

# PROJECT SUMMARY (Basic Study)

Compiled Mar. 1990

Revised Mar. 1995

OCE FJI/A 501/78

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDY RESULTS	
1. COUNTRY	Fiji	1. SITE OR AREA	An area of 100 sq.km in and around coconut stands in Taveuni Island		
2. NAME OF STUDY	Analytical Survey of Coconut Forests in Taveuni Island	2. PROJECT COST			
3. SECTOR	Forestry/Forestry & Forest Conservation		(US\$1,000)	1)	2)
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)		(Description) The survey manual is used by the authorities concerned. (FY1994 Domestic Survey) No information.	
5. TYPE OF STUDY	Basic Study	For the purpose of exploiting coconut stands a forest survey was conducted and its results were analyzed. As a result, a survey manual for coconut stands was presented containing following components: 1. Survey by sample tree method to prepare a tree volume table 2. Survey by sample tree method to prepare photo stand volume table 3. Preparation of standard interpretation cards			
6. COUNTERPART AGENCY	DAPP Fijian Forest Department	Utilization plan of coconut plan plantation was formulated through grabbing the growing stock and the wood increment using the aerial photos.			
7. OBJECTIVES OF STUDY	To improve coconut plan plantation utilization and to establish the inventory method of the plantation.	The total growing stock is estimated as 750,000 cu.m. The felling plan and the extraction plan are prepared with the assumption of rotation age of 50 years. Applying sustainable feeling system, some 20,000 cu.m of annually felled volume is estimated. By means of transportation, log yard should be established while the existing roads and harbours are enough for it.			
8. DATE OF S/W	Jun. 1977	To contribute to the planning of such as utilization plan, "Manual for Forest Survey on Coconut Plan Plantation" was formulated.			
9. CONSULTANT(S)	Japan Forest Technical Association Kokusai Kougyo Co., Ltd.	4. CONDITIONS AND DEVELOPMENT IMPACTS			
10. STUDY TEAM	No. of Members 10 Period Jul. 1977-Mar. 1978 (9 months)	Copra productivity of coconut plan plantation reportedly drops with the stand age ranging from 40 to 50 years. It leads to very effective utilization of the plantation to properly implement and combine the regeneration of the existing stands and the logging derived from it. The inventory results on the growing stock would become as essential factor to progress the management of coconut plan plantation efficiently.			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		PRESENT STATUS OF STUDY RESULTS (Description) The results are used for the materials of governmental administration. It is one of common interest in the Pacific Region to exploit coconut stands in addition to Fiji. The proposal in this survey would be useful for these countries			
12. EXPENDITURE	Total 78,294 (¥'000) Contracted 68,344	5. TECHNICAL TRANSFER			
		-To conduct sample plot survey with counterparts -To give the technical guidance on the method to prepare a tree volume table.			
		2. MAJOR REASONS FOR PRESENT STATUS			
		3. PRINCIPAL SOURCE OF INFORMATION		①	

和名 林業開発 (TAVEUNI島ココナッツ林解析調査)

[M/P, Basic Study, Other]



# PROJECT SUMMARY (Basic Study)

Compiled Mar.1990  
Revised Mar.1992

OCE FJI/A 503/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS							
1.COUNTRY	Fiji	1.SITE OR AREA	In the water basin within 200nautical miles of Fiji and Tuvalu		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			(Description) Following the result of the study, Governments of Fiji and Tuvalu promoted the bottom line fishing method to fishermen who employed the traditional fishing method, and gave them assistance. The use of this fishing method contributes to the development of fisheries in both countries, by enabling the exports of long tail bream to Hawaii and U.S.mainland.							
Fisheries Resources Survey in Fiji and Tuvalu		Total Cost    Local Cost    Foreign Cost										
		(US\$1,000)										
3.SECTOR		3.CONTENTS OF MAJOR PROJECT(S)										
Fisheries/Fisheries		Both Government of Fiji and Tuvalu requested the development of fishing method to explore marine resources and development of unutilized resources in the surrounding water. Upon this request, Japanese Government conducted the development of fishing places of pelagic fish by pole and line fishing, trolling line, and drift gillnet and resources survey including development of demersal fish resources by bottom line.										
4.REFERENCE NO.												
5.TYPE OF STUDY												
6.COUNTERPART AGENCY												
Bureau of Fishery, Ministry of Agriculture and Fishery, Fiji; Bureau of Fishery Ministry of Commerce and Natural Resources, Tuvalu												
7.OBJECTIVES OF STUDY		4.CONDITIONS AND DEVELOPMENT IMPACTS										
8.DATE OF S/W		Bottom line and trolling line fishing have been concluded to be the most appropriate fishing in term of haul and economy, based on three year resource survey. Only 10% of whole resources has been utilized in those water basin, and there seems to be plenty of available resources for fishing.										
Mar.1984												
9.CONSULTANT(S)		5.TECHNICAL TRANSFER			2.MAJOR REASONS FOR PRESENT STATUS							
Hohsui Corporation												
10.STUDY TEAM												
No.of Members    5		-Transfer of resource survey technique to local people. -Transfer of navigation technique, engine technology, maintenance of product.			3.PRINCIPAL SOURCE OF INFORMATION							
Period Jul.1983-Jun.1986(36 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;">99.14</td> <td style="text-align: center;">38.07</td> <td style="text-align: center;">61.07</td> </tr> </table>		Total M/M	Japan	Field	99.14	38.07	61.07					
Total M/M	Japan	Field										
99.14	38.07	61.07										
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY												
12.EXPENDITURE												
Total		511,058 (¥'000)			①							
Contracted		416,487										

和名 水産資源調査

(M/P, Basic Study, Other)



# PROJECT SUMMARY (F/S)

Compiled Mar. 1990  
Revised Mar. 1992

OCE PNG/A 301/77

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Papua New Guinea	1. SITE OR AREA		Rabaul, Kavieng		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	Fishing Base Construction Project	2. PROJECT COST		Total Cost	Local Cost		
3. SECTOR	Fisheries/Fisheries			1) (US\$1,000)	2)		
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)		Following the idea that Bonito pole and line fishing method is to be transferred to fishing based on fishing base, a fishing base will be established.			
5. TYPE OF STUDY	F/S						
6. COUNTERPART AGENCY							
7. OBJECTIVES OF STUDY							
8. DATE OF S/W	. 0	Imp. Period:					
9. CONSULTANT(S)		4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes/No	EIRR1) EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)	(Description) A follow-up study was conducted in Apr. 1977.	
10. STUDY TEAM	No. of Members Period Nov. 1976-Dec. 1976 (1 months)	Conditions and Development Impacts: It is presumed that potential demand for marine product amounts to a considerable amount. Supplying system will be improved by the construction of fishing base. It would contribute to promotion of fishery and production of frozen Bonito for export. It also secure animal protein for people of Papua New Guinea.					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY							
12. EXPENDITURE	Total Contracted	5. TECHNICAL TRANSFER		2. MAJOR REASONS FOR PRESENT STATUS			
	65,046 (¥'000)						
						3. PRINCIPAL SOURCE OF INFORMATION ①	

