

PROJECT SUMMARY (M/P)

AFR ZWE/S 101/83

Compiled Mar.1986
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS																					
1.COUNTRY	Zimbabwe	1.SITE OR AREA	Southeastern part of midlands Province and Western part of Masvingo Province		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued																				
2.NAME OF STUDY	Rural Water Supply Programme in Communal Lands in Parts of Masvingo and Midlands Provinces	2.PROJECT COST	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">Total Cost</td> <td style="width: 15%; text-align: center;">Local Cost</td> <td style="width: 15%; text-align: center;">Foreign Cost</td> </tr> <tr> <td style="text-align: center;">(US\$1,000)</td> <td style="text-align: center;">1)</td> <td style="text-align: center;">53,079</td> <td style="text-align: center;">33,218</td> <td style="text-align: center;">19,861</td> </tr> <tr> <td></td> <td style="text-align: center;">2)</td> <td></td> <td></td> <td></td> </tr> </table>				Total Cost	Local Cost	Foreign Cost	(US\$1,000)	1)	53,079	33,218	19,861		2)				(Description) Projects in Midlands Province were financed in 1983-84 by the Japanese grant of 800 million yen (Boring of 100 wells, two thirds of the 1st year projects). Those in Masvingo Province were financed by the EEC grant.						
		Total Cost	Local Cost	Foreign Cost																						
(US\$1,000)	1)	53,079	33,218	19,861																						
	2)																									
3.SECTOR	Public Utilities/Timber Processing	3.CONTENTS OF MAJOR PROJECT(S)																								
4.REFERENCE NO.		Annual construction of 295 deep wells for 10 years, i.e. 2950 in total, in expectation of supporting 250 people per well. Village Common Area Number of wells (in 1993) Mberengwa 775 Chibi 702 Shuruqwi 235 Chilimazi & others 878 total 2,590																								
5.TYPE OF STUDY	M/P																									
6.COUNTERPART AGENCY	Ministry of Water Resources and Development	4.CONDITIONS AND DEVELOPMENT IMPACTS			2.MAJOR REASONS FOR PRESENT STATUS The area was suffering from severe shortage of water. Because of the lack of fund for the necessary equipment in the Government of Zimbabwe, the boring rigs, related equipment and materials were supplied by grant along with the instruction to use them at site.																					
7.OBJECTIVES OF STUDY	Reservation of sanitary clear Water resources by the development of underground water	A project to supply sanitary clean water to small groups of people scattered in the grassy savannah. The report emphasized the following: (1) 10 years later, when the project is completed, the cattle will come up in number to 85% of people. Since no further increase in water from wells is expected, control of the number will be required. (2) With the increase in wells and population, it is necessary to establish rules to use water from wells.																								
8.DATE OF S/W	Oct.1982	10.STUDY TEAM			3.PRINCIPAL SOURCE OF INFORMATION ①																					
9.CONSULTANT(S)	Sanyu Consultants Inc.	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">No.of Members</td> <td style="width: 15%;">7</td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> </tr> <tr> <td>Period</td> <td>Dec.1982-Aug.1983(9 months)</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <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></td> <td></td> <td style="text-align: center;">37.20</td> <td style="text-align: center;">13.40</td> <td style="text-align: center;">23.80</td> </tr> </table>					No.of Members	7				Period	Dec.1982-Aug.1983(9 months)						Total M/M	Japan	Field			37.20	13.40	23.80
No.of Members	7																									
Period	Dec.1982-Aug.1983(9 months)																									
		Total M/M	Japan	Field																						
		37.20	13.40	23.80																						
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.technical transfer																								
12.EXPENDITURE		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">Total</td> <td colspan="2" style="width: 35%;"></td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">118,296 (¥'000)</td> <td colspan="2">Supply of equipment and instruction : Supply of 2 units of boring rigs and technical instruction at site to the local engineers.</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">Contracted</td> <td colspan="2"></td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">98,508</td> <td colspan="2"></td> </tr> </table>					Total					118,296 (¥'000)	Supply of equipment and instruction : Supply of 2 units of boring rigs and technical instruction at site to the local engineers.				Contracted					98,508				
		Total																								
		118,296 (¥'000)	Supply of equipment and instruction : Supply of 2 units of boring rigs and technical instruction at site to the local engineers.																							
		Contracted																								
		98,508																								

和名 村落給水計画

(M/P, Basic Study, Other)

PROJECT SUMMARY (F/S)

AFR ZWE/S 302/92

Compiled Mar.1994
Revised

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT					
1.COUNTRY	Zimbabwe	1.SITE OR AREA		6 Rural exchange areas:BEATRICE/BTR (MASHONALAND), NKAYI/NKI (MIOLANDS), KEZI/KEZ (MATABELELAND), GUTU/GTU (MASVINGO), MURAMBINDA/MRB (MANKALAND), CHATSWORTH/CHS (MASVINGO)		1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled				
2.NAME OF STUDY	Rural Telecommunications Network Project	2.PROJECT COST		Total Cost	Local Cost			Foreign Cost			
		(US\$1,000)		1) 31,449	4,730	26,719					
		2)									
		3)									
3.SECTOR	Communications & Broadcasting/(Comms. & Broad. in)General	3.CONTENTS OF MAJOR PROJECT(S)				(Description) (FY1993 Overseas Survey) (1) The gov't of Zimbabwe requested a grant aid for the project to Japan. (2) Ministry of Foreign Affairs is coordinating with other grant aid project in Zimbabwe.					
4.REFERENCE NO.		Project cost summary to implemet the PJ 25 as follows: (Unit thousand \$US)									
5.TYPE OF STUDY	F/S	TRAINING CENTRE									
6.COUNTERPART AGENCY	Posts and Telecommunications Corporation (PTC)										
7.OBJECTIVES OF STUDY	To conduct a feasibility study on rural telecommunications network for 6 fural exchange areas: Beatrice, Kezi, Murambinda, Nkayi, Gutu, Chatsworth	Switch Sys.	1965	402	291			321	342	447	162
		Transmission Sys.	5467	838	1118			1486	643	757	655
		External plant	5117	1258	610			790	678	1075	706
		Power Plant	1972	320	422			453	311	245	211
		Ant. Mast	1543	251	251			385	308	97	110
		Eq. Shelter	1194	272	272			237	139	240	130
		Test Eq.& Spares	798	81	81	81	81	81	312		
		Maintenance Vehicles	209	38	38	38	38	38	19		
		Transport/inst.coast	10560	1987	1968	2271	1572	1564	1131	67	
		Engineering Service	2624								
8.DATE OF S/W	Feb.1991	Imp. Period: .1994-.1996									
9.CONSULTANT(S)	Nippon Telecommunication Consulting Co., Ltd.	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) 62.00	FIRR1) 19.51					
					EIRR2) 151.00	FIRR2) 19.51					
					EIRR3) 167.00	FIRR3) 19.51					
		Conditions and Development Impacts: * If the PJ is undertaken with the help of a Grant Aid, implementation is likely to contribute to enhance Econ. Development & to improve social welfare.									
10.STUDY TEAM	No.of Members 6 Period May.1992-Nov.1992 (6 months)	-Willingness to pay Average value Mainmun value Call Charge Z\$ 1/call Z\$ 5/call Instl. Fee Z\$ 150/line Z\$ 2000/line Rental Fee Z\$ 20/Month Z\$ 150/Month									
	Total M/M 14.97 Japan 7.10 Field 7.87	- Economic Benefit Case 1) Premium of call charges/call : Z\$ 1/call Case 3) charges/call : Z\$ 5/call Instl. Fee/line : Z\$ 150 Instl. Fee/line : Z\$ 6,760.4 Rental Fee/Mouth : Z\$ 20 Rental Fee/Month : Z\$ 5,313.6									
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		Case 2) Assumed premium of each exchanges (Z\$)									
		(BTR)	(KEZ)	(MRB)	(NKI)	(GTU)	(CHS)				
		Call Charges/call 5.0	5.0	5.0	5.0	5.0	5.0				
		Instl. Fee 5,764.4	6,760.4	4,668.0	4,668.0	4,668.0	4,668.0				
		Rental Fee/annual 3,825.6	5,313.6	2,337.6	2,337.6	2,337.6	2,337.6				
12.EXPENDITURE	Total 156,478 (¥000) Contracted	5. TECHNICAL TRANSFER									
		1. OJT and Technology transfer were conducted for counterpart during the survey & The study 2. Trainees were accepted twice in Japan at the time of making It/R sport & DF/R.				3.PRINCIPAL SOURCE OF INFORMATION					
						①③					

