: 15%; text-align: center;">Total Cost</td> <td style="width: 15%; text-align: center;">Local Cost</td> <td style="width: 15%; text-align: center;">Foreign Cost</td> </tr> <tr> <td>(US\$1,000)</td> <td></td> <td style="text-align: center;">386,000</td> <td style="text-align: center;">237,000</td> <td style="text-align: center;">149,000</td> </tr> <tr> <td>(US\$1=111.95pesos)</td> <td style="text-align: center;">2)</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">3)</td> <td></td> <td></td> <td></td> </tr> </table>			1)	Total Cost	Local Cost	Foreign Cost	(US\$1,000)		386,000	237,000	149,000	(US\$1=111.95pesos)	2)				
	1)	Total Cost	Local Cost	Foreign Cost																				
(US\$1,000)		386,000	237,000	149,000																				
(US\$1=111.95pesos)	2)																							
	3)																							
3.SECTOR	Transportation/Railway	3.CONTENTS OF MAJOR PROJECT(S)	<table style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2" style="text-align: center;">(100 million pesos)</td> </tr> <tr> <td>Civil engineering works</td> <td style="text-align: right;">169</td> </tr> <tr> <td>Electric engineering works</td> <td style="text-align: right;">86</td> </tr> <tr> <td>Rolling stock bases and workshops</td> <td style="text-align: right;">34</td> </tr> <tr> <td>Land acquisition (compensation)</td> <td style="text-align: right;">12</td> </tr> <tr> <td>Rolling stock</td> <td style="text-align: right;">131</td> </tr> </table>			(100 million pesos)		Civil engineering works	169	Electric engineering works	86	Rolling stock bases and workshops	34	Land acquisition (compensation)	12	Rolling stock	131							
(100 million pesos)																								
Civil engineering works	169																							
Electric engineering works	86																							
Rolling stock bases and workshops	34																							
Land acquisition (compensation)	12																							
Rolling stock	131																							
4.REFERENCE NO.		4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility:	EIRR1)	FIRR1)																			
5.TYPE OF STUDY	F/S		Yes/No	EIRR2)	FIRR2)																			
6.COUNTERPART AGENCY	Gobierno del Estado de Guanajuato			EIRR3)	FIRR3)																			
7.OBJECTIVES OF STUDY	Construction of a new railway line for passenger transport in the Bajio Industrial Corridor in Guanajuato State.	Conditions and Development Impacts: Assumptions: - Partial opening of the line in 1990 - Opening of the entire line in 1995 - Completion of double tracking in 2000 Expected development impacts: Balanced development of new residential cities and new industrial parks in the Bajio Industrial Corridor of Guanajuato State.			(Description) The implementation of the proposed project was suspended in October 1983, when the then Governor of Guanajuato was replaced together with his technical staff. Because the construction of highways and the electrification of national railways are currently under way, the present Government of Guanajuato State is unlikely to reconsider the project. Therefore, the project is judged as cancelled. (FY1991 Overseas Survey) After the election in 1991, the opposition party took the political power. As a result, the personnel who knows the background of this project left the state government. (FY1994 Domestic Survey) No information.																			
8.DATE OF S/W	Dec.1982	Imp. Period:	Jan.1984-Jun.1999																					
9.CONSULTANT(S)	Japan Railway Technical Service	10.STUDY TEAM No.of Members 12 Period Mar.1983-Nov.1984(8 months) <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 10%; text-align: center;">Japan</td> <td style="width: 15%; text-align: center;">Field</td> </tr> <tr> <td>Total M/M</td> <td style="text-align: center;">46.80</td> <td style="text-align: center;">28.31</td> </tr> <tr> <td style="text-align: center;">75.11</td> <td></td> <td></td> </tr> </table>				Japan	Field	Total M/M	46.80	28.31	75.11			2.MAJOR REASONS FOR PRESENT STATUS 1) Departure of the Governor of Guanajuato State 2) Financial difficulty in Mexico 3) Policy change										
	Japan	Field																						
Total M/M	46.80	28.31																						
75.11																								
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER																						
12.EXPENDITURE		One counterpart participated in the JICA training program. On-the-job training for undertaking feasibility studies.			3.PRINCIPAL SOURCE OF INFORMATION ①, ②																			
		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 10%; text-align: center;">149,529 (¥'000)</td> </tr> <tr> <td>Total</td> <td style="text-align: center;">140,700</td> </tr> <tr> <td>Contracted</td> <td></td> </tr> </table>					149,529 (¥'000)	Total	140,700	Contracted														
	149,529 (¥'000)																							
Total	140,700																							
Contracted																								