和名 漁業基地建設計画

# PROJECT SUMMARY (F/S)

Compiled Mar. 1991  
Revised Mar. 1995

OCE PNG/S 301/89

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Papua New Guinea	1. SITE OR AREA	Rural areas (population 2.6million)			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	Rural Telecommunication Development Plan in Papua New Guinea	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost	
3. SECTOR	Communications & Broadcasting/Telecommunication		(US\$1,000)	1)	30,850	(Description) PNG government submitted the request for a basic design study to the Mission of the Japanese Ministry of Foreign Affairs in mid-February 1990. The project is considered as lower priority than the others (schools and hospital) by the Japanese Ministry of Foreign Affairs. The project is unlikely to be implemented in the foreseeable future.  (FY1994 Domestic Survey) No information.
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)	2)	20,871	9,979	
5. TYPE OF STUDY	F/S		3)			
6. COUNTERPART AGENCY	The Post and Telecommunication Corporation(PTC)	Following criteria are given to the selection of objective villages: 1) Villages with population more than 500, 2) Villages with government organization or private industries. Rural telecommunications development plan was prepared for 374 villages to where the radio telecommunications systems are applicable. The outline of the plan is as follows:  (1) 738 telephone sets including pay phones will be installed in 374 villages. (2) The entire project will be divided into five phases through 1997 by giving attention to the schedule of finance and construction as well as to the establishment of a smooth operating system. (3) 75 telephone sets will be installed in 40 villages of 3 provinces during the first phase.				
7. OBJECTIVES OF STUDY	(1) Nationwide "Rural Telecommunication Development Plan" up to 1997 (2) "Initial Plan" to selected areas having priority	8. DATE OF S/W	Imp. Period: .1990-.1997			
9. CONSULTANT(S)	NTT International Corporation	4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes/No	EIRR1) EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)	
10. STUDY TEAM	No. of Members 7 Period Mar. 1989-Nov. 1989 (7 months)	Conditions and Development Impacts: In PNG, about 90% of the population live in rural areas. Most villages do not have any means of telecommunication. PNG Government announced the communications facilities development as one of the main targets for infrastructure development in a Five-Year Economic Plan (1988-1992). The extension of telecommunication to rural areas is expected to bring various social and economic benefits, especially effective in narrowing the disparities between urban and rural areas.				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER				
12. EXPENDITURE	Total 135,625 (¥'000) Contracted 126,200	A engineer of PTC took a training in japan. (Sep.4,1989-Sep.20,1989)				
		2. MAJOR REASONS FOR PRESENT STATUS			3. PRINCIPAL SOURCE OF INFORMATION	
					①	

和名 地方電話網整備計画

[F/S,D/D]

# PROJECT SUMMARY (D/D)

Compiled Mar.1991

Revised Mar.1995

OCE PNG/S 401/89

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Papua New Guinea	1.SITE OR AREA				1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY		80km long highway between Bereina in Central Province and Malalaua in Gulf Province					
Detailed Design on Road Construction Project in Bereina-Malalaua		2.PROJECT COST				(Description)	
		(US\$1,000)		1) Total Cost 82,800	2) Local Cost 28,980		
3.SECTOR		3.CONTENTS OF MAJOR PROJECT(S)				(FY1994 Domestic Survey) The Engineering Service Contract has been signed by DOW with a Japanese consultant, Nippon Koei Co., for new Road Construction between Bereina and Malalaua on August,1994. The bidding for the construction will be commenced in December,1994. The Road Rehabilitation works between Asahi and Latep had been implemented already by means of the national budget on 1985. Therefore in August, 1993, it has been concluded that no further construction works will be carried out for this section by OECF-SAPI investigation team.	
Transportation/Road		80 km is broken down into 2 sections. LotI: 33.5km: Excavation & embankment volume 1,570,000cu.m Bridges 3 LotII: 47.1km: Excavation & embankment volume 12,000,000cu.m Sand Mat 170,000cu.m Bridges 6					
4.REFERENCE NO.							
5.TYPE OF STUDY		D/D					
6.COUNTERPART AGENCY		OIDA(DOFP) DOW					
7.OBJECTIVES OF STUDY		Road Construction					
8.DATE OF S/W		Jun.1987					
9.CONSULTANT(S)		Imp. Period: Sep.1991-Sep.1995					
Nippon Koei Co., Ltd. Katahira & Engineers International Pasco International Inc.		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)		
		Conditions and Development Impacts: (P/S) 1.Future Traffic Volume: Starting year-200 cars per day,increasing 3% afterwards 2.After 10 years Pavement will be done 3.Time saving: 20 hours by boatripe will be shortened to1.5 hours Running cost saving: difference between boatriping charge and vehicle running cost was considered 4.Sensitivity Analysis: Excluding running cost saving: IRR=9.1% 15% decrease of total benefit: IRR=9.3% (D/D) 1.Smooth implementation of land survey and land acquisition 2.Procurement of domestic portion of project cost					
10.STUDY TEAM						2.MAJOR REASONS FOR PRESENT STATUS	
No.of Members 23						PNG government thinks that it is essential to complete the land acquisition prior to the commencement of the construction, otherwise he will receive much amount of claims from contractors.	
Period Oct.1987-Feb.1990(28 months)							
Total M/M		Japan		Field		3.PRINCIPAL SOURCE OF INFORMATION	
165.00		86.00		79.00		①, ②, ④	
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		Aerial Photogrammetry River Cross-section Survey Boring Survey					
12.EXPENDITURE		5.TECHNICAL TRANSFER					
Total		776,881 (¥'000)					
Contracted		730,622					
		1.C/P training in Japan for Surveyor and Bridge Engineer 2.Guided on mechanical tests to DOW labo. staff 3.Guided on application and using methods of Leymond Sampler and Thinwall Sampler 4.Guided an application of Highway CAD for detailed design of highway					

和名 横断道路建設計画 (ベレイナ・マララウア間)

[F/S,D/D]

# PROJECT SUMMARY (F/S)

Compiled Mar.1993

Revised Mar.1995

OCE PNG/S 302/91

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																						
1. COUNTRY	Papua New Guinea	1. SITE OR AREA				1. PRESENT STATUS																						
2. NAME OF STUDY	Tokua Airport Development Project	Tokua and Rabaul in East New Britain																										
3. SECTOR	Transportation/Air Transportation & Airport	2. PROJECT COST (US\$1,000)		Total Cost	Local Cost	Foreign Cost	<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  (Description) For urgency of this project, PNG government decided early implementation, but yet considering how to provide its finance. However, PNG government seems to have the earnest desire for Japan to conduct subsequent D/D. Remark: The Plessey Co., PLC of England submitted the subject proposal at the end of 1991.  (FY1993 Domestic Survey) 1992 the Prime Minister was alternated. He brought less priority to the project due to financial cost.  (FY1994 Domestic Survey) The Volcanos near the present Rabaul Airport have erupted on 25.Sep.1994 and been activating. The volcanic ashes covered the airport and made it unusable. Therefore, Tokua airport commenced to operate small prop. air craft services with 56 flights per week as the emergency measures. The runway of Tokua airport is not paved, therefore, the urgent implementation of the Project is needed.																					
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)																										
5. TYPE OF STUDY	F/S	Tokua Airport Development targeting the year 2000 will be carried out to substitute the present Rabaul Airport due to the danger of volcanic eruptions. Major contents are as follows.																										
6. COUNTERPART AGENCY	Department of Civil Aviation (D.C.A.)	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Runway</td> <td style="width: 50%;">2,200m x 45m</td> </tr> <tr> <td>Runway Strip</td> <td>2,320m x 150m</td> </tr> <tr> <td>Apron</td> <td>205m x 140m</td> </tr> <tr> <td>Passenger Terminal Building</td> <td>5,000m<sup>2</sup></td> </tr> <tr> <td>Cargo Terminal Building</td> <td>360m<sup>2</sup></td> </tr> <tr> <td>Control Tower</td> <td>635m<sup>2</sup></td> </tr> <tr> <td>Administration Building</td> <td>778m<sup>2</sup></td> </tr> <tr> <td>Fuel Farm</td> <td>4,000m<sup>2</sup></td> </tr> <tr> <td>Parking Lot</td> <td>5,200m<sup>2</sup></td> </tr> <tr> <td>Operation Equipment</td> <td>VOR/DME, NDB, AMS, AFS, SALS, ATC, PAPE, etc.</td> </tr> <tr> <td>Utilities</td> <td>Electric, Water, Telephone</td> </tr> </table>				Runway		2,200m x 45m	Runway Strip	2,320m x 150m	Apron	205m x 140m	Passenger Terminal Building	5,000m <sup>2</sup>	Cargo Terminal Building	360m <sup>2</sup>	Control Tower	635m <sup>2</sup>	Administration Building	778m <sup>2</sup>	Fuel Farm	4,000m <sup>2</sup>	Parking Lot	5,200m <sup>2</sup>	Operation Equipment	VOR/DME, NDB, AMS, AFS, SALS, ATC, PAPE, etc.	Utilities	Electric, Water, Telephone
Runway	2,200m x 45m																											
Runway Strip	2,320m x 150m																											
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Passenger Terminal Building	5,000m <sup>2</sup>																											
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Administration Building	778m <sup>2</sup>																											
Fuel Farm	4,000m <sup>2</sup>																											
Parking Lot	5,200m <sup>2</sup>																											
Operation Equipment	VOR/DME, NDB, AMS, AFS, SALS, ATC, PAPE, etc.																											
Utilities	Electric, Water, Telephone																											
7. OBJECTIVES OF STUDY	To develop Tokua Airport as the substitute of existing Rabaul																											
8. DATE OF S/W	Nov. 1990	Imp. Period: 1993-1997																										
9. CONSULTANT(S)	Nippon Koei Co., Ltd. Pasco International Inc.	4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) 18.50 EIRR2) EIRR3)	FIRR1) 3.10 FIRR2) FIRR3)																						
10. STUDY TEAM	No. of Members 9 Period Feb.1991-Mar.1992 (13 months)	Conditions and Development Impacts: Conditions: The diverted traffic demand from Port Moresby to Rabaul for international, the revealed traffic of potential demand and increased traffic demand by regional development were projected on the basis of the traffic survey conducted at Port Moresby and Rabaul Airports. A runway of 2,000m x 45m was planned to cater for A310 aircraft and passenger terminal building was planned with a floor area of 5,000m <sup>2</sup> . Development Impacts: Operational efficiency will be improved to avoid volcanic disasters. The economic benefits comprise efficiency of fuel consumption for navigation, expenditure by foreign tourists, and passengers' benefit by willingness to pay, etc. (EIRR 18.5%, B/C 1.24, NPV 10,772 thousand Kina)																										
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	- Geotechnical Survey - Topographic Survey	5. TECHNICAL TRANSFER																										
12. EXPENDITURE	Total 169,491 (¥'000) Contracted 157,574	Joint works with respective counterparts.																										
		2. MAJOR REASONS FOR PRESENT STATUS																										
		Shortage of project finance in PNG side.																										
		3. PRINCIPAL SOURCE OF INFORMATION																										
		①																										