和名 地方電気通信網整備計画

(F/S,D/D)

PROJECT SUMMARY (F/S)

CSA ARG/S 301/79

Compiled Mar.1986
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Argentina	1.SITE OR AREA		Horn Medanos, Province of Buenos Aires		1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input checked="" type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY	Deep Water Port Construction Project at Punta Medanos	2.PROJECT COST		Total Cost	Local Cost		
3.SECTOR	Transportation/Port			(US\$1,000)	1) 923,472	(Description) (FY 1991 Overseas Survey) COPUAP (Deepsea Ports Construction Commission) was disbanded in 1987, and the construction of new ports has been frozen since then. Emphasis was shifted to the strengthening of the existing ports, and it was decided to deepen Bahia Blanca and Quequen Ports. In late 1991, the dredging was completed to the depths of 40 - 45 feet at Bahia Blanca, while Quequen is being dredged to the depth of 40 feet. The Government has been promoting the decentralization of administration, and the port facilities have been gradually transferred from the national government to provincial or local authorities. According to the new Port Law now under parliamentary deliberations, only five ports (Buenos Aires, Quequen, Bahia Blanca, Santa Fe and Ushuaia) will remain under AGP. The operation of the five ports will be eventually privatized in the future. The economic policy of the present Government has been emphasizing the privatization of public enterprises, deregulation and decentralization. Investments in port facilities along Parana, Paraguay and La Plate Rivers will be undertaken increasingly by the private sector.	
4.REFERENCE NO.		3.CONTENTES OF MAJOR PROJECT(S)		2) 923,472	3) 923,472		
5.TYPE OF STUDY	F/S	Planning for a deep sea for grain export, iron ore and coal import. Breakwater: north 4100m, south 1900m Breakwater: 2 total length 800m Piers : 10 for fishery, 2 x 400m for grain export Quays : 500m for containers, 500m for iron ores exclusive quays for steel mill and industry Fishery related: freezing and cold storage facilities, market, factories					
6.COUNTERPART AGENCY	Ministerio de Economia, Secretaria de Estado de Intereses Maritimos (SEIM)						
7.OBJECTIVES OF STUDY	Technical Study on the location of port and its planning						
8.DATE OF S/W	May.1979	Imp. Period:					
9.CONSULTANT(S)	Overseas Coastal Area Development Institute of Ja	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)		
10.STUDY TEAM	No.of Members 4 Period Apr.1979-Jul.1979(3 months)	Conditions and Development Impacts: - Coping with containerization - Fishery port is expected to contribute to the development of the coast and to alleviate the congestion of Port Mar del Plata.					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY							
12.EXPENDITURE	Total 14,324 (¥000) Contracted 6,587	5.TECHNICAL TRANSFER					
						2.MAJOR REASONS FOR PRESENT STATUS	
						3.PRINCIPAL SOURCE OF INFORMATION	
						①②	

和名 プンタ・メダノス深水港建設計画

(F/S,D/D)

PROJECT SUMMARY (M/P)

CSA ARG/S 101/86

Compiled Mar.1990
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS					
1.COUNTRY	Argentina	1.SITE OR AREA	the entire country (2.78 million ha)		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued				
2.NAME OF STUDY Study on Economic Development		2.PROJECT COST (US\$1,000)			(Description) Based on the recommendations of the study, a number of Japanese experts in various fields of industry and fisheries have been sent to Argentina. The technical cooperation project on packaging technology which began in March 1989 was based on one of the study's recommendations. (FY1991 Overseas Survey) In Sept. 1991, the Planning Secretariat, the counterpart agency of the JICA study, was reorganized into the Economic Planning Secretariat under the Ministry of Economy. The functions of the new Secretariat are compilation and analysis of the economic trends rather than the identification and promotion of new projects / programs. The improvement of administrative efficiency, privatization and other general policy measures, which were discussed in the JICA study, have been proceeding rapidly under the policy package adopted in accordance with the Currency Exchange Law of April 1991. The Government has been pushing various measures of the fiscal reform and administrative reorganization and rationalization in adherence to the IMF conditionality. Accordingly, specific recommendations of the study (such as institutional credit, infrastructural development and preferential taxation) are yet to make impacts on policy makers. The report of the study has been utilized extensively when and where various issues of long-term development are discussed.					
3.SECTOR Development Plan/Sericulture		Total Cost Local Cost Foreign Cost 1) 2)								
4.REFERENCE NO.		3.CONTENTS OF MAJOR PROJECT(S) In response to the specific requests from the Argentine side, the study examined the following five sectors and offered proposals which would be effective to reduce their constraints and to contribute to the reactivation of the Argentine economy. 1) Macroeconomy (macroeconomic policies, the role of economic development plans, etc.) 2) Agriculture (crops, livestock and fisheries) 3) Industry (general policy, petrochemical industry, electronics industry, agroindustry and small and medium industries) 4) Transportation (general policy, utilization of Parana and La Plata Rivers for grain transportation, containerization, cargo terminal in Buenos Aires, and alternative accesses toward the Pacific 5) Export (export promotion policies and measures, role of international trading companies, etc.)								
5.TYPE OF STUDY M/P										
6.COUNTERPART AGENCY Planning Secretariat, Presidency of the Nation										
7.OBJECTIVES OF STUDY To suggest development policies and measures concerning five sectors of macroeconomic management, agriculture, industry, transportation and export.										
8.DATE OF S/W Aug.1985										
9.CONSULTANT(S) International Development Center of Japan		4.CONDITIONS AND DEVELOPMENT IMPACTS Policy suggestions on above 5 sections are as follows: 1. Macroeconomy Analysis (1) Continuation and coordination of Economic Policies (2) Privatization of public enterprises (3) Strengthening of support systems for researches and development (4) Development of efficient infrastructure 2. Aquaculture (1) Further privatization of grain handling facilities (2) Formulation of a coordinated policy for plant protection (3) Cost reduction and development of farm machinery (4) Formulation of a national strategy in biotechnology research (5) Stability and profitability of cattle farming and the meatprocessing industry. (6) Renovation and modernization of the fishing capacity 3. Industry (1) Introduction of competitive conditions to industrial production (2) Formulation of government policies through exchanges of opinions with private sector (Sugestions are continued. You can see them on the screen of Computer.) (FY 1993 Domestic Survey) (3) Strengthening of support systems for technology development (4) Establishment of a long term capital market (5) Domestic production for micro-computers (6) Set-up of a financing schemes for the software industry (7) Support for the growth of the NC machine tool industry (8) Formulation and implementation of policy measures to develop petrochemical								
10.STUDY TEAM No.of Members 31 Period Aug.1985-Jan.1987(18 months)					2.MAJOR REASONS FOR PRESENT STATUS					
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">95.36</td> <td style="text-align: center;">45.36</td> <td style="text-align: center;">50.00</td> </tr> </table>		Total M/M	Japan	Field			95.36	45.36	50.00	
Total M/M	Japan	Field								
95.36	45.36	50.00								
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY										
12.EXPENDITURE		5.TECHNICAL TRANSFER			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;">262,407 (¥'000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">316,373</td> </tr> </table>		Total	262,407 (¥'000)	Contracted	316,373	Four counterparts participated in the JICA training program. The seminar is held in Buenos Aires.			①②	
Total	262,407 (¥'000)									
Contracted	316,373									