和名 グアナファト州高速鉄道開発計画

[F/S,D/D]

PROJECT SUMMARY (F/S)

Compiled Mar.1986

Revised Mar.1995

CSA MEX/S 302/83

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1. COUNTRY	Mexico	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 Development Project of the Industrial Port of Tuxpan		Tuxpan, Veracruz State						
3. SECTOR Transportation/Port		2. PROJECT COST		Total Cost	Local Cost	Foreign Cost		
4. REFERENCE NO.				1) 622,000	196,000	426,000		
5. TYPE OF STUDY F/S				2)				
6. COUNTERPART AGENCY Comision Nacional Coordinadora de Puertos, Secretaria de Comunicaciones y Transportes				3)				
7. OBJECTIVES OF STUDY Formulation of a master plan through 2000, the formulation of a short-term development plan, and the execution of a feasibility study		3. CONTENTS OF MAJOR PROJECT(S) As a part of industrial port development plan, Tuxpan Port Project was studied.				(Description) The project was suspended after the completion of the F/S. The project was identified as part of the industrial port development plan by the Mexican Government. The Tuxpan Port was considered as one of the development projects to support and expedite the petroleum development plan in Chicontepec Basin. Because petroleum-producing strata in the Basin were found to be very deep, the petroleum development was suspended in 1982. In response to the onset of severe economic crisis in 1982, the President De la Madri announced in January 1983 that the industrial port development would be limited to the Altamira Port and the Lazaro Cardenas Port. This policy has been continued by the President Sarinas who took power in December 1988. Under the circumstances, the development of the Tuxpan Port as an industrial port is currently suspended. (FY1991 Overseas Survey) The development of the Tuxpan Industrial Port must be suspended presently, as far as the transportation problems (railway and roads) can not be solved. (FY1992 Overseas Survey) No additional information. (FY1994 Domestic Survey) No additional information.		
8. DATE OF S/W May. 1982		Imp. Period: Apr. 1984-Dec. 1986						
9. CONSULTANT(S) Overseas Coastal Area Development Institute		4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 14.00 EIRR2) EIRR3)			FIRR1) FIRR2) FIRR3)
10. STUDY TEAM No. of Members 10 Period Jul. 1982-Nov. 1983 (16 months) Total M/M Japan Field 78.33 58.00 20.33		Conditions and Development Impacts: (Assumptions) - Industrial, commercial and fishery port functions are taken into consideration. Industrial and commercial cargo forecasts for 1988 are 20.54 million tons and 1.2 million tons, respectively. - Industries consist of iron and steel, machinery, automobile, ship-building, petrochemical, petroleum refining, food processing, paper and pulp, and fish processing. The area of about 3,000 ha is considered necessary for industrial location. (Development Impacts) - New industrial location will create direct employment of about 15,000. - A new urban agglomeration will emerge in the hinterland to support the industrial development and direct employment creation. - The population of the new urban center is estimated to be 190,000, requiring 4,000 ha for settlement.						
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER On-the-job training was provided to counterparts through joint work of data collection and analysis and report writing.				2. MAJOR REASONS FOR PRESENT STATUS The national financial and economic crisis in 1982 - 1983 suspended petroleum development in Chicontepec Basin, and the policy changed over the industrial port development.		
12. EXPENDITURE Total 173,817 (¥'000) Contracted 169,244						3. PRINCIPAL SOURCE OF INFORMATION ①, ②		

和名 トクスパン工業港開発計画

[F/S,D/D]

PROJECT SUMMARY (F/S)