和名 トクア空港整備計画

[F/S,D/D]



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

Compiled Mar. 1995  
Revised

OCE PNG/S 217/93

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT																														
1. COUNTRY	Papua New Guinea	1. SITE OR AREA	National Capital District (Port Moresby)		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	Port Moresby Water Supply Development Plan	2. PROJECT COST	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;">M/P 1)</td> <td style="width: 10%;">321,000</td> <td style="width: 10%;">Local Cost</td> <td style="width: 10%;">Foreign Cost</td> <td style="width: 10%;"></td> </tr> <tr> <td></td> <td>2)</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>F/S 1)</td> <td>219,130</td> <td></td> <td>21,470</td> <td>197,660</td> </tr> <tr> <td></td> <td>2)</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>3)</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>				M/P 1)	321,000	Local Cost	Foreign Cost			2)						F/S 1)	219,130		21,470	197,660		2)						3)			
	M/P 1)	321,000	Local Cost	Foreign Cost																														
	2)																																	
	F/S 1)	219,130		21,470	197,660																													
	2)																																	
	3)																																	
3. SECTOR	Public Utilities/Sewerage	3. CONTENTS OF MAJOR PROJECT(S)	(Description) 1. Immediate remedial measures recommended in M/P will be partly implemented by Japan's grant aid system (E/N is scheduled in August 1994). 2. The project recommended in F/S will be partly implemented through the BOT system. Proposals are being evaluated by NCDC. 3. The project recommended in F/S will also be partly implemented with OECF's loan. NCD is now considering on application to the OECF.																															
4. REFERENCE NO.		1. M/P																																
5. TYPE OF STUDY	M/P+F/S	1.1 Intake weir and mouth																																
6. COUNTERPART AGENCY	National Capital District Commission (NCDC)	1.2 Raw water main																																
7. OBJECTIVES OF STUDY	Formulation of M/P and F/S on the water supply system, and further basic study on the immediate remedial measures.	1.3 Pumping station																																
8. DATE OF S/W	Apr. 1992	1.4 Expansion of Mt. Eriama plant																																
9. CONSULTANT(S)	Tokyo Engineering Consultants Co., Ltd. Pacific Consultants International	1.5 New 9-mile plant																																
		1.6 Three service reservoirs																																
		1.7 Transmission and distribution pipes																																
		2. F/S																																
		2.1 Same as 1.1																																
		2.2 Same as 1.2																																
		2.3 Same as 1.3																																
		2.4 Same as 1.4																																
		2.5 Part of 1.5																																
		2.6 One service reservoir																																
		2.7 Part of 1.7																																
		3. B/D																																
		Transmission Pipe (1100mm X2.59km, 600mm X 7.19km)																																
		Imp. Period: .1994-.2015   .1994-.2000																																
		4. FEASIBILITY AND ITS ASSUMPTIONS	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;">Feasibility:</td> <td style="width: 10%;">EIRR1)</td> <td style="width: 10%;">FIRR1)</td> <td style="width: 10%;">8.65</td> </tr> <tr> <td></td> <td>Yes</td> <td>EIRR2)</td> <td>5.73</td> <td>FIRR2)</td> <td>7.37</td> </tr> <tr> <td></td> <td></td> <td>EIRR3)</td> <td></td> <td>FIRR3)</td> <td></td> </tr> </table>			Feasibility:	EIRR1)	FIRR1)	8.65		Yes	EIRR2)	5.73	FIRR2)	7.37			EIRR3)		FIRR3)														
	Feasibility:	EIRR1)	FIRR1)	8.65																														
	Yes	EIRR2)	5.73	FIRR2)	7.37																													
		EIRR3)		FIRR3)																														
10. STUDY TEAM	No. of Members 12 Period Aug. 1992-Mar. 1994 (20 months)	Conditions and Development Impacts: 1. To solve a chronic water shortage at present 2. To increase a supply capacity to meet a demand by 2015 3. To stabilize citizen's life, for example, stop of school closure due to water shortage.																																
	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">Total M/M</td> <td style="width: 20%;">Japan</td> <td style="width: 20%;">Field</td> </tr> <tr> <td>80.32</td> <td>38.16</td> <td>42.16</td> </tr> </table>			Total M/M	Japan	Field	80.32	38.16	42.16																									
Total M/M	Japan	Field																																
80.32	38.16	42.16																																
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Water quality analysis Topographical survey	5. TECHNICAL TRANSFER	2. MAJOR REASONS FOR PRESENT STATUS																															
12. EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">Total</td> <td style="width: 10%;">291,556</td> <td style="width: 10%;">(¥'000)</td> </tr> <tr> <td>Contracted</td> <td>267,057</td> <td></td> </tr> </table>	Total			291,556	(¥'000)	Contracted	267,057		Measurement of Flow and Pressure Rationing Plan																								
Total	291,556	(¥'000)																																
Contracted	267,057																																	
			3. PRINCIPAL SOURCE OF INFORMATION ①, ⑥ NCDC																															

和名 ポートモレスビー市上水道整備計画調査

(M/P+F/S)