和名 経済開発調査

(M/P, Basic Study, Other)

PROJECT SUMMARY (F/S)

CSA ARG/S 302/86

Compiled Mar.1990
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT			
1.COUNTRY	Argentina	1.SITE OR AREA		A site 10km away from Plaza Constitucion along the General Roca Line		1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input checked="" type="checkbox"/> Discontinued or Cancelled		
2.NAME OF STUDY		2.PROJECT COST							
Preliminary Design for the Amplification of an Inspection and Repairing Workshop for Electric Rolling Stock				Total Cost	Local Cost	Foreign Cost			
3.SECTOR				(US\$1,000)	1)	19,282	17,016		
Transportation/Railway				(US\$1=251Yen)	2)	2,266	2,266		
4.REFERENCE NO.				3)	(Description) The electrification of the General Roca Line was commenced in 1981 and completed in 1985. The system (25kv, 50Hz) was new in Argentine Railways(FA), and there was no facility for inspection and repair of the introduced railcars. FA thus planned to establish a new inspection and repair facility by Japanese technical assistance. Owing to the worsening of the economic situation, the electrification program was scaled down and the construction of the new facility was de facto cancelled. The rehabilitation and improvement of the existing facilities was subsequently proposed as an alternative. (FY1991 Overseas Survey) In order to simplify the process of privatization, FA was divided in April 1991, and FEMESA was created for metropolitan railways. Subsequently, preparations have been going on for the privatization of each railway line. To date, tenders have been called for the Mitre, Urquiza and Sarmiento Lines. Preparation of the tender documents has not been completed for the Roca and San Martin Lines. Therefore, it is yet hard to know what will happen to the inspection and repair functions after privatization. However, Escalada Plant still remains the center of inspection and repair and appears likely to remain as such in the future.				
5.TYPE OF STUDY		F/S		3.CONTENTS OF MAJOR PROJECT(S)					
6.COUNTERPART AGENCY		Argentine Railway (F.S.)		Based on the experience of the first stage, a plan in the second stage of electrification of the general Roca Line was made up including reinforcing a workshop and introducing related facilities. F/S on the expansion of a existing workshop. The existing demand-expectation and transport-plan made up by Argentina Railway (F.A) was reexamined for the second stage. Through the above work, the needed amount of electric rolling stock was calculated. Then several plans for reinforcing a workshop was made up. At last the best plan was selected by technical and economical points of view. <Preliminary design> The amount of rolling stocks needed during the second stage was calculated 320. So the workshop should be expanded along with this scale. <Facilities for inspection and repairing> various sorts. Construction; First and second workshops, related buildings, management building, railway truck and wiring. Railway truck in the yard consists of come-and-go line, test line, detention line and etc. Facilities: light, signal, telecommunication, drainage, water-supply etc.					
7.OBJECTIVES OF STUDY		F/S for reinforcing a workshop for the inspection and repair of electric railcars for AC-electrified sections on the General Roca Line, and a preliminary design of an optimum plan.		8.DATE OF S/W			Jul.1984		
8.DATE OF S/W		Jul.1984		Imp. Period:			Feb.1985-Sep.1986		
9.CONSULTANT(S)		Japan Railway Technical Service		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)		
10.STUDY TEAM		No.of Members 10 Period Feb.1985-Sep.1986(19 months)		Conditions and Development Impacts: Development impacts: Reinforcement of inspection and repair facilities for electric railcars will ensure punctual and safe train operation. (FY 1993 Domestic Survey)					
		<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;">63.93</td> <td style="text-align: center;">39.63</td> <td style="text-align: center;">24.30</td> </tr> </table>						Total M/M	Japan
Total M/M	Japan	Field							
63.93	39.63	24.30							
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY				5. TECHNICAL TRANSFER					
12.EXPENDITURE		Total 191,378 (¥'000) Contracted 184,115		Technical transfers occurred through working together with counterparts on site investigations, reports, etc.					
				2.MAJOR REASONS FOR PRESENT STATUS					
				Owing mainly to economic factors, there has been no progress in electrification.					
				3.PRINCIPAL SOURCE OF INFORMATION					
				①②					

和名 国鉄車輛検修工場建設計画

(F/S,D/D)

PROJECT SUMMARY (M/P)

CSA ARG/S 102/87

Compiled Mar.1990
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS														
1.COUNTRY	Argentina	1.SITE OR AREA	Province of Mendoza (about 150,000 sq.km)		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued													
2.NAME OF STUDY		2.PROJECT COST			(Description) The Provincial Government of the of Mendoza uses the study results as guidelines for the private sector. (FY 1991 Overseas Survey) Telecommunication is still operated by CAT, but the negotiations have been going on between CAT and Telefonica. Before long, telecommunication will be transferred to Telefonica. On the basis of the proposed master plan, the Provincial Government is planning to undertake a feasibility study of the telephone network development.														
Development Plan for the Telecommunication and Broadcasting Networks in the Province of Mendoza		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">(US\$1,000)</td> <td style="text-align: center;">1)</td> <td style="text-align: center;">Total Cost</td> <td style="text-align: center;">Local Cost</td> <td style="text-align: center;">Foreign Cost</td> </tr> <tr> <td></td> <td style="text-align: center;">2)</td> <td style="text-align: center;">291,540</td> <td></td> <td></td> </tr> <tr> <td>(US\$1=1.25 Austral)</td> <td></td> <td style="text-align: center;">28,279</td> <td></td> <td></td> </tr> </table>					(US\$1,000)	1)	Total Cost	Local Cost	Foreign Cost		2)	291,540			(US\$1=1.25 Austral)		28,279
(US\$1,000)	1)	Total Cost	Local Cost	Foreign Cost															
	2)	291,540																	
(US\$1=1.25 Austral)		28,279																	
3.SECTOR		3.CONTENTS OF MAJOR PROJECT(S)																	
Communications & Broadcasting/(Comms. & Broad. in)General		1. Long-term development and improvement plan for the telecommunications networks up to the year 2005. 1) Phase 1(1991-1995)(Total project cost US\$80,082 thousand) (1)Subscriber telephone installation(STI)54,800 (2)Public telephone installation (PTI) 1,500 (3)Rural telephone installation(RTI) 800 (4)Local exchange installation(LEI) 79,144 terminals(t.) (5)Toll exchange installation (TEI) 2,200t. 2) Phase 2 (1996-2000) (Total project cost US\$81,602 thousand) (1)STI 75,200 (2)PTI 1,400 (3)RTI 400 (4)LEI 92,070t. (5)TEI 1,800t. 3) Phase 3 (2001-2005) (Total project cost US\$129,856 thousand) (1)STI 106,100 (2)PTI 1,500 (3)RTI 800 (4)LEI 161,081t. (5)TEI 3,000t. 2. Long-term development and improvement for the broadcasting networks up to the year 2005: 1)MF transmitter installation and renewal 13 sets; 2)FM transmitter installation 76 sets; 3)TV transmitter installation 67 sets; 4)Satellite relay construction 3 links; 5)Terrestrial line addition for TV use 1 line																	
4.REFERENCE NO.		4.CONDITIONS AND DEVELOPMENT IMPACTS																	
5.TYPE OF STUDY		1. Long-term development and improvement plan for the telecommunications networks up to the year 2005. Conditions: 1)Facilities useful life 20 years; 2)Corporation tax 3% Financial internal rate of return 12%(including rural telephones) Improvement Impacts: 1)Telephone demand in the province will mostly be satisfied, and telephone services will also become available for the areas where the service is not provided at present; 2)Telephone density will increase from 6.3 to 18.5 main lines per 100 inhabitants in the year 2005. The density of public telephones will also increase from 0.7 to 2.5 units per 1,000 inhabitants in the same year. 3)As the result of the digitalization of exchanges, diversified new telephone services can be provided economically. 2. Long-term development and improvement for the broadcasting networks up to the year 2005. Improvement Impacts: 1)Enrichment of educational broadcast programs can reduce the number of teachers and educational facilities; 2)Rural inhabitants can make closer contact with the central government and participate easily in national policy. 3)Improvement of educational and recreational broadcast programs will enrich the spiritual life of the rural inhabitants.																	
6.COUNTERPART AGENCY		5. TECHNICAL TRANSFER																	
Direccion de Comunicaciones, Ministerio de Obras y Servicios Publicos, Provincia de Mendoza		1) Joint implementation of every field survey 2) Training of four counterparts in Japan (Drawing up reports, Telecommunications two persons, Broadcasting one person)																	
7.OBJECTIVES OF STUDY		6.MAJOR REASONS FOR PRESENT STATUS																	
Proposing a long-term development and improvement plan for the telecommunications networks and an outline for a long-term development and improvement plan for the broadcasting networks up to the year of 2005.		Financing																	
8.DATE OF S/W		7.PRINCIPAL SOURCE OF INFORMATION																	
Feb.1986		①②																	
9.CONSULTANT(S)																			
Japan Telecommunications Engineering and Consulti																			
10.STUDY TEAM																			
No.of Members 10 Period Jul.1986-Mar.1987(15 months) Jun.1987-Nov.1987 <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;">76.23</td> <td style="text-align: center;">41.70</td> <td style="text-align: center;">34.53</td> </tr> </table>		Total M/M	Japan	Field	76.23	41.70	34.53												
Total M/M	Japan	Field																	
76.23	41.70	34.53																	
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY																			
12.EXPENDITURE																			
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: center;">228,872 (¥'000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">207,116</td> </tr> </table>		Total	228,872 (¥'000)	Contracted	207,116														
Total	228,872 (¥'000)																		
Contracted	207,116																		