Compiled Mar. 1990
Revised Mar. 1992

CSA MEX/S 304/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Mexico	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	Repair Dockyard in Lazaro Cardenas	Industrial City of Lazaro Cardenas which is centrally located in the Pacific coast					
3. SECTOR	Transportation/Marine Transportation & Ships	2. PROJECT COST		Total Cost	Local Cost	Foreign Cost	
4. REFERENCE NO.		(US\$1,000)	1)	101,700	49,000	52,700	
5. TYPE OF STUDY	F/S	(US\$=150yen)	2)				
6. COUNTERPART AGENCY	Banco Mexicano SOMEX		3)				
7. OBJECTIVES OF STUDY	Feasibility analysis of a repair dockyard and technical transfer to Mexican counterparts	3. CONTENTS OF MAJOR PROJECT(S)				(Description) SOMEX initially expected to select one of its 117 subsidiary enterprises for operation and management of the proposed dockyard. However, privatization of those enterprises was completed in October 1988. Along with the election of the new President in December 1988, top management of SOMEX was also replaced, necessitating the suspension of the proposed project. (FY1991 Overseas Survey) Furthermore, the privatization of the SOMEX itself was determined in 1992 and the necessary procedure is being taken including personnel transfer. The project is now judged cancelled.	
8. DATE OF S/W	Sep. 1986	Facilities Scale Floating dock 230m x 55m Work Bay 230m x 40m Repair berth and other associated facilities Max. size of objective ship is about 60,000 DW Type, with width below 32.2m (abt 40,000Gt) which is max. sizes of ship who can navigate the Panama Channel at present. Start for preparation construction : Jan., 1990 Start of Phase I construction : July, 1990 Completion of : Dec., 1992 Start of Phase II construction : Jan., 1995 Completion of : Dec., 1996					
9. CONSULTANT(S)	Overseas Ships Building Cooperation Center	4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) 11.00 EIRR2) EIRR3)	FIRR1) 9.90 FIRR2) FIRR3)	
10. STUDY TEAM	No. of Members 9 Period Mar. 1987-Mar. 1988 (13 months)	Conditions and Development Impacts: Assumptions: - Repair demand is projected for 1995, 2005 and 2015. - Gross income is estimated on the basis of past performance, with modification from Japanese data. Project period is 30 years. - The floating dock and (fundai method) are adopted after comparative analysis of four alternatives of lifting ships. - Development of related infrastructure, such as access channel, access road and water supply to the dockyard, is to be financed by the public sector. - The expected sales revenue comes from foreign ships on about 30 - 40% basis. - About 1400 job opportunities can be created.				2. MAJOR REASONS FOR PRESENT STATUS	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	None	5. TECHNICAL TRANSFER					
12. EXPENDITURE	Total 127,908 (¥'000) Contracted 109,909	On-the-job training for counterparts about technique of F/S.				3. PRINCIPAL SOURCE OF INFORMATION ①②	

和名 ラサロカルデナス港修繕ドック整備計画

[F/S,D/D]

PROJECT SUMMARY (Other)

Compiled Mar. 1990

Revised Mar. 1995

CSA MEX/S 605/88

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDY RESULTS					
1. COUNTRY	Mexico	1. SITE OR AREA	Mexico City Metropolitan Area						
2. NAME OF STUDY	Air Pollution Control Plan in the Federal District	2. PROJECT COST							
3. SECTOR	Administration/Environmental Problems	(US\$1,000)		<div style="display: flex; justify-content: space-between;"> Total Cost Local Cost Foreign Cost </div> 1) 2)					
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)							
5. TYPE OF STUDY	Other	The study did not identify specific projects per se, but reviewed various measures for air pollution control which the Mexican Government has been either implementing or plans to implement, and evaluated the expected effects of these measures. On the basis of the findings, the study made the following recommendations.		(Description) 1) The findings and recommendations of the study were incorporated into the Integrated Air Pollution Control Program for the Federal District announced in September 1989. 2) The air pollution control campaign was launched in January 1989, introducing such measures as compulsory automobile inspection, restrictions on the use of private automobiles, promotion of pollution-preventive devices and additives, and institution building. 3) Based on the findings of the study, a JICA-financed feasibility study (Air Pollution Control Measures for Fixed Sources of Emission???) is now being undertaken (Dec. 1989 - Sept. 1991). 4) In Mar. 1991, some oil refineries in the midtown area were closed. The heavy polluted refineries were regulated. 5) The plant for low-sulphur heavy oil and the plant for gasoline and light oil has been operated since 1991 by co-financing of OECP, Import & Export Bank and the World Bank. (FY1991 Overseas Survey) No additional information. * Contents of OECP Loan. (1) Desulfurization of heavy oil (2) Desulfurization of diesel oil (FY1994 Domestic Survey) No additional information.					
6. COUNTERPART AGENCY	Departamento del Distrito Federal, Direccion General de Reordenacion Urbana y Pro Ecologia					1) Introduction of the secondary air supply device for used cars 2) Further desulfurization of gasoline 3) Improvement of rules and regulations in accordance with the Environmental Law 4) Strengthening of the air pollution monitoring network 5) Institution building and manpower training 6) Strengthening of surveillance over sources of pollutants			
7. OBJECTIVES OF STUDY	Recommendation of measures for air pollution control	4. CONDITIONS AND DEVELOPMENT IMPACTS		2. MAJOR REASONS FOR PRESENT STATUS Control measures on factory emission, which is easier to implement than those on automobiles, are relatively weak in Mexico. In this regard, it is considered necessary to identify specific and realistic measures in order to ensure the technical aspects of "the improvement of rules and regulations" as mentioned in the recommendation 3).					
8. DATE OF S/W	Jul. 1986	On-going and planned measures for air pollution control in Mexico are as follows: 1) Thermal power generation: change of fuels from heavy oil to natural gas, and increased smoke elimination and desulfurization 2) Factories: change of fuels from heavy oil to natural gas, increased use of low-sulphur fuels, and increased use of low-NOx burners 3) Motorized vehicles: introduction of clear gasoline and tertiary catalytic devices, strengthening of the emission standards and the automobile inspection system							
9. CONSULTANT(S)	Pacific Consultants International Research, Analysis and Computing	5. TECHNICAL TRANSFER		3. PRINCIPAL SOURCE OF INFORMATION ①, ②, ④					
10. STUDY TEAM	No. of Members 15 Period Feb. 1987-Dec. 1988 (23 months) <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">72.61</td> <td style="text-align: center;">32.47</td> <td style="text-align: center;">40.14</td> </tr> </table>	Total M/M	Japan			Field	72.61	32.47	40.14
Total M/M	Japan	Field							
72.61	32.47	40.14							
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	- Chassis dynamo test - Traffic volume estimation (aerophoto reading)								
12. EXPENDITURE									
	Total	448,778 (¥'000)							
	Contracted	239,000							