# PROJECT SUMMARY (F/S)

Compiled Mar. 1986  
Revised Mar. 1995

OCE SLB/S 301/79

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																							
1. COUNTRY	Solomon Islands	1. SITE OR AREA	Solomon Island			1. PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input checked="" type="checkbox"/> Discontinued or Cancelled																						
2. NAME OF STUDY Telecommunication Trunk Network Construction Project		2. PROJECT COST																											
3. SECTOR Communications & Broadcasting/Telecommunication		3. CONTENTS OF MAJOR PROJECT(S) Contents Scale Construction of over OH system 7 sections horizontal telecommunications network				(Description) Discontinued after the completion of F/S (FY1991 Overseas Survey) No additional information. (FY1994 Domestic Survey) No information.																							
4. REFERENCE NO.		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%;">Total Cost</td> <td style="width: 15%;">Local Cost</td> <td colspan="2" style="width: 55%;">Foreign Cost</td> </tr> <tr> <td>(US\$1,000)</td> <td style="text-align: center;">1) 20,069</td> <td style="text-align: center;">620</td> <td colspan="2" style="text-align: center;">19,449</td> </tr> <tr> <td>(US\$1=220Yen)</td> <td style="text-align: center;">2)</td> <td></td> <td colspan="2"></td> </tr> <tr> <td></td> <td style="text-align: center;">3)</td> <td></td> <td colspan="2"></td> </tr> </table>							Total Cost	Local Cost	Foreign Cost		(US\$1,000)	1) 20,069	620	19,449		(US\$1=220Yen)	2)					3)					
	Total Cost	Local Cost	Foreign Cost																										
(US\$1,000)	1) 20,069	620	19,449																										
(US\$1=220Yen)	2)																												
	3)																												
5. TYPE OF STUDY		4. FEASIBILITY AND ITS ASSUMPTIONS																											
6. COUNTERPART AGENCY Ministry of Transport and Communications		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%;">Feasibility: Yes/No</td> <td style="width: 15%;">EIRR1) 4.30</td> <td style="width: 15%;">FIRR1) 4.70</td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> </tr> <tr> <td></td> <td></td> <td>EIRR2)</td> <td>FIRR2)</td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>EIRR3)</td> <td>FIRR3)</td> <td></td> <td></td> </tr> </table>							Feasibility: Yes/No	EIRR1) 4.30	FIRR1) 4.70					EIRR2)	FIRR2)					EIRR3)	FIRR3)						
	Feasibility: Yes/No	EIRR1) 4.30	FIRR1) 4.70																										
		EIRR2)	FIRR2)																										
		EIRR3)	FIRR3)																										
7. OBJECTIVES OF STUDY Feasibility study on the telecommunication network construction project.		Imp. Period: 1980--1983 Conditions and Development Impacts: To connect Honiara, the capital, and 23 other centers by the OH radio system. Because the country consists of thousands of islands, the study proposes to introduce an over horizontal telecommunications network system. The project will contribute to the closer integration of the island nation and stimulate economic and tourism development.																											
8. DATE OF S/W		5. TECHNICAL TRANSFER																											
9. CONSULTANT(S) Nippon Telecommunication Consulting Co., Ltd.		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">No. of Members</td> <td style="width: 15%;">12</td> <td colspan="4"></td> </tr> <tr> <td>Period</td> <td></td> <td colspan="4"></td> </tr> <tr> <td>Total M/M</td> <td>Japan</td> <td>Field</td> <td colspan="3"></td> </tr> <tr> <td>13.10</td> <td>0.93</td> <td>12.17</td> <td colspan="3"></td> </tr> </table>				No. of Members	12					Period						Total M/M	Japan	Field				13.10	0.93	12.17			
No. of Members	12																												
Period																													
Total M/M	Japan	Field																											
13.10	0.93	12.17																											
10. STUDY TEAM		6. MAJOR REASONS FOR PRESENT STATUS																											
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		Agreement was not reached on the amount of yen credit.																											
12. EXPENDITURE		3. PRINCIPAL SOURCE OF INFORMATION																											
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Total</td> <td style="width: 15%;">64,103 (¥'000)</td> <td colspan="4"></td> </tr> <tr> <td>Contracted</td> <td>23,495</td> <td colspan="4"></td> </tr> </table>		Total	64,103 (¥'000)					Contracted	23,495					On the job training for the counterparts.															
Total	64,103 (¥'000)																												
Contracted	23,495																												
		①, ②																											

和名 国内電気通信幹線網建設計画

[F/S,D/D]

# PROJECT SUMMARY (F/S)

Compiled Mar.1993

Revised Mar.1995

OCE SLB/S 302/91

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT					
1.COUNTRY	Solomon Islands	1.SITE OR AREA	Henderson International Airport, Honiara			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 Development Project of Henderson International Airport		2.PROJECT COST		Total Cost 22,000	Local Cost 22,000					
3.SECTOR Transportation/Air Transportaion & Airport		3.CONTENTES OF MAJOR PROJECT(S)			(Description) 1992.11 A project finding mission visited the Solomon Islands and grant aid request to the Government of Japan is under consideration for this project.  (FY1994 Domestic Survey) No additional information.					
4.REFERENCE NO.		1) Civil Works Runway strengthening (maintaining the current scale), taxiway(242.5m long and 23m wide) apron(130m wide and 105 deep), GSE road(20mwide), access road extension, terminal road and car parking sloping, drainage, asphalt pavement, fence(2.4m high) and security. 2) Architectural Works Passenger terminal building: one-floor terminal building with a floor space of 4,000 sq. m.; Other works include repair of the existing terminal building and construction of fire station garage. 3) Aviation Safety Facilities Radio system: Installation of ILS localizer(LLZ), glidepath(GP)antenna and DME and renewal of the existing NDB. Other plans include aviation radio facilities, navigation control system, approaching lights, and relocation of weather observation facilities. 4) Municipal Service Facilities Fuel depots, electric power facilities, water supply facilities, sewage disposal facilities, incinerator, and telephone system. * The items of the above project costs are 1)costs of the whole projects, 2) costs of priority I projectes and 3) costs of priority II projects.								
5.TYPE OF STUDY						F/S				
6.COUNTERPART AGENCY						Civil Aviation Division (CAD), Ministry of Tourism and Aviation (MTA)				
7.OBJECTIVES OF STUDY						Preparation of Master plan and feasibility study on the short-term development project.				
8.DATE OF S/W		Imp. Period: 1992~2000								
9.CONSULTANT(S)		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility:    EIRR1) 12.10    FIRR1) Yes/No        EIRR2) 10.90    FIRR2) EIRR3) 13.60    FIRR3)						
10.STUDY TEAM		Conditions and Development Impacts:								
No.of Members    6 Period    Sep.1990-Oct.1991(14 months)		1) General Conditions: Benefits and costs are yearly calculated on 1991 fixed prices(Solomon dollars) for the period between 1992 and 2010 and import taxes are not taken into consideration. 2) Economic Benefits: a)Time saving benefit by congestion eradication. b)Increase in airport revenue such as boarding fees, landing fees, light fees, air navigation fee, sapce rentals and fuel lubrication payment. c)Increase in import tax revenue on aircraft fuel and lubricant. d)National income increase by the foreign currency consumption by foreign tourists. 3) Intangible or Indirect benefits Other uncalculated benefits such as safety, reliableness and punctuality of flight operation and air transportation, comfortableness and convenience of the airport passengers, contribution to the social, economic and cultural development of Solomon Islands. * The item of the above EIRRs are 1)original plan, 2) in the case of 10% cost increase and 3) in the case of 10% cost decrease. Others are 4) 13.4% in the case of 10% traffic volume increase, and 5) 10.8% in the case of 10% traffic volume decrease.								
<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;">35.45</td> <td style="text-align: center;">20.44</td> <td style="text-align: center;">15.01</td> </tr> </table>						Total M/M	Japan	Field	35.45	20.44
Total M/M	Japan	Field								
35.45	20.44	15.01								
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER			2.MAJOR REASONS FOR PRESENT STATUS					
12.EXPENDITURE					3.PRINCIPAL SOURCE OF INFORMATION					
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: center;">148,220 (¥'000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">139,000</td> </tr> </table>		Total	148,220 (¥'000)	Contracted	139,000				①	
Total	148,220 (¥'000)									
Contracted	139,000									

和名 ヘンダーソン国際空港整備計画

[F/S,D/D]