和名 メンドーサ州電気通信・放送網整備拡充計画

{M/P, Basic Study, Other}

PROJECT SUMMARY (M/P)

CSA ARG/A 101/88

Compiled Mar.1990
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS										
1.COUNTRY	Argentina	1.SITE OR AREA	Loret and San Carlos Area located in North Part of Province of Corrientes (Population: 660,000, Area 290,000 ha)			1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued								
2.NAME OF STUDY	Proyecto de desarrollo agricola integrado en el area adyacente a la represa de Yacyreta e la provincia de Corrientes	2.PROJECT COST						<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">(US\$1,000)</td> <td style="text-align: center;">1)</td> <td style="text-align: center;">Total Cost</td> <td style="text-align: center;">Local Cost</td> <td style="text-align: center;">Foreign Cost</td> </tr> <tr> <td></td> <td style="text-align: center;">2)</td> <td style="text-align: center;">203,981</td> <td style="text-align: center;">86,654</td> <td style="text-align: center;">117,327</td> </tr> </table>			(US\$1,000)	1)	Total Cost	Local Cost	Foreign Cost
(US\$1,000)	1)	Total Cost	Local Cost	Foreign Cost											
	2)	203,981	86,654	117,327											
3.SECTOR	Agriculture/General	3.CONTENTS OF MAJOR PROJECT(S)	(Description) Based on the findings of the study, feasibility studies are being undertaken on parts of the study area, while some construction works are underway. Specifically, nine small-scale dams for paddy irrigation (capacities ranging from 400 to 2,000 ha) are under study by funds of agricultural operators with the technical advice from the government. Concerning the irrigable area of 40,000 ha along the Parana River basin, the provincial government and the group of producers jointly undertook the construction of the 12km drainage canals, which enabled the agricultural production. (FY 1991 Overseas Survey) On the basis of M/P, the state government is planning to implement two projects. 1) Drainage project: 12km drainage canal is under construction. 2) Vegetable cultivation mini-project: JICA is implementing technical cooperation at the vegetable cultivation center.												
4.REFERENCE NO.		Drainage Canal:258km, Irrigation Canal:256km, Road:330km, Agricultural Land Reclamation:119,800 ha, Agricultural Facility:6 sets, Agricultural Technics center:1 set, Pump Facility which supplies water by its pressure:6sets													
5.TYPE OF STUDY	M/P	1. Irrigation project (37,000ha in the lower part of Yacyreta dam and 4,000ha in San Carlos area) 2. Drainage project (50km long of primary channel and 238km of main channel) 3. Farm road project (100km long of main road and 323km of blanch road) 4. Agricultural land development project (100km long of main road and 323km of blanch road) 4. Agricultural land development project (model projects for paddy field, dry field, horticulture under/without structure: 134,000ha of whole area) 5. Cultivation plan (promotion of rice production mainly and introduction of promising cereals, vegetables and fruits) 6. Farming programme 7. Livestock and grassland improvement 8. Afforestation programme 9. Agriculture supporting service 10. Establishment of agricultural training center 11. Food processing and storage facilities 12. Other social infrastructure improvement plan (electrification, telecommunication, water supply, education, medical service etc.)													
6.COUNTERPART AGENCY	Government of the Province of Corrientes (Ministry of Agriculture and Animal Husbandry)	4.CONDITIONS AND DEVELOPMENT IMPACTS													
7.OBJECTIVES OF STUDY	To elaborate a master plan for the execution of integrated agricultural development aiming to the establishment of high-productivity agriculture in the area of approximately 290,000ha in the north part of Corrientes	Various effects are expected as follows: 1. Agricultural production cost will be reduced as a result of converting pump irrigation into gravity irrigation. 2. Available use of machineries and appropriate farming operation scale will improve conditions of farming operation and cropping technics. 3. Distribution conditions such as roads and stock facilities will be improved. This study is considered to contribute to strengthening of international competitiveness, and balanced regional development including correction of difference of income through production increase of main crops (rice 260,000 ton, vegetables 30,000 ton, grains 100,000 ton, citrus fruits 50,000 ton) It is required to modify current import-export imbalance and to reduce international debt in Argentine Republic by means of promoting export of agricultural products. In this sense, to increase agricultural production of rice, vegetables and fruits as well as to reduce production cost in the corresponding area are quite important and expected for the improvement of international compatibility and socio-economic conditions. This study also supports and benefits many small size farmers for the improvement of living. (FY 1993 Domestic Survey)													
8.DATE OF S/W	Sep.1986	5. TECHNICAL TRANSFER													
9.CONSULTANT(S)	Japan Agricultural Land Development Agency	Co-operative work to make a report													
10.STUDY TEAM	No.of Members 21 Period Feb.1987-Dec.1988 (23 months)	3.PRINCIPAL SOURCE OF INFORMATION													
	<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;">177.00</td> <td style="text-align: center;">75.00</td> <td style="text-align: center;">102.00</td> </tr> </table>	Total M/M						Japan	Field	177.00	75.00	102.00	2.MAJOR REASONS FOR PRESENT STATUS		
Total M/M	Japan	Field													
177.00	75.00	102.00													
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Data analysis of LANDSAT Imagery														
12.EXPENDITURE	Total 479,165 (¥000) Contracted 390,505														

和名 ヤシレタダム隣接地域農業総合開発計画

{M/P, Basic Study, Other}

PROJECT SUMMARY (F/S)