PROJECT SUMMARY (F/S)

Compiled Mar.1992

Revised Mar.1995

CSA MEX/S 305/90

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT					
1. COUNTRY	Mexico	1. SITE OR AREA		Port of Salina cruz, Lazzaro cardenas, Manzanillo, Mazatlan, Guaymas and Engenada		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 Improvement of the Pacific Coast Ports		2. PROJECT COST (US\$1,000)						Total Cost Local Cost Foreign Cost 1) 71,088 37,200 33,888 2) 3)			
3. SECTOR Transportation/Port		3. CONTENTS OF MAJOR PROJECT(S)				(Description) - Container Terminals are scheduled to start operation in summer 1992 in the port of Manzanillo and Lazzaro Cardenas. Manzanillo: construction of a new container terminal. Lazzaro Cardenas: addition of a gantry crane. - For the realization of efficient cargo handling systems, some measures such as privatization are taken based on this study. (FY1991 Overseas Survey) - The World Bank committed 45 million dollar loan in order to implement the improvement plan of each port. (Total amount of investment: 50 million dollars.) - The project implementation (equipment procurement & port improvement) is scheduled to start in 1991 and to end in 1994. - As far as the urgent improvement plan is concerned, the concret plan is under preparation by the Mexican side. - As far as short-term efficiency improvement plan is concerned, a detailed plan is under preparation. (FY1992 Overseas Survey) 1993.3 The target year of starting operation (both ports) (FY1993 Overseas Survey) - Manzanillo Port Dec.90-Jan.93 Equipment Procurement (US\$ 5.52 million) 89 - 94 Infrastructure Development (US\$ 10.65 million) Spanish Gov'n't, the World Bank and Mexican Gov'n't provided financial resources. - Lazzaro Cardenas Port Dec.9 -Feb.94 Equipment Procurement (US\$ 8.18 million) Spanish Gov'n't and the World Bank provided financial resources. (FY1994 Domestic Survey) No additional information.					
4. REFERENCE NO.		(Lazzaro cardenas) (Manzanillo) Pavement etc. : 49050 s.m Dredging : 750000 c.m C.F.S. : 1 nos Pavement etc. : 133000 s.m Gate : 1 nos C.F.S. : 1 nos Utilitis : 1 nos Quay wall : 1 nos Gantry Crane : 1 nos Utilities : 1 nos Transfer Crane : 1 nos Gantry Crane : 2 nos Others : 1 nos Transfer Crane : 4 nos others : 1 nos									
5. TYPE OF STUDY								F/S			
6. COUNTERPART AGENCY								Puertos Mexicanos			
7. OBJECTIVES OF STUDY								1. Urgent Improvement Plan of each port 2. Long-term development policy of each port 3. Feasibility study of selected ports			
8. DATE OF S/W		Oct. 1988		Imp. Period: Mar.1989-Jun.1990		Feasibility: EIRR1) 29.05 FIRR1) 10.06 Yes/No EIRR2) 13.75 FIRR2) 6.22 EIRR3) FIRR3)					
9. CONSULTANT(S)		Overseas Coastal Area Development Institute Nippon Koei Co., Ltd.		4. FEASIBILITY AND ITS ASSUMPTIONS							
10. STUDY TEAM		No. of Members 15 Period Mar.1989-Jul.1990 (17 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;">75.33</td> <td style="text-align: center;">25.24</td> <td style="text-align: center;">50.09</td> </tr> </table>		Total M/M	Japan			Field	75.33	25.24	50.09
Total M/M	Japan	Field									
75.33	25.24	50.09									
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		O/D analysis of the Pacific coastal area		5. TECHNICAL TRANSFER		2. MAJOR REASONS FOR PRESENT STATUS In Mexico, improvement of the efficiency of the port and maritime is considered important for the promotion of export.					
12. EXPENDITURE		<table style="width: 100%; border: none;"> <tr> <td style="text-align: right;">Total</td> <td style="text-align: right;">261,520 (¥000)</td> </tr> <tr> <td style="text-align: right;">Contracted</td> <td style="text-align: right;">252,593</td> </tr> </table>		Total	261,520 (¥000)			Contracted	252,593	The method of port planning detail design and the ways of economic and financial analysis are transferred.	
Total	261,520 (¥000)										
Contracted	252,593										
						①, ②					