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

Compiled Mar.1990

Revised Mar.1995

OCE WSM/S 201B/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT													
1.COUNTRY	Western Samoa	1.SITE OR AREA				1.PRESENT STATUS													
2.NAME OF STUDY	Development of the Ports in Western Samoa	Apia Port																	
3.SECTOR	Transportation/Port	2.PROJECT COST (US\$1,000)		M/P 1) 2)	Local Cost	<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													
4.REFERENCE NO.		(US\$1=152Yen)		F/S 1) 2) 3)	10,940			3,260											
5.TYPE OF STUDY	M/P+F/S	3.CONTENTIS OF MAJOR PROJECT(S)				(Description) The project was implemented by Japanese grant aid in two phases. Oct.1988 E/N signed (690 million yen) Jun.1989 E/N signed (913 million yen)  Realized project: Phase I : Wharf repair 185m, wharf extension and one tug boat Total cost US\$ 5.28 million (US\$1=130.7yen) Phase II : Yard expansion, ferry terminal and breakwater 80m Total cost US\$ 6.96 million  (FY1994 Domestic Survey) No additional information.													
6.COUNTERPART AGENCY	Ministry of Transport	<M/P> Long-term development plan of ports in Western Samoa was proposed in the study. 1) Apia Port as commercial port, ferry terminal, marina. 2) Asau Port as commercial port. 3) Saleleroga Port and Mulifanua Port as ferry terminals.  <P/S> To maintain and improve Apia port, the following items are listed as the first stage development plan.  <table style="width: 100%; border: none;"> <tr><td>Wharf repair</td><td style="text-align: right;">185m</td></tr> <tr><td>Breakwater</td><td style="text-align: right;">100m</td></tr> <tr><td>Ferry terminal</td><td style="text-align: right;">3,600sq.</td></tr> <tr><td>Yard expansion</td><td style="text-align: right;">6,000sq.</td></tr> <tr><td>tug boat</td><td style="text-align: right;">1</td></tr> <tr><td>Buoy lightings</td><td style="text-align: right;">4</td></tr> </table>						Wharf repair	185m	Breakwater	100m	Ferry terminal	3,600sq.	Yard expansion	6,000sq.	tug boat	1	Buoy lightings	4
Wharf repair	185m																		
Breakwater	100m																		
Ferry terminal	3,600sq.																		
Yard expansion	6,000sq.																		
tug boat	1																		
Buoy lightings	4																		
7.OBJECTIVES OF STUDY	Formulation of M/P up to the year 2005 Preparation of a first stage plan within the framework of the M/P																		
8.DATE OF S/W	Jul.1986	Imp. Period: Apr.1989-Mar.1991				2.MAJOR REASONS FOR PRESENT STATUS (1) Urgent repair requirement of dilapidated wharf (2) Importance of ports for the national economy and life in Western Samoa													
9.CONSULTANT(S)	Overseas Coastal Area Development Institute Nippon Tetrapod Co., Ltd.	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) 13.40 EIRR2) EIRR3)			FIRR1) -2.70 FIRR2) FIRR3)											
10.STUDY TEAM		Conditions and Development Impacts: <M/P> Ports play a central role in the development of this island nation. The proposed first stage development will enable more efficient and safer port operations. [Prerequisites] - Project life is 18 years until 2005. - Rate : 1US\$ = 2.08 tara = 152 Yen <P/S> - Projection of cargo volume for 2005 - Rehabilitation of superannuated and obsolescent facilities at Apia port - Efficient container cargo handling and efficient port operation - Improvement of navigation																	
No.of Members    6 Period Jan.1987-Oct.1987(10 months)  <table style="width: 100%; border: none;"> <tr><td>Total M/M</td><td>Japan</td><td>Field</td></tr> <tr><td>25.24</td><td>9.80</td><td>15.44</td></tr> </table>		Total M/M	Japan	Field	25.24	9.80	15.44	5. TECHNICAL TRANSFER				3. PRINCIPAL SOURCE OF INFORMATION							
Total M/M	Japan	Field																	
25.24	9.80	15.44																	
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		-Two weeks training to captain and chief engineer of tugboat in Japan. -One week training to crew of tugboat in Western Samoa.				①													
12.EXPENDITURE						<table style="width: 100%; border: none;"> <tr><td>Total</td><td style="text-align: right;">88,163 (¥'000)</td></tr> <tr><td>Contracted</td><td style="text-align: right;">82,711</td></tr> </table>		Total	88,163 (¥'000)	Contracted	82,711								
Total	88,163 (¥'000)																		
Contracted	82,711																		

和名 全国港湾整備総合計画

[M/P+F/S]

# PROJECT SUMMARY (Other)

Compiled Mar.1991  
Revised Mar.1995

ERP GRC/S 601/89

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS	
1.COUNTRY	Greece	1.SITE OR AREA	The areas specified in Greece as destination the areas in Japan as origin of tourist		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2.NAME OF STUDY	Tourism Promotion	2.PROJECT COST	Total Cost    Local Cost    Foreign Cost		(Description) In accordance with the recommendations of the study, GNTO has increased their promotional budget in Japan, and various promotional activities are being implemented mainly in Tokyo metropolitan area. As a result, 130 thousand Japanese tourists visited Greece in 1989, exceeding the record 129 thousand in 1979 (the Aegean boom). GNTO Tokyo office continues their efforts to promote Japanese tourists to Greece. In addition to their efforts, the official schedule flights directly to Greece from Tokyo was opened by Olympic Airways from 1990, and a desirable increase of Japanese tourists in observed in 1991.  (FY1994 Domestic Survey) The number of Japanese tourists visiting Greece has been increasing except for that in 1991, because of Gulf War. Tokyo office of GNTO continues their efforts for tourism promotion through advertising Greek attractiveness by large pictures at railway stations, etc. However, as the representative of GNTO in Tokyo was replaced in mid of this year, it is not clear whether they are willing to change the promotion strategy or not.	
3.SECTOR	Tourism/(Tourism in)General	(US\$1,000)	1) 2)			
4.REFERENCE NO.		3.CONTENTS OF MAJOR PROJECT(S)				
5.TYPE OF STUDY	Other	1) Basic strategies for tourism promotion 2) Promotional activities 3) Improvement plans by target area 4) Improvement of transport service Note:This project is not a concret project, but only as example. That's why no cost calculation has been conducted.				
6.COUNTERPART AGENCY	Greek National Tourism Organization (E.O.T)	4.CONDITIONS AND DEVELOPMENT IMPACTS				
7.OBJECTIVES OF STUDY	Analysis of existing constraints & problems . Possible measures to increase Japanese tourists to Greece	<Necessary conditions> In-depth understanding of Japanese tourists' characteristics by the Government of Greece. Enough budget allocation by GNTO. <Development effects> Increase of Japanese tourists to Greece. Promotion of mutual good-will between Greece and Japan. Improvement of international trade imbalance.				
8.DATE OF S/W	Mar.1988	5.TECHNICAL TRANSFER				
9.CONSULTANT(S)	ALMEC Corporation Pacific Consultants International	Practical methodology of market research. Counterparts training in Japan: 3 persons				
10.STUDY TEAM	No.of Members 9 Period Sep.1988-Jul.1989(11 months)	3.PRINCIPAL SOURCE OF INFORMATION				
	Total M/M          Japan          Field	①				
	40.40          26.10          14.30					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY						
12.EXPENDITURE						
	Total          164,582 (¥'000)					
	Contracted          140,614					

和名 観光振興計画

(M/P,Basic Study,Other)