CSA BOL/S 301/77

Compiled Mar.1986
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																					
1.COUNTRY	Bolivia	1.SITE OR AREA				1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled																				
2.NAME OF STUDY	Viru Viru International Airport Development	Viru Viru in Santa Cruz, Bolivia																									
3.SECTOR	Transportation/Air Transportaion & Airport	2.PROJECT COST		Total Cost	Local Cost	Foreign Cost																					
4.REFERENCE NO.		(US\$1,000)	1)	151,666	52,078	99,588																					
5.TYPE OF STUDY	F/S	(US\$1=260Yen)	2)	167,914	58,242	167,914																					
6.COUNTERPART AGENCY	AASANA/Administration of Airport and Supplementary Services for Air Navigation	3)																									
7.OBJECTIVES OF STUDY	To forecast air transport demand and examine technical and economic feasibility of the Project	3.CONTENT(S) OF MAJOR PROJECT(S)				(Description)																					
8.DATE OF S/W	Mar.1977	The Study reviewed the Master Plan of the new port proposed by the Bolivian Government, and forecast the air traffic demand in the years 1985, 1990, 1995, and 2000.																									
9.CONSULTANT(S)	Japan Airport Consultants, Inc.	1. Airfield facilities Runway (3,200m x 45m); parallel taxiway (720m in 1985, 3,500m in 2000); passenger apron (5 berths in 1985, 13 in 2000); cargo apron (2 berths in 1985, 4 in 2000)				Feb.1978 D/D completed May 1979 OECF loan agreement (10,800 million yen) Mar.1983 OECF loan agreement (6,689 million yen) Jul.1984 Operation started - There are about 11 to 12 daily flights leaving from and arriving at the airport, which is equivalent to El Alto Airport of the Capital. - The Passenger Terminal building has not been well maintained. Cleaning service is not well performed. - The cost of maintenance and personnel are covered by airport charges. - The problem at this airport is the need of changing the Precision Approach Pass Indication (PAPI). However, the improvement has so far been postponed, because the improvement of La Paz Airport has the current priority. (FY1991 Overseas Survey) The original design of the airport has turned out to have some problems: the terminal for cargos as well as aprons are too narrow; the parking area is too large having an average occupancy rate of only 30% (owing to the fact that Lima Airport has still been the principal airport despite the expectation that Viru Viru would substitute it)																					
10.STUDY TEAM	No.of Members 17 Period Apr.1977-Dec.1977 (8 months)	2. Buildings Passenger terminal (11,000 sq.m in 1985, 23,000 in 2000); cargo terminal (900 sq.m in 1985, 3,600 in 2000)																									
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		3. Navigational aids/telecommunications/Meteorological facilities Aeronautical fixed service; aeronautical mobile service; radio navigational aids (ILS Category 1, VOR/DME, NDB & locator)				2.MAJOR REASONS FOR PRESENT STATUS 1) Relative advantage over the neighbouring countries in cargo handling capability provided by the international-standard airport; 2) Improvement was urgently needed because of the operational restrictions at the International airport of La Paz; 3) Joint Committee for the development was established with the strong support of Santa Cruz Development Authority; 4) In competing with La Paz, citizens of Santa Cruz desired establishment of the high-level international airport.																					
12.EXPENDITURE	Total 124,077 (¥'000) Contracted 70,820	4. Lighting (approach lighting system; visual approach slope indicator; runway & taxiway lights; etc.) 5. Power supply and fuel supply facilities * Cost 1) is for two-stage construction, and 2) for four-stage construction.																									
		4.FEASIBILITY AND ITS ASSUMPTIONS Feasibility: Yes EIRR1) 15.00 FIRR1) 0.15 EIRR2) FIRR2) 4.13 EIRR3) FIRR3) 7.17				3.PRINCIPAL SOURCE OF INFORMATION ①②④																					
		Conditions and Development Impacts: Conditions: 1. Project life of 20 years; discount rate 10% 2. Traffic forecast: <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">Passengers ('000)</th> <th colspan="2">Cargo ('000t)</th> <th rowspan="2">Aircraft Movements</th> </tr> <tr> <th>Dom.</th> <th>Int'l</th> <th>Dom.</th> <th>Int'l</th> </tr> </thead> <tbody> <tr> <td>1990</td> <td>1,004</td> <td>355</td> <td>15.3</td> <td>30.3</td> <td>62,970</td> </tr> <tr> <td>2000</td> <td>2,214</td> <td>2,075</td> <td>3.4</td> <td>6.7</td> <td>132,060</td> </tr> </tbody> </table> 3. Quantifiable benefits: 1) upgraded services, 2) time saving by improved baggage handling, 3) shortened travel time by opening direct routes, 4) increased accommodation of passenger traffic demands, 5) reduced airport maintenance cost, and 6) saving in road tunnel construction 4. FIRR are calculated for 3 alternatives of tariff rates and 2 alternatives of construction. FIRR above are for the two-stage construction, with 1) for current rates, 2) for increased rates-A and 3) for increased rates-B. Development impacts: 1. Contribution to socio-economic development of Bolivia 2. Increased importance of the airport as a relay point of north-south international air routes 3. Contribution to the regional development from the high-quality air cargo service to Santa Cruz State							Passengers ('000)		Cargo ('000t)		Aircraft Movements	Dom.	Int'l	Dom.	Int'l	1990	1,004	355	15.3	30.3	62,970	2000	2,214	2,075	3.4
	Passengers ('000)		Cargo ('000t)		Aircraft Movements																						
	Dom.	Int'l	Dom.	Int'l																							
1990	1,004	355	15.3	30.3	62,970																						
2000	2,214	2,075	3.4	6.7	132,060																						
		5. TECHNICAL TRANSFER 1) OJT: Study tour of NTIA, TIA, Tokyo ATC Center, etc. 2) Local consultants' participation: Geological Survey, boring tests, material tests, part of road design 3) Others: Participation in JICA's Aerodrome Seminar 4) All the four counterpart officials at the time have moved out to the private sector.																									

和名 ビルビル国際空港計画

(F/S,D/D)

PROJECT SUMMARY (Basic Study)

CSA BOL/S 501/78

Compiled Mar.1990
Revised Mar.1992

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

和名 チャパレー地区地図作成事業

{M/P,Basic Study,Other}

PROJECT SUMMARY (Basic Study)

Compiled Mar.1991
Revised Mar.1992

CSA BOL/A 501/79

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS						
1.COUNTRY	Bolivia	1.SITE OR AREA	Chapare District and surrounding regions in Cochabamba Province		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued					
2.NAME OF STUDY	(Land Use Mapping Project for Chapare Area)	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost		(Description)				
3.SECTOR	Agriculture/General	(US\$1,000)	1)	2)							
4.REFERENCE NO.		3.CONTENTS OF MAJOR PROJECT(S)									
5.TYPE OF STUDY	Basic Study	We visited the project site to conduct basic data study necessary drawing a land use map in Chapare District. However a part of it has already completed in governmental sector, therefore we changed the objective of the study to giving technical comment and the evaluation of its results by the advice of Japanese embassy.									
6.COUNTERPART AGENCY	Department of Farmers, Agriculture and Animal Husbandry	Main contents of the advices, as a result of field investigation and examination of materials, are:									
7.OBJECTIVES OF STUDY	Evaluation and suggestion of Land Use mapping for Chapare Area (2 million ha) managed by Government of Bolivia.	1.To improve road infrastructure 2.To take consideration into improvement of farm land including preventing soil erosion. 3.To establish and manage distribution and process system of farm products 4.To investigate the possibility to produce Kenaf (ambari hemp) coconut palm and saqa palm. 5.To put more importance on beef cattle than on milch cows.									
8.DATE OF S/W	.0	4.CONDITIONS AND DEVELOPMENT IMPACTS									
9.CONSULTANT(S)	Agricultural Development Consultants Association Nippon Koei Co., Ltd. Sanyu Consultants Inc. Kokusai Kougyo Co., Ltd.	Technical evaluation and advice are carried out for a oblique division map, a river system map, a geological map, a agronomical map, a botanical map, a land use map and a forest map. These maps were being made by Government of Bolivia, based on the topographical map that had been made in cooperation with Japan.									
10.STUDY TEAM	No.of Members 9 Period Feb.1980-Mar.1980 (2 months)	(FY 1993 Domestic Survey)									
	<table style="margin-left: auto; margin-right: auto;"> <tr> <td>Total M/M</td> <td>Japan</td> <td>Field</td> </tr> <tr> <td style="text-align: center;">8.43</td> <td style="text-align: center;">3.83</td> <td style="text-align: center;">4.60</td> </tr> </table>	Total M/M	Japan	Field	8.43	3.83		4.60			
Total M/M	Japan	Field									
8.43	3.83	4.60									
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.technical transfer			3.PRINCIPAL SOURCE OF INFORMATION						
12.EXPENDITURE					①						
	<table style="margin-left: auto; margin-right: auto;"> <tr> <td>Total</td> <td style="text-align: right;">46,720 (¥'000)</td> </tr> <tr> <td>Contracted</td> <td style="text-align: right;">33,686</td> </tr> </table>	Total	46,720 (¥'000)	Contracted	33,686						
Total	46,720 (¥'000)										
Contracted	33,686										

和名 チャパレー地区土地利用図作成

(M/P,Basic Study,Other)

PROJECT SUMMARY (F/S)

CSA BOL/S 302/82

Compiled Mar.1990
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Bolivia	1. SITE OR AREA				1. PRESENT STATUS	
2. NAME OF STUDY	Railway Construction/Rehabilitation Project (Eastern Line: Taperas-Robore and Ipias-Robore)	Between Taperas and Robore, and between Ipias and Robore on the Eastern Line					
3. SECTOR	Transportation/Railway	2. PROJECT COST		Total Cost	Local Cost	Foreign Cost	
4. REFERENCE NO.		(US\$1,000)	1)	33,865	11,883	21,982	
5. TYPE OF STUDY	F/S	(US\$1=19.99 pesos)	2)				
6. COUNTERPART AGENCY	Bolivian National Railways (ENFE)		3)				
7. OBJECTIVES OF STUDY	F/S for the rehabilitation of the Eastern and Western Lines and preparation of a detailed rehabilitation plan for the section between El Porton and Robore on the Eastern Line	3. CONTENTS OF MAJOR PROJECT(S)				1. PRESENT STATUS	
8. DATE OF S/W	Apr. 1979	Earthwork (cutting, embarking)		345,000cu.m			
9. CONSULTANT(S)	Japan Railway Technical Service	Bridges 9 places		325m			
10. STUDY TEAM	No. of Members 103 Period Jun. 1979-Mar. 1982 (0 months)	Culverts 7 places					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		Tracks (provisional and main tracks)		11.7km			
12. EXPENDITURE	Total 415,881 (¥000) Contracted 405,849	4. FEASIBILITY AND ITS ASSUMPTIONS				2. MAJOR REASONS FOR PRESENT STATUS	
		Feasibility:	EIRR1)	26.10	FIRR1)		
		Yes	EIRR2)		FIRR2)		
			EIRR3)		FIRR3)		
		Conditions and Development Impacts:				3. PRINCIPAL SOURCE OF INFORMATION	
		- The FIRR is 10.27 when based on the face revenue decrease estimated for the without case and the necessary rehabilitation cost.					
		- This project would contribute to the reduction in expenses rather than an increase in revenues.				①②③	
		- It would also contribute towards the stabilization of surface transport to and from Brazil.					

和名 国鉄復旧計画

(F/S,D/D)

PROJECT SUMMARY (F/S)

CSA BOL/S 303/82

Compiled Mar.1986
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Bolivia	1.SITE OR AREA	Whole 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 type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input checked="" type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY	National Telecommunication Network Project	2.PROJECT COST					
3.SECTOR	Communications & Broadcasting/Telecommunication	(US\$1,000)	1) 51,196	15,556	35,640	(Description) The Government of Bolivia requested for a yen credit on March 1988. Because of the deterioration of the economic conditions, the OECF loan was approved for structural adjustment, and the project implementation was postponed. (FY1991 Overseas Survey) The technologies suggested by the study became somewhat outdated during the postponement, and the proposals of the study were dropped.	
4.REFERENCE NO.		(US\$1=24.5pesos=220yen)	2)				
5.TYPE OF STUDY	F/S		3)				
6.COUNTERPART AGENCY	ENTEL	3.CONTENTS OF MAJOR PROJECT(S)					
7.OBJECTIVES OF STUDY	Telecommunications network improvement and expansion in medium and small cities mainly in the southwestern region of Bolivia	1) Construction of microwave network system: - Microwave system: 21 sections - UHF system: 19 sections - VHF system: 69 sections 2) Establishment of toll public telephone facilities in remote area: - Toll public telephone facilities: 59 3) Construction of local telephone offices and outside plants: - Total number of line units: 13,900					
8.DATE OF S/W	Jul.1981	Imp. Period: .1983-.1986					
9.CONSULTANT(S)	Nippon Telecommunication Consulting Co., Ltd.	4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 9.87 EIRR2) EIRR3)	FIRR1) 7.65 FIRR2) FIRR3)		
10.STUDY TEAM	No.of Members 14 Period Jan.1982-Sep.1982 (8 months)	Conditions and Development Impacts: By the implementation of this project, the subscriber trunk dialling system will become available for mutual connections among seven major cities of Bolivia and among 12 medium and small local cities in the southwestern region of the country. At the same time, the telecommunications network in remote areas in the southwestern region will be remarkably improved.					
	Total M/M Japan Field 27.00 15.17 11.83						
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER					
12.EXPENDITURE	Total 81,766 (¥'000) Contracted 49,194	1) Trainee acceptance: 2 counterparts invited to Japan 2) On the job training (ENTEL counterparts)				- Extreme inflation of the economy - Proposed technologies became outdated during the postponement.	
						3.PRINCIPAL SOURCE OF INFORMATION	
						②	

和名 電気通信網整備拡充計画

(F/S,D/D)

PROJECT SUMMARY (M/P+F/S)