和名 太平洋港湾整備計画

[F/S,D/D]

PROJECT SUMMARY (F/S)

Compiled Mar.1995
Revised

CSA NIC/S 306/93

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT		
1.COUNTRY	Nicaragua	1.SITE OR AREA	the area of the southern side of Lake Managua (about 880km ²)		1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input checked="" type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled	
2.NAME OF STUDY	Water Supply Project in Managua	2.PROJECT COST	Total Cost	Local Cost			Foreign Cost
3.SECTOR	Social Infrastructures/Water Resource Development	3.CONTENTS OF MAJOR PROJECT(S)	1) 40,000	2) 61,000	3) 33,000	(Description) The basic design study of the grant aid project aimed to develop a new groundwater source in North Ticuantepe and to install the facilities for water conveyance to Altamira water distribution pond started in July 1994.	
4.REFERENCE NO.		1)Development of a new groundwater source in North Ticuantepe in the Eastern sub-area and installation of the facilities for water conveyance to the existing water distribution pond in Altamira.					
5.TYPE OF STUDY	F/S	2)Development of residual groundwater sources in the Eastern sub-basin and installation of the facilities for water conveyance to the existing water distribution pond in Americas no.4.					
6.COUNTERPART AGENCY	INAA INTER	3)Groundwater development in the area adjacent to the east of the Study Area and installation of the facilities for water conveyance to Managua City.					
7.OBJECTIVES OF STUDY	to evaluate the groundwater potential of Managua basin and to make a concrete plan for groundwater development.						
8.DATE OF S/W	.0	Imp. Period:	.1993-.1996	.1995-.1999	.1997-.2000		
9.CONSULTANT(S)	Kokusai Kougyo Co., Ltd.	4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes/No	EIRR1) EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)		4.00
10.STUDY TEAM	No. of Members 10 Period Dec.1991-Sep.1993 (22 months)	Conditions and Development Impacts: 1)to make possible to improve water supply circumstances of the Highest Zone remarkably lacking in domestic water. 2)to make possible to increase the water use amount from 170l to 200l per day per head. 3)to make possible to do away with overpumping of groundwater in the Central sub-basin.			2.MAJOR REASONS FOR PRESENT STATUS		
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER			3.PRINCIPAL SOURCE OF INFORMATION		
12.EXPENDITURE	Total 284,760 (W'000) Contracted 272,730	techniques for groundwater development and groundwater management			①		

和名 マナグア市上水道整備計画調査

PROJECT SUMMARY (F/S)