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

Compiled Mar.1995  
Revised

ERP HUN/S 218/93

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Hungary	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 Municipal Solid Waste Management in Budapest		District-XV Budapest (at the same site with the existing incineration plant)					
3.SECTOR Public Utilities/Urban Sanitation		2.PROJECT COST (US\$1,000)				(Description) The first priority project (construction of the new incineration plant) was scheduled to delay until the reconstruction of the flue gas treatment system installed in the existing incineration plant is completed. Prior to the first priority project execution, the reconstruction of the existing flue gas treatment system was politically decided to satisfy the new national environmental regulations which were legislated during JICA study was still being carried out (As a matter of course the first priority project was designed to meet the new regulations). The reconstruction (new construction) of the existing flue gas treatment is still under the status of promoting for materialization. The Hungarian Government has submitted the formal request to the Japanese Government for raising loan to materialize the construction of the flue gas treatment facilities for the existing incineration plant. The prerequisite for this project is being settled.	
4.REFERENCE NO.		3.CONTENTS OF MAJOR PROJECT(S)					
5.TYPE OF STUDY		M/P 1) Local Cost 2) Foreign Cost F/S 1) 299,861    184,143    115,718 2) 3)					
6.COUNTERPART AGENCY Ministry for Environment and Regional Policy (Budapest Capital City Government)		Construction of new incineration plant -Number of furnaces : 480 t/day X 2 -Incineration capacity : 960 t/day (24hour/day operation) -Location : District-XV -Major facilities : Waste receiving and feeding facilities, Combustion facilities, Drafting facilities, Boiler facilities, Power generation facilities, Flue gas treatment facilities, Building facilities. Purchase of vehicles. Final disposal facilities (bulldozer)					
7.OBJECTIVES OF STUDY -To formulate a M/P for the improvement of the municipal solid waste management in Budapest -To conduct the F/S on the first priority project		Imp. Period: 1995-1998					
8.DATE OF S/W		Dec.1991					
9.CONSULTANT(S) Environmental Technologic Consultants Co., Ltd.		4.FEASIBILITY AND ITS ASSUMPTIONS					
10.STUDY TEAM		Feasibility: Yes    EIRR1) 0.49    FIRR1) 4.54 EIRR2)    FIRR2) EIRR3)    FIRR3)					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY Waste generation volume composition Topographical survey, Water examination, Public opinion survey, Soil test, EIA		Conditions and Development Impacts: The execution of the following financial substantiation is necessary. From the burden share principles (government, municipality, citizen), a financial plan for the project is a combination of the following. -Tax exemption (government) ... Duty/vat exemption -Repayment of loans (municipality) ... 10 Million US\$/year -Fee collection (citizen) ... 118 Forint/month. household (1994-1998) ... 235 Forint/month. household (1999-2013) Financial plan -40% of capital : by the government or municipality as grant -60% of capital : by foreign long term loan (conditions: interest rate 5% repayment 25 years including 7 years grace periods.)					
12.EXPENDITURE		5. TECHNICAL TRANSFER					
Total 252,112 (¥'000) Contracted 232,029		EIA Procedure Pollution control for the existing incineration plant. (flue gas, fly ash etc.) Procedures and methods for various type of survey and analysis. Site selection manual					
		2.MAJOR REASONS FOR PRESENT STATUS Delay caused by the delay of the materialization of the prerequisite for the project (construction of the new incineration plant).					
		3.PRINCIPAL SOURCE OF INFORMATION ①, ⑥ Dr.K.Oszko, Head of department Municipality of the city of Budapest, Department of Public Utility Works					

和名 ブダペスト市都市廃棄物処理計画調査

[M/P+F/S]

# PROJECT SUMMARY (M/P)

Compiled Mar.1994  
Revised Mar.1995

ERP POL/S 101/92

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS		
1.COUNTRY	Poland	1.SITE OR AREA	The Republic of Poland : 312 thousand square km. Population of 38.2 million			1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2.NAME OF STUDY	National Transport Plan	2.PROJECT COST	Total Cost    Local Cost    Foreign Cost			(Description)	
3.SECTOR	Transportation/(Transportation in)General	(US\$1,000)	1)	2)			
4.REFERENCE NO.		3.CONTENTS OF MAJOR PROJECT(S)			Polish Government has reacted to the recommendations as follows: 1. Establishment of new departments - Department of Railways - Department of Civil Aviation 2. Reorganization of the existing departments - Department of Transport Policy Reorganization of former Department of Transport systems and Department of International Cooperation - Department of Motocar Transport Former Department of Land Traffic Administration  (FY1993 Overseas Survey) The Government utilized the study results to formulate following two documents. - Transport Policy and Realization Steps on the way of Transforming Polish Transport System into adopted one to the market economy and new cooperation conditions in Europe - Polish Transport System's Integration with EC Transport Systems  Project and Programs: Improvement Program of the Transport Administration: Essential structural change was carried out in MTME. It will continue. The CMK Railway Line: F/S was requested to JICA. Port Cargo Information System & General Cargo Terminals: They were used to draft the Maritime State Policy toward 2000, Restructuring of PKP: The Government requested JICA to dispatch experts to conduct 2nd stage of PKP restructuring. The Training Program of PKP Management Staff: This is in implementation phase. The firm to conduct training course has been chosen.  (FY1994 Domestic Survey) No additional information.		
5.TYPE OF STUDY	M/P	1. Master Plan	Short Term Actions (1993 - 1996) Rationalization and Modernization of PKP	Medium Term Actions (1997 - 2000) High speed service and encouragement of international transport Encouragement of Road administration and construction of highways Encouragement of Competitiveness of Polish ports Encouragement of international air transport		(FY1994 Domestic Survey) No additional information.	
6.COUNTERPART AGENCY	Ministry of Transport and Maritime Economy (MTME)	Roads and Road transport	Maintenance of existig roads and preparation of road development plan of road development plan	Encouragement of Road administration and construction of highways Encouragement of Competitiveness of Polish ports Encouragement of international air transport			
7.OBJECTIVES OF STUDY	1. Prepare a Master Plan for the National Transport Plan which will effectively encourage the economic restructuring toward a free market economy and the integration of the Polish transport system into European and world systems from long term viewpoints. 2. Develop Priority Implementation Programs and	Ports and Maritime Transport	Preparation of port development policy	Encouragement of Competitiveness of Polish ports Encouragement of international air transport			
8.DATE OF S/W	Nov. 1990	Air Transport	Modernization of airport infrastructure and air transport administration	Encouragement of international air transport			
9.CONSULTANT(S)	Pacific Consultants International Overseas Coastal Area Development Institute Japan Railway Technical Service	Urban Transport	Rationalization of urban transport entities	Completion of suspended projects Preparation towards the EC transport administration integration			
10.STUDY TEAM	No.of Members    17 Period    Mar.1991-Dec.1992 (21 months)	MTME	Reorganization of transport administration	Improvement Program of the Transport Administration, Pre F/S on the CMK Railway Line Road Financing System, Port Cargo Information System, Pre F/S on General Cargo Terminals			
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	See the right side	4.CONDITIONS AND DEVELOPMENT IMPACTS					2.MAJOR REASONS FOR PRESENT STATUS
12.EXPENDITURE	Total    463,095 (¥'000) Contracted    446,352	1. Conditions Poland is now in a transition period from controlled economy to the market economy. Therefore, her economy was considered to decline during 1992 and 1995. However, the economy is expected to be reconstructed during 1996 and 2000. In 2000, the economy is considered to reach the level of 1989. After 2000, the economy is expected to grow continuously and it is anticipated that the economy in 2005 would be larger than the level of 1989 by 30%. 2. Transport Demand Based on the above future economic conditions, transport demand in Poland was estimated. Automobile ownership 1000-person will increase from 138 vehicles in 1990 to 298 vehicles in 2005. Modal shares of passenger transport in 1990 were 40% by automobile, 31% by bus and 29% by railway. In 2005, the shares are considered to change to 70% by automobile, 17% by bus and 13% by railway. As to freight transport, modal share of truck is expected to increase to 88% in 2005 from 82% in 1990. The share of railway is considered to decrease from 15% in 1990 to 11% in 2005. Shares of other transport modes is thought to stay unchanged. * Associated study were carried out as follow: Port Cargo Information System, F/S on General Cargo Terminals, Traffic Survey Agricultural and Industrial Producers Survey, Information Collection of the Progress of the Polish Economic Resurcing, Study on the Polish Economy and Transport systems of the West European Countries, Improvement Program of the Transport Administration, Pre F/S on the CMK Railway Line, Road Financing System					
		5. TECHNICAL TRANSFER					
		The study team made efforts to attain successful technology transfer, counterpart training programs were carried out twice, Seminar was held in Warsaw to strengthen the effect of the technology transfer.					

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

Compiled Mar. 1995  
Revised

ERP POL/S 219/93

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Poland	1. SITE OR AREA	1) Incineration plant and Sanitary landfill: Planowo Michalowo area, south-east of Poznan 2) Public recycling center: Eight places in Poznan		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	Solid Waste Management for Poznan City	2. PROJECT COST (US\$1,000)	M/P 1) 2) FS 1) 2) 3)	Local Cost 1,036 34,341 2,963	Foreign Cost 1,036 10,191 2,618	(Description) (FY1994 Domestic Survey) GNP per person is 1910 US\$ in 1992. As the Japanese Grant Aid and Loan are a very few, the possibility of the Japanese Aid is not so high. It is planned to provide the equipments for solid waste management as one of the provision of equipment of JICA in FY 1994.
3. SECTOR	Public Utilities/Urban Sanitation	3. CONTENTS OF MAJOR PROJECT(S)	- 8 number of public recycling centers - Incineration plant - Sanitary landfill			
4. REFERENCE NO.		4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes/No	EIRR1) 15.80 EIRR2) EIRR3)	FIRR1) 9.90 FIRR2) FIRR3) 18.80	
5. TYPE OF STUDY	M/P+F/S	Imp. Period:	.1995-.1997    .1998-.2000    .1994			
6. COUNTERPART AGENCY	- Ministry of Physical Planning and Construction - Poznan Municipality	10. STUDY TEAM	Conditions and Development Impacts: - Sanitary treatment for infectious waste - Sanitary treatment for sewage sludge - Prolong the life year of the sanitary landfill - Reduction of illegal dumping cases - Improvement of recycling rate			
7. OBJECTIVES OF STUDY	- Formulation of the solid waste management master plan - Feasibility study for the first priority projects	11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	1) Waste composition survey 2) Topographical survey 3) Geological survey 4) Environmental survey 5) Public opinion survey			
8. DATE OF S/W	Nov. 1991	12. EXPENDITURE	Total 271,308 (¥000) Contracted 241,718		3. PRINCIPAL SOURCE OF INFORMATION	
9. CONSULTANT(S)	Kokusai Kougyo Co., Ltd. Pacific Consultants International	2. MAJOR REASONS FOR PRESENT STATUS				
		5. TECHNICAL TRANSFER		①, ④		

和名 ポズナニ市廃棄物処理計画調査

[M/P+F/S]



# PROJECT SUMMARY (M/P)

Compiled Mar. 1986  
Revised Mar. 1995

PLU ZZZ/S 101/77

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS		
1. COUNTRY		1. SITE OR AREA	Strait of Malacca, Strait of Lombok			1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Establishment of Electronic and Navigational Aid Systems Project	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost		
3. SECTOR		(US\$1,000)					
4. REFERENCE NO.		US\$1=442Rp.	1) 23,800				
5. TYPE OF STUDY	M/P	3. CONTENTS OF MAJOR PROJECT(S)	Installation of electronic navigation system to cover the strait of Malacca - Singapore and the strait of Lombok - McCastle.  Decca Medium wave beacon base    3 bases Ray Mark                                    11 bases Radar beacon                                1 bases Light house                                new construction 10, improvement 2 Light buoy                                 new construction 5, improvement 1			(Description) Experts were dispatched following the report recommendations. (FY1994 Domestic Survey) No additional information.	
6. COUNTERPART AGENCY	Transportation Ministry Directorate General of Maritime Transportation (Indonesia)	7. OBJECTIVES OF STUDY					
8. DATE OF S/W	Mar. 1975	Utilization of the Lombok strait will permit navigation of vessels of over 3.5m UIC.					
9. CONSULTANT(S)	Pacific Consultants International			10. STUDY TEAM No. of Members    19 Period    Oct. 1976-Aug. 1978 (23 months)  Total M/M            Japan            Field			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER					
12. EXPENDITURE				None			
Total                    107,631 (¥000)						①	
Contracted							

和名 電子航行援助システム等設置計画

(M/P, Basic Study, Other)

# PROJECT SUMMARY (Basic Study)

Compiled Mar. 1990

Revised Mar. 1992

PLU ZZZ/S 502/78

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS			
1. COUNTRY		1. SITE OR AREA				1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued	
2. NAME OF STUDY	Joint Hydrographic Survey in Malacca and Singapore Straits (one fathom bank area)	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description)		
3. SECTOR		(US\$1,000)						
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)			(Description)			
5. TYPE OF STUDY	Basic Study	Japan and three countries (Indonesia, Malaysia, Singapore) jointly undertook the channel survey in order to establish the navigable channel of -23m in the one fathom area and install navigational aids.						
6. COUNTERPART AGENCY	Directorate of Marine Hydrography (Indonesia) Ministry of Communications (Malaysia) Port Authority (Singapore)							
7. OBJECTIVES OF STUDY								
8. DATE OF S/W	Aug. 1978							
9. CONSULTANT(S)		4. CONDITIONS AND DEVELOPMENT IMPACTS					(Description)	
10. STUDY TEAM	No. of Members 7 Period Sep. 1978-Dec. 1978 (4 months)							2. MAJOR REASONS FOR PRESENT STATUS
	Total M/M      Japan      Field							
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY						3. PRINCIPAL SOURCE OF INFORMATION		
12. EXPENDITURE								
	Total      29,985 (¥000)	5. TECHNICAL TRANSFER			(Description)			
	Contracted							

和名 マラッカ海峡ワンファザムバンク区域水路調査

[M/P, Basic Study, Other]

# PROJECT SUMMARY (Basic Study)

Compiled Mar.1986

Revised Mar.1995

PLU ZZZ/S 501/78

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDY RESULTS					
1. COUNTRY		1. SITE OR AREA	1,158km along the offshore of the east coast of Malay Peninsula		1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued			
2. NAME OF STUDY	ASEAN Submarine Cable Project: Thailand-Malaysia-Singapore Route	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) The recommendations of the study was fully adopted and the installation was completed in 1983. -Pechaburi-Songkhla:CS-12M, Japanese method (1,200 lines), 74% buried -Songkhla-Kuantan-Katon:CS-5M, Japanese method (480 lines), 85% buried -Total cable length:1,711km  (FY1994 Domestic Survey) The telecommunication system has been operated in a good condition since the completion of it.			
3. SECTOR	Communications & Broadcasting/Telecommunication		(US\$1,000)	1)	577				
4. REFERENCE NO.			(US\$1=260Yen)	2)					
5. TYPE OF STUDY	Basic Study	3. CONTENTS OF MAJOR PROJECT(S)	The study undertook the hydrographic survey to establish the submarine cable route in order to improve telecommunication services among ASEAN countries. -Routes studied: Pechaburi (Thailand)-Songkhla (Thailand)-Kuantan (Malaysia)-Katon (Singapore) -Sounding survey on sea-bed deposits, presence of base rock, sea-bed obstacles, sampling of deposits, etc. -Cable route length 1,574.4km (850.1nm) -The cable is to be buried for the entire route						
6. COUNTERPART AGENCY	Communication Authority of Thailand, Telecommunication Dept. of Malaysia and Telecommunication Authority of Singapore	4. CONDITIONS AND DEVELOPMENT IMPACTS	The installation of the submarine cable will ensure reliable communication among ASEAN countries.						
7. OBJECTIVES OF STUDY	Hydrographic survey for submarine cable route	5. TECHNICAL TRANSFER	(1) OJT for counterparts (2) lectures						
8. DATE OF S/W	Mar. 1978	12. EXPENDITURE	Total	157,485 (¥000)					
9. CONSULTANT(S)	Sanyo Hydrographic Survey Co., Ltd. Kokusai Denshin Denwa Co, Ltd.	11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Contracted	62,528					
10. STUDY TEAM	No. of Members 18 Period Apr. 1978-Sep. 1978 (5 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> </table>	Total M/M	Japan	Field	2. MAJOR REASONS FOR PRESENT STATUS				
Total M/M	Japan	Field							
		3. PRINCIPAL SOURCE OF INFORMATION	①						

和名 タイ・マレーシア・シンガポール海底ケーブル建設計画

[M/P, Basic Study, Other]

# PROJECT SUMMARY (F/S)

Compiled Mar. 1992  
Revised

PLU ZZZ/S 301/79

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1. COUNTRY		1. SITE OR AREA	Island of Galang, Riau Archipelago in Indonesia, and Tara Island in Philippines			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 (Construction of Indo-Chinese Refugee Camps)		2. PROJECT COST (US\$1,000)		Total Cost 13,000	Local Cost			Foreign Cost
3. SECTOR	Social Infrastructures/Architecture & Housing	3. CONTENTS OF MAJOR PROJECT(S)	This Processing Center is supposed to provide the Indo-China refugees with a temporary place before they could actually depart to the country of permanent settlement. 1) Refugee Processing Centre in Indonesia. Presently the camp is planned to have a capacity to shelter 10,000 persons while the administration buildings accommodate 150 persons. The temporary refugees will share a number of services such as public health, storage, and kitchen facilities. 2) Tara Refugee Processing Center. The development plan was designed to provide the basic needs for 5,000 refugees and 150 administrative personnel. However, the authorities only submitted its provisional plan to the Jakarta meeting, and no further action has been observed.					
4. REFERENCE NO.		5. TYPE OF STUDY					F/S	
6. COUNTERPART AGENCY		7. OBJECTIVES OF STUDY					To formulate the plan for constructing the Processing Centers for Indo-China Refugees at the request of UNHCR, and the respective government of Indonesia and Philippines.	
8. DATE OF S/W	.0	8. DATE OF S/W					.0	
9. CONSULTANT(S)		9. CONSULTANT(S)						
		4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes/No	EIRR1) EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)	(Description)		
		Conditions and Development Impacts:						
		1) The Island of Galang is closely located to Singapore and Tanjung Pinang, center city of the Archipelago of Riau. For this good location, the Refugee Processing Centre can stand a sound condition for development of transport and communication. 2) The Philippines side is not ready to provide the basic information about hydrographic survey and trasport facilities. For this reason, neither could the study team actually estimate the cost of the project design nor investigate the plan deeply. Consequently, the study team only submitted the checklist, about the brief and basic guideline for constructing the Tara Refugee Processing Centre.						
10. STUDY TEAM								
No. of Members								
Period Jun. 1979-Oct. 1979 (4 months)								
Total M/M		Japan		Field		2. MAJOR REASONS FOR PRESENT STATUS		
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY								
12. EXPENDITURE				5. TECHNICAL TRANSFER				
Total		18,448 (¥'000)						
Contracted								
				3. PRINCIPAL SOURCE OF INFORMATION				

和名 インドシナ難民センター建設計画

(F/S,D/D)

# PROJECT SUMMARY (Basic Study)

Compiled Mar.1986

Revised Mar.1995

PLU ZZZ/S 503/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS	
1.COUNTRY		1.SITE OR AREA	Malacca and Singapore Straits		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2.NAME OF STUDY	Joint Production of Common Datum Charts of the Straits of Malacca and Singapore	2.PROJECT COST	(US\$1,000)	Total Cost	Local Cost	Foreign Cost
3.SECTOR	Social Infrastructures/Survey & Mapping		1) 1,004,820	585,149	419,671	(Description) Detailed marine charts of the entire Malacca and Singapore Straits contributed to the safe passage of large vessels.  (FY1994 Domestic Survey) The navigational safety which was achieved at the completion of the Project has been maintained.
4.REFERENCE NO.		3.CONTENTES OF MAJOR PROJECT(S)	2)			
5.TYPE OF STUDY	Basic Study	Japan and three countries undertook a joint hydrographic survey on the common datum points -hydrographic survey on common datum points by satellite observation -Data computing and analysis -Drawing of common datum charts -Drawing of land characteristics charts				
6.COUNTERPART AGENCY	Hydrographic Offices of Indonesia, Malaysia and Singapore					
7.OBJECTIVES OF STUDY	Drawing of marine charts and tidal current survey					
8.DATE OF S/W	Jul.1977					
9.CONSULTANT(S)	Malacca Strait Council	4.CONDITIONS AND DEVELOPMENT IMPACTS	Development impacts: Common datum charts will improve the navigational charts and thereby contribute to the safe passage of large ocean-going vessels and to the reduction of marine accidents.			
10.STUDY TEAM	No.of Members 457 Period May.1978-May.1982(49 months)					
	Total M/M      Japan      Field					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER	(1) OJT for counterparts (2) Participation of counterparts in JICA counterpart training program			
12.EXPENDITURE	Total 318,670 (¥'000) Contracted 1,004,820					The straits is one of the most difficult places to navigate, and it is necessary to obtain accurate information of the straits.
			3.PRINCIPAL SOURCE OF INFORMATION ①			

和名 マラッカ・シンガポール海峡統一基準点海図作成

[M/P,Basic Study,Other]

## PROJECT SUMMARY (Basic Study)

Compiled Mar.1990  
Revised Mar.1995

PLU ZZZ/S 504/84

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS													
<b>1. COUNTRY</b> <b>2. NAME OF STUDY</b> Medan (Indonesia)-Colombo (Sri Lanka) Submarine Cable Project		<b>1. SITE OR AREA</b> The marine cable route between the landing site (Pantaicermin) of Indonesia and the landing site (Colombo) of Sri Lanka			<b>1. PRESENT STATUS</b> <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued													
<b>3. SECTOR</b> Communications & Broadcasting/Telecommunication		<b>2. PROJECT COST</b> <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: 20%; text-align: center;">Local Cost</td> <td style="width: 20%; 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></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)			<b>(Description)</b>  (FY1994 Domestic Survey) No additional information.  (FY1994 Overseas Survey) Implemented as one segment (Medan-Colombo) of SWE-WE-ME I project (Marseille-Singapore). No. of circuits for PT. Indosat is 133 (Total No. of circuits of cable is 2160). Investment is financed by Japanese expert credit (13,900mYen).	
	Total Cost	Local Cost	Foreign Cost															
(US\$1,000)	1)																	
	2)																	
<b>4. REFERENCE NO.</b> <b>5. TYPE OF STUDY</b> Basic Study		<b>3. CONTENTS OF MAJOR PROJECT(S)</b> Installation of the submarine cable between the landing sites of Indonesia and Sri Lanka -Total route length 1,384.1nm -Average cable slack 3% -Total cable length 1,412.7nm																
<b>6. COUNTERPART AGENCY</b> Directorate General of Post and Telecommunication (Indonesia) and Dept. of Telecommunication (Sri Lanka)		<b>4. CONDITIONS AND DEVELOPMENT IMPACTS</b> The submarine cable route between Indonesia and Sri Lanka is one of the sections of the cable route project connecting Singapore and France (SEA-ME-WE). At present, telecommunication between Sri Lanka and Indonesia is conducted by satellite system, but the submarine cable project will be able to service greater demand with higher reliability.																
<b>7. OBJECTIVES OF STUDY</b> Hydrographic survey, route selection and financial analysis.																		
<b>8. DATE OF S/W</b> Mar. 1983																		
<b>9. CONSULTANT(S)</b> Kokusai Denshin Denwa Co., Ltd. Sanyo Hydrographic Survey Co., Ltd.																		
<b>10. STUDY TEAM</b> No. of Members 9 Period Aug.1983-Mar.1984 (8 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: 40%; text-align: center;">Field</td> </tr> </table>					Total M/M	Japan	Field											
Total M/M	Japan	Field																
<b>11. ASSOCIATED AND/OR SUBCONTRACTED STUDY</b>		<b>5. TECHNICAL TRANSFER</b>			<b>2. MAJOR REASONS FOR PRESENT STATUS</b>													
<b>12. EXPENDITURE</b> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%; text-align: right;">Total</td> <td style="width: 40%; text-align: right;">330,969 (¥'000)</td> </tr> <tr> <td style="text-align: right;">Contracted</td> <td></td> </tr> </table>					Total	330,969 (¥'000)	Contracted		<b>3. PRINCIPAL SOURCE OF INFORMATION</b> ①, ③									
Total	330,969 (¥'000)																	
Contracted																		

和名 メダン-コロンボ海底ケーブル建設計画

[M/P, Basic Study, Other]

JICA