CSA BOL/S 201B/87

Compiled Mar.1990
Revised Mar.1993

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT																																		
1.COUNTRY	Bolivia	1.SITE OR AREA	El Alto Airport, La Paz		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	El Alto Airport Modernization Project	2.PROJECT COST (US\$1,000)	M/P 1) 2)	Local Cost	Foreign Cost	(Description) 1989.5 requested OECF loan (US\$3.4 million) The government is waiting for a favorable response from the OECF. (FY1991 Overseas Survey) The original estimate of \$14.9 mil. for the total cost assuming the complete reconstruction of the airport was discarded (too costly relative to the Viru Viru Airport) and was reduced to \$4.95 million for an alternative project design. (FY1992 Overseas Survey) - The Project has been reviewed. Total Cost \$US 65,306,650 Local Cost \$US 20,906,650 Foreign Cost \$US 44,400,000 - The government of Bolivia requested Japanese Grant for 1996. Conditions: <M/P> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td colspan="2" style="text-align: center;">Air Traffic Demand</td> </tr> <tr> <td>Year</td> <td></td> <td style="text-align: center;">1985</td> <td style="text-align: center;">1997 2005</td> </tr> <tr> <td>Annual Passengers</td> <td></td> <td></td> <td></td> </tr> <tr> <td> Domestic</td> <td style="text-align: right;">413,000</td> <td style="text-align: right;">1,030,000</td> <td style="text-align: right;">1,700,000</td> </tr> <tr> <td> International</td> <td style="text-align: right;">133,000</td> <td style="text-align: right;">280,000</td> <td style="text-align: right;">440,000</td> </tr> <tr> <td>Annual Cargo Volume (ton)</td> <td></td> <td></td> <td></td> </tr> <tr> <td> Domestic</td> <td style="text-align: right;">6,700</td> <td style="text-align: right;">15,400</td> <td style="text-align: right;">26,900</td> </tr> <tr> <td> International</td> <td style="text-align: right;">5,800</td> <td style="text-align: right;">15,600</td> <td style="text-align: right;">25,700</td> </tr> </table> <Impacts><M/P,F/S> Safety and efficiency of air transportation will be promoted by improvement and expansion of existing old and small capacity facilities. This will increase trade and business opportunity, expand employment, and attract foreign tourists, contributing to the growth of the national economy of Bolivia.				Air Traffic Demand		Year		1985	1997 2005	Annual Passengers				Domestic	413,000	1,030,000	1,700,000	International	133,000	280,000	440,000	Annual Cargo Volume (ton)				Domestic	6,700	15,400	26,900	International	5,800	15,600	25,700
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International	5,800	15,600	25,700																																				
3.SECTOR	Transportation/Air Transportaion & Airport	(US\$1=150Yen)	F/S 1) 2) 3)	138,000	26,000	112,000																																	
4.REFERENCE NO.		3.CONTENTS OF MAJOR PROJECT(S)			<M/P>Development Phases of Airport Master Plan:1. Immediate Improvement Work(1988 -1993) : Total project cost US\$679,000 1) Improvement of runway pavement and construction of runway shoulders and blast pads 2) Renovation of the existing passenger terminal building and cargo terminal building 2. Phase 1 development Project(1994 - 1997) : Total project cost US\$138,000,000 1) Pavement overlay of the existing runwa 2) Construction of taxiways, aprons, roads and a car park, a new passenger terminal building, a new cargo building, a new administration building and control tower 3) Improvement of air navigation systems 3. Phase 2 Development Project(1998 -2005)(Total project cost US\$53,000,000) 1) Pavement overlay of the existing runway; 2)Expansion of aprons; 3) Expansion of car park, passenger terminal building and cargo terminal building; 4) Replacement of air navigation systems <F/S> Major First Stage Construction Works: a) Pavement overlay of the existing runway 4,000m x 46m, 14cm thick b) Construction of taxiways 4,000m x 23m c) Passenger terminal apron (324.5m x 131m) d) Freight terminal apron (97.5m x 131m) e) Construction of roads and a car park 1 lump sum f) Passenger terminal building (total floor area 16,500 sq.m) g) Freight terminal building (total floor area 5,000 sq.m) h) Administration buildings and control tower (Total floor area 4,000 sq.m) i) Improvement of air navigation systems 1 lump sum j) Other related facilities																																		
5.TYPE OF STUDY	M/P+F/S	4.FEASIBILITY AND ITS ASSUMPTIONS						Feasibility: Yes EIRR1) 18.20 FIRR1) 4.00 EIRR2) FIRR2) EIRR3) FIRR3)																															
6.COUNTERPART AGENCY	Administración de Aeropuertos y Servicios Auxiliars a la Navegación Aérea	7.OBJECTIVES OF STUDY			2.MAJOR REASONS FOR PRESENT STATUS <M/P> High priority is placed in the national development plan as important and urgent. <F/S>Lack of external funds.																																		
8.DATE OF S/W	Aug.1986	8.DATE OF S/W						3.PRINCIPAL SOURCE OF INFORMATION ②																															
9.CONSULTANT(S)	Pacific Consultants International	9.CONSULTANT(S)			5.TECHNICAL TRANSFER 1) Seminar on computer analysis, economic/financial analysis & evaluation of aircraft noise; 2) Training in Japan; 3) Use of local consultants for geological investigation & survey; and 4) Guidance on aircraft noise measurement																																		
10.STUDY TEAM	No.of Members 8 Period Jan.1987-Feb.1988(14 months)	10.STUDY TEAM						12.EXPENDITURE <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td>Total M/M</td> <td>Japan</td> <td>Field</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>37.43</td> <td>16.99</td> <td>20.44</td> <td></td> <td></td> <td></td> <td></td> </tr> </table> 11.ASSOCIATED AND/OR SUBCONTRACTED STUDY										Total M/M	Japan	Field					37.43	16.99	20.44												
Total M/M	Japan	Field																																					
37.43	16.99	20.44																																					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		11.ASSOCIATED AND/OR SUBCONTRACTED STUDY			12.EXPENDITURE <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td>Total</td> <td>151,820 (¥000)</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Contracted</td> <td>133,737</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table> 12.EXPENDITURE										Total	151,820 (¥000)						Contracted	133,737																
Total	151,820 (¥000)																																						
Contracted	133,737																																						
12.EXPENDITURE	Total 151,820 (¥000) Contracted 133,737	12.EXPENDITURE			11.ASSOCIATED AND/OR SUBCONTRACTED STUDY																																		
		11.ASSOCIATED AND/OR SUBCONTRACTED STUDY						12.EXPENDITURE																															

和名 エル・アルト空港近代化計画

(M/P+F/S)

PROJECT SUMMARY (F/S)

CSA BOL/S 305/87

Compiled Mar.1992
Revised

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT		
1. COUNTRY	Bolivia	1. SITE OR AREA	El Alto District, excluding the airport area (71.5 sq.km) (The District was upgraded to El Alto City during the present study)			1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Groundwater Development Project on El Alto District in La Paz City	2. PROJECT COST					
3. SECTOR	Public Utilities/Timber Processing		(US\$1,000)	1)	14,575	(Description) On the basis of the study, a basic design study was subsequently undertaken, financed by the Japanese grant aid program. Oct. 1988 E/N for Japanese General Grant Aid (1,693 million yen) Phase 1 construction: 16 intake wells, conveyance pipelines 27.6km, 5 pumps, 1 distribution pond, distribution pipes 9.35km, etc. Jun. 1989 E/N for Japanese General Grant Aid (691 million yen) Phase 2 construction: 14 intake wells, conveyance pipelines 11.2km, distribution pipes 9.6km, etc. The SAMAPA is currently extending the pipeline for water supply with its own budget. The existing facilities can supply 5,000 cu.m per day, relative to the planned target of 30,000 cu.m for the year 2009.	
4. REFERENCE NO.			\$1=123.5 yen	2)	8,900		
5. TYPE OF STUDY	F/S	3. CONTENTS OF MAJOR PROJECT(S)		3)			
6. COUNTERPART AGENCY	Servicio Autonomo Municipal de Agua Potable y Alcantarillada (SAMAPA)	1. Potentials of groundwater development - Southeastern side of Rio Seco (12km, intake of 30,000 cu.m/day) - Northwestern side (10km, intake of 20,000 cu.m/day)					
7. OBJECTIVES OF STUDY	Water supply for El Alto District, utilizing underground water	2. Major facilities 1) by 1995 2) by 2000 - Water intake wells: 42 cu.m/h x 155m x 3000 x 37km 6 sets - 42 cu.m/h x 120m x 3000 x 30km 6 sets 2 sets 42 cu.m/h x 95m x 3000 x 22km 12 sets 12 sets 42 cu.m/h x 72m x 3000 x 15km 6 sets 6 sets - Water conveyance facilities (Main pipeline 58km) - A junction well, a pumping well and related facilities					
8. DATE OF S/W	Oct.1986	* Costs shown above pertain to water intake facilities only.					
9. CONSULTANT(S)	Kyowa Engineering Consultants Co., Ltd.	Imp. Period: .1990-.1995 .1995-.2000					
10. STUDY TEAM	No. of Members 6 Period Jan.1987-Jan.1988 (13 months)	4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes/No	EIRR1) EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)		
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	- Geological survey - Electrical prospecting - Groundwater level survey	Conditions and Development Impacts: Conditions: - Water supply target for 1995: 26,700 cu.m/day (pop. estimate of 385,000 and demand of 155 liters/man/day) - Water supply target for 2000: 46,200 cu.m/day (pop. estimate of 495,000 and demand of 160 liters/man/day) Impacts: Because of the rapid population increase in La Paz City (pop. one million), the supply of urban services, especially of drinking water, falls short of the growing demand. El Alto District, a newly expanding area of the La Paz metropolitan area, has been receiving large inflows of former mine workers, and it is extremely important to secure stable sources of water supply. The existing purification plant (water intake from Lake Tuní) does not have the capacity, and it is urgently needed to develop groundwater resources.			2. MAJOR REASONS FOR PRESENT STATUS The early implementation was expected to contribute greatly to the realization of social stability, one of the primary national objectives.		
12. EXPENDITURE	Total 94,738 (¥'000) Contracted 65,213	5. TECHNICAL TRANSFER					3. PRINCIPAL SOURCE OF INFORMATION ①②

和名 ラパス市エル・アルト地区地下水開発計画

(F/S,D/D)

PROJECT SUMMARY (F/S)

CSA BOL/S 304/87

Compiled Mar.1990
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Bolivia	1.SITE OR AREA				1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY	Mejoramiento de la carretera entre San Borja y Trinidad	Road between San Borja and Trinidad					
3.SECTOR	Transportation/Fish Processing	2.PROJECT COST		Total Cost	Local Cost	Foreign Cost	
4.REFERENCE NO.		(US\$1,000)	1)	64,000	25,145	38,852	
5.TYPE OF STUDY	F/S		2)	65,300	24,489	40,826	
6.COUNTERPART AGENCY	Servicio Nacional de Caminos		3)				
7.OBJECTIVES OF STUDY	Technical survey, preliminary design and evaluation of socio-economic impacts	3.CONTENTS OF MAJOR PROJECT(S)				(Description) Jan.1989 D/D completed by Central Consultant Dec.1989 Requested Inter-American Development Bank (IDB) financing (road construction) IDB has long been financing the improvement of Route 3 which includes the San Borja-Trinidad section. The IDB-financed construction of the Cotapata-Santa Barbara section is scheduled to begin in 1991, and the implementation of the San Borja-Trinidad section is expected to start after this project. IDB requires environmental impact assessment as a condition for its loan approval. (FY1991 Overseas Survey) According to SENAC, the construction is being planned to start sometime during 1995-1998. The cost is estimated to be US\$89 million, of which 80% (US\$57 million) will be obtained from IDB and 20% from the government funds. The construction will follow the results of F/S and D/D by JICA.	
8.DATE OF S/W	Aug.1985	Imp. Period: .1989-.1991 .1994-.1995					
9.CONSULTANT(S)	Central Consultant, Inc. CTI Engineering Co., Ltd.	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)	
10.STUDY TEAM	No.of Members Period Nov.1985-Jul.1987 (21 months) Total M/M Japan Field	Conditions and Development Impacts: Economic evaluation was done during the D/D study (See next page).				2.MAJOR REASONS FOR PRESENT STATUS	
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER					
12.EXPENDITURE	Total 458,528 (¥000) Contracted					3.PRINCIPAL SOURCE OF INFORMATION	
							①②

和名 サンボルハートリニダ道路改良

(F/S,D/D)

PROJECT SUMMARY (D/D)

CSA BOL/S 401/88

Compiled Mar.1990
Revised Mar.1993

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT			
1.COUNTRY	Bolivia	1.SITE OR AREA	Road between San Borja and Trinidad			1.PRESENT STATUS	<input 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	Mejoramiento de la carretera entre San Borja y Trinidad	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost				
3.SECTOR	Transportation/Fish Processing		(US\$1,000)	1) 61,771	2) 24,649	(Description) Dec.1989 Requested the Inter-American Development Bank (IDB) financing. Note: The IDB has long been financing the improvement of Route 3 which includes the San Borja-Trinidad section. The IDB-financed construction of the Cotapata-Santa Barbara section is scheduled to begin in 1991, and the implementation of the San Borja-Trinidad section is expected to start after this project. The IDB requires an environmental effect assessment as a condition for its loan approval. (FY1991 Overseas Survey) It is not certain yet when the construction begins: according to SENAC, it is supposed to start between 1995 and 1998. The total project cost is US \$89mil., out of which \$57mil.(80%) will be financed by the IDB and the rest \$32mil.(20%) by the Bolivian government. The project will be implemented according to the F/S and D/D, and no change in design is expected. SENAC regards the policy of the IDB as having changed so that it will provide no further assistance in road construction. (FY1992 Overseas Survey) 1993 L/A Signed (IDB \$US 3.5 million) for the Ecological Economic Land Use Study Project. The L/A was ratified at the national congress in February 1993.			
4.REFERENCE NO.		3.CONTENTES OF MAJOR PROJECT(S)	3) 37,122						
5.TYPE OF STUDY	D/D	First Phase Construction: - Road improvement - bridge construction (total length after improvement 229 km (including the ferry-serviced 7 km), 9 bridges)							
6.COUNTERPART AGENCY	Servicio Nacional de Caminos	4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 24.76	FIRR1)				
7.OBJECTIVES OF STUDY	Basic design			EIRR2)	FIRR2)				
8.DATE OF S/W	Jul.1987	Imp. Period: .1990-.1993		EIRR3)	FIRR3)				
9.CONSULTANT(S)	Central Consultant, Inc. Kokusai Kogyo Co., Ltd.	Conditions and Development Impacts: Development Impacts: 1)The project will complete the connection between La Paz and Santa Cruz, providing the large-scale ring road connecting the country's major cities. 2)The project will provide all-weather road in the section where travel is not possible during the rainy season, and stimulate the development of the surrounding hinterland. 3)Transportation of goods between the project area and La Paz are done by air, but the proposed road will improve surface transportation means and reduce transport costs.							
10.STUDY TEAM	No.of Members 7 Period Sep.1987-Jan.1989(16 months)	5.technical transfer						2.MAJOR REASONS FOR PRESENT STATUS	
	Total M/M Japan Field 46.54 14.57 31.97								
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Measurement and geological survey	OJT on computerized efficient designing, hydrologic analysis, and drainage technology.						3.PRINCIPAL SOURCE OF INFORMATION	
12.EXPENDITURE	Total 245,542 (¥000) Contracted 232,720					①②			

和名 サンボルハートリニダ道路改良

(F/S,D/D)

PROJECT SUMMARY (F/S)

CSA BOL/S 306/90

Compiled Mar.1992
Revised Mar.1993

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Bolivia	1.SITE OR AREA	Road Section between Santa Barbara and Bella Vista on the National Road 3			1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY	Road Improvement between Santa Barbara and Bella Vista	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost		
3.SECTOR	Transportation/Fish Processing		(US\$1,000)	1) 188,420	2) 84,463	3) 103,957	
4.REFERENCE NO.		3.CONTENTENTS OF MAJOR PROJECT(S)				(Description) On the National Road 3, except the section between Santa Barbara and Bella Vista, all other road sections have already improved or are just about to start the improvement works. Once these road sections will have improved, the road section between Santa Barbara and Bella Vista will obviously become the severe bottleneck for traffic. On the other hand, this road section is very notorious for its disaster occurrence and risky road section in Bolivia. (FY1991 Overseas Survey) Therefore, Bolivian government is requesting the Japanese Government and JICA to conduct a D/D on this project. Ministerio de Planeamento y Coordinacion ranked the project as second priority for the development projects in the fiscal 1991 from the Japanese government. (FY1992 Overseas Survey) 1991.2 Requested Japanese government for a Technical Assistance. Up to date the government of Japan has not yet answered officially this request. Bolivia is preparing a new request regarding this matter. The existing road has been improved.	
5.TYPE OF STUDY	F/S	1. Total length of the projected road: 108.63km (Current road: 115.5km)					
6.COUNTERPART AGENCY	National Road Service Ministry of Transportation and Communication	2. Length of the widened road: 92.29km (85%)					
7.OBJECTIVES OF STUDY	Feasibility