Compiled Mar.1988
Revised Mar.1995

CSA PAN/S 302/84

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Panama	1.SITE OR AREA	Panama Metropolitan 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	Urban Transport Project in the Panama Metropolitan Area (ESTAMPA II)	2.PROJECT COST (US\$1,000)		Total Cost	Local Cost		
3.SECTOR	Transportation/Urban Transportation	3.CONTENTS OF MAJOR PROJECT(S)	1)	77,577	36,907	41,570	
4.REFERENCE NO.		1) Construction of Corredor Norte and arterial roads connecting thereto. - Corredor Norte - Via El Paical Extension - Via Martin Sosa Extension - Via Cerro Ancón Extension - Via San Miguelito Oeste 2) Existing Road Improvement Projects - Via Espana - Via Bolivar, Sna Miguelito Intersection - Via Cerro Ancón - Via El Paical 3) Bus Center Projects (four bus centers) 4) Bus Maintenance Center Project	2)	135,390	70,940	64,450	
5.TYPE OF STUDY	F/S		3)	4,720	2,446	2,274	
6.COUNTERPART AGENCY	Ministry of Public Works		(Description) A detailed design study on new road construction was completed in 1990 by IDB finance. The priority of the project is high, but the implementation has been postponed indefinitely due to the continued political destabilization. (FY1991 Overseas Survey) Financial assistance was requested to Japan, the World Bank and the IDA. However, it was not succeeded because of the invasion of Panama by the United States. Domestically, financial assistance is planned to be requested to Banco Prirad con obras Concesionadas. (FY1992 Overseas Survey) In spite of the final design plans, the government of Panama does not have enough disposable finance for the implementation of this project. Therefore, there are negotiations to assure the finance through either international loans or administrative grants. (FY1994 Domestic Survey) No additional information.				
7.OBJECTIVES OF STUDY	A Feasibility study for the priority projects selected through the master plan study						
8.DATE OF S/W	Mar. 1983	Imp. Period:	Jan.1987~Jun.1990			2.MAJOR REASONS FOR PRESENT STATUS - Political and economical instability were created by the invasion. - High priority (FY1992 Overseas Survey) Problems in obtaining funds.	
9.CONSULTANT(S)	Yachiyo Engineering Co., Ltd.	4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes/No	EIRR1) 26.40 EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)		
10.STUDY TEAM	No. of Members 11 Period May.1983~Jan.1985 (20 months)	Conditions and Development Impacts: 1) The evaluation of all road projects as one large project package is highly significant from an economic standpoint with (IRR) of 26.4%. When this "package" is opened and separated into new road construction projects and existing road improvement projects, however, the former shows an IRR of 31.4% and the latter, only 10.7% indicating the low economy of improvement projects. 2) The financial internal rate of return (FIRR) of bus center operation will be 10.6% and the generation of fund to pay a 10% per annum interest will be possible. (EIRR) is calculated at 9.6%. 3) Commercial base management is difficult. FIRR calculated for the bus maintenance center as a whole is low at 4.3%. But the construction of bus maintenance center is an essential for the purpose of the improvement of bus operation rate and higher quality bus service.					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	- Topographic and geological survey. - Air photograph and mapping (Sub-Contract with local consultants)						5. TECHNICAL TRANSFER
12.EXPENDITURE	Total 741,557 (¥'000) Contracted 295,841						

和名 パナマ首都圏都市交通計画

(F/S,D/D)

PROJECT SUMMARY (F/S)

Compiled Mar. 1990
Revised Mar. 1992

CSA PAN/S 301/84

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Panama	1. SITE OR AREA	Entire country			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	Short-wave Broadcast Station Project	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost		
3. SECTOR	Communications & Broadcasting/Broadcasting	3. CONTENTS OF MAJOR PROJECT(S)	1) 2) 3)				(Description) (FY1991 Overseas Survey) The hearing of the background of this project was impossible owing to the political and economic disorder caused by the American invasion.
4. REFERENCE NO.		Necessary experimental equipment and facilities are proposed to undertake the following services. 1) Domestic broadcasting (short-wave) 2) International broadcasting (short-wave) 3) International broadcast relay	(US\$1,000)				
5. TYPE OF STUDY	F/S						
6. COUNTERPART AGENCY	Ministry of Interior and Justice						
7. OBJECTIVES OF STUDY	Construction planning for the experimental short-wave broadcasting						
8. DATE OF S/W	Nov. 1983		Imp. Period:				
9. CONSULTANT(S)		4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes/No	EIRR1) EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)		
10. STUDY TEAM	No. of Members Period Jun. 1984-Jan. 1985 (7 months) Total M/M Japan Field	Conditions and Development Impacts: 1) There are about 60 AM or FM stations operating in Panama, but because of the difficult terrains, the coverage of these stations are inadequate. The short-wave station will improve the situation. 2) Panama can participate in the international broadcasting network. 3) Panama will become one of the regional relay centers connecting South and North America.			2. MAJOR REASONS FOR PRESENT STATUS		
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER			3. PRINCIPAL SOURCE OF INFORMATION		
12. EXPENDITURE	53,132 (¥000)				①②		
	Total						
	Contracted						

和名 短波放送施設建設計画

(F/S,D/D)

PROJECT SUMMARY (F/S)

Compiled Mar.1990
Revised Mar.1995

CSA PAN/S 303/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1.COUNTRY	Panama	1.SITE OR AREA		Area along the Bay at the southern Panama metropolitan 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 Corredor Sur Development Project in the Panama Metropolitan Area(ESTAMPA III)		2.PROJECT COST		Total Cost	Local Cost			Foreign Cost
				(US\$1,000)	1) 258,000	165,120	92,880	
				2)			(Description) The preparation for loan application was under way in late 1989, but the application has been postponed indefinitely due to the political destabilization. (FY1991 Overseas Survey) Ministry of Public Works is planning to request budget for Fondo de Preinversion. (FY1992 Overseas Survey) There are no final design plans. There are attempts to obtain funds for both construction and final design plans of the project either by international loans or administrative grants. (FY1994 Domestic Survey) No additional information.	
3.SECTOR Transportation/Urban Transportaion		3.CONTENTS OF MAJOR PROJECT(S)						
4.REFERENCE NO.		Corredor Sur I (in the built-up area)		Expansion into 6 lanes, new construction: about 10km				
5.TYPE OF STUDY		Corredor Sur II (suburbs)		New construction of 6 lanes and 4 lanes: about 12km				
6.COUNTERPART AGENCY Ministry of Public Works		Major access road		Expansion into 6 lanes, new construction: about 13km				
7.OBJECTIVES OF STUDY F/S study of South Link Road Construction Project that was selected as priority project in the Master Plan		Extension of Corredor Sur		Expansion into 4 lanes: about 2km				
8.DATE OF S/W		Feb.1987		Imp. Period: 1988-1999				
9.CONSULTANT(S) Yachiyo Engineering Co., Ltd.		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 30.00 EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)		
10.STUDY TEAM		Conditions and Development Impacts: 1) As the results of cost/benefit analysis, EIRR for the project is estimated at 30.4% considering vehicle operating cost savings and passenger time savings. From an economic standpoint, the implementation of the project as a whole is well justified with a high EIRR. The project will fulfill its purpose as an additional arterial road to increase smooth traffic flow in the east-west direction of the Metropolitan Area and to assist in mitigating the traffic congestion in that area. 2) In addition to the above 1), expecting - Saving transportation energy - Creation of employment demand - Impact large scale urban and roadside development - Restraint disorderly sprawling						
No.of Members 11 Period Jul.1986-Feb.1988(20 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;">60.63</td> <td style="text-align: center;">3.71</td> <td style="text-align: center;">56.92</td> </tr> </table>								Total M/M
Total M/M	Japan	Field						
60.63	3.71	56.92						
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY Traffic Survey, geological and soil survey, topographic and aerial survey, and mapping.		5.technical transfer		1) OJT : Calculation by the use of personal computer, 2) Accepted trainees: Three (3); 3) Report : Joint works for preparation of English reports in Panama, 4) Use of local consultant: Topographic survey, geological and soil survey, and 5) Provision an instruction of equipment				
12.EXPENDITURE								
		Total		278,876 (¥'000)		2.MAJOR REASONS FOR PRESENT STATUS - Political and economic instability were created by the invasion of Panama by the United States. - Delay of Diseno Final - Low priority (FY1992 Overseas Survey) - The absence of final design plans.		
		Contracted		259,501				
				3.PRINCIPAL SOURCE OF INFORMATION ①, ②				

和名 パナマ市南部回廊建設計画

(F/S,D/D)

PROJECT SUMMARY (M/P+F/S)

Compiled Mar.1995
Revised

CSA PAN/S 215/93

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT								
1.COUNTRY	Panama	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 Rehabilitation Plan and Container Terminal Operation Plan at the Port of Cristobal		Port of Cristobal and Surrounding Area												
3.SECTOR Transportation/Port		2.PROJECT COST (US\$1,000)		Local Cost	Foreign Cost	(Description) Government of Panama is very interested in receiving financial aid from Japan for the implementation of the project. Necessary arrangements are currently being made.								
4.REFERENCE NO.		M/P 1)												
5.TYPE OF STUDY		2)												
6.COUNTERPART AGENCY National Port Authority		F/S 1)	110,827	21,096	89,731									
7.OBJECTIVES OF STUDY To formulate the M/P for the port of Cristobal for the period up to the year 2010. And to conduct the F/S of the short term improvement plan for the port of Cristobal for the period up to the year 2000.		2)	330,925											
8.DATE OF S/W		3.CONTENTS OF MAJOR PROJECT(S)												
9.CONSULTANT(S) Overseas Coastal Area Development Institute Pacific Consultants International		Master Plan(2010) Project 1 : New Container Terminals(Telfers Island) Short Term(2000) : Container Berth(d=13.0m, l=300m), Area 10.5ha, Container Crane 2, Transfer Crane 7 Long Term(2010) : Container Berth(d=13.0m, l=600m), Area 21.0ha, Container Crane 4, Transfer Crane 14 Project 2 : Modernization of Existing Container Terminal Short Term(2000) : Expansion 1.8ha, Transfer Crane 1, (additional) Long Term(2010) : Expansion 3.3ha, Transfer Crane 4, (additional) Project 3 : Modernization of Existing Piers and Mole Area Short Term(2000) : Pier No.7:Demolition of Quay Shed 7,900m ² Mole:Pavement for Open Storage Area 5,000m ² Long Term(2010) : Pier No.8:Reform to Passenger Terminal, Mole:Pavement for Open Storage Area etc. 20,660m ² Project 4 : Access Road Short Term(2000) : Access to Boliver, Jighway(2 lanes) 2.3km Long Term(2010) : Bypass Route to R16(4 lanes) 3.0km												
10.STUDY TEAM		Imp. Period:		.1994-.2000	.2001-.2010									
No.of Members 10 Period <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;">67.40</td> <td style="text-align: center;">28.50</td> <td style="text-align: center;">38.90</td> </tr> </table>		Total M/M	Japan	Field	67.40			28.50	38.90	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) 18.80 EIRR2) EIRR3)	FIRR1) 16.30 FIRR2) FIRR3)
Total M/M	Japan	Field												
67.40	28.50	38.90												
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY O/D survey, Bathymetric survey, Geotechnical survey, Topographic survey		Conditions and Development Impacts: EIRR - In the "without case", no investment is made for the new container terminal at Telfers Island. Excess portion of potential cargo will be lost. - Benefit is measured by increase of employee earnings, tax revenue and decrease in container dwelling time in the yard. FIRR - Present tariff rate will be maintained. Economic Development -This project contributes to industrial development and improvement of the employment condition to a great extent, as a social infrastructure supporting transit trade in the free zone.				2.MAJOR REASONS FOR PRESENT STATUS								
12.EXPENDITURE		5.TECHNICAL TRANSFER				3.PRINCIPAL SOURCE OF INFORMATION								
<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: right;">275,065 (¥000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: right;">266,997</td> </tr> </table>		Total	275,065 (¥000)	Contracted	266,997	Training on planning and technical aspects in Panama Counterpart training in Japan				①				
Total	275,065 (¥000)													
Contracted	266,997													

和名 クリストバル港管理運営システム計画調査

[M/P+F/S]

PROJECT SUMMARY (F/S)

Compiled Mar.1995
Revised

CSA PAN/S 308/93

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Panama	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	Improvement of Panama-Colon Highway	Area between Panama and Colon					
3.SECTOR	Transportation/Road	2.PROJECT COST		Total Cost	Local Cost	Foreign Cost	
4.REFERENCE NO.		(US\$1,000)	1)	138,641	63,169	75,472	
5.TYPE OF STUDY	F/S		2)	264,120	101,324	162,796	
6.COUNTERPART AGENCY	Ministry of Public works	3.CONTENTES OF MAJOR PROJECT(S)				(Description) Since the final report was officially presented to the Panama Government in June '94, the project shall be in procedure concretely for securing fund on this project, detailed design execution including Japanese government aid.	
7.OBJECTIVES OF STUDY	To formulate a Masterplan for arterial road development between Panama and Colon To carry out a Feasibility Study on selected projects of the Masterplan	1.Construction of a full access controlled 4-line highway with design speed of 110km/h in Alcaude Diaz Section(20.2km). 2.Construction of a full access controlled 4-line highway with design speed of 110km/h in Sabanitas Section(26.2km).					
8.DATE OF S/W	Sep.1992	Imp. Period:		.1995-.1999	.1995-.2004		
9.CONSULTANT(S)	Yachiyo Engineering Co., Ltd. Chodai Co., Ltd.	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 41.00 EIRR2) 31.10 EIRR3)		
10.STUDY TEAM	No.of Members 13 Period Dec.1992-Mar.1994(16 months)	Conditions and Development Impacts: 1.Vehicle operating cost saving 2.Reduction of traffic accident 3.Impact for regional development in Colon 4.Creation of job opportunity by Highway construction 5.To secure an alternative route of Panama Canal				2.MAJOR REASONS FOR PRESENT STATUS	
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Fields Survey(monumentation, eignalization, horizontal ground control survey, etc), Boring	5.technical transfer				3.PRINCIPAL SOURCE OF INFORMATION	
12.EXPENDITURE	Total 320,726 (¥'000) Contracted 305,043	The study showed the environment impact study example.					

和名 パナマ・コロソ間高速道路計画調査

{F/S,D/D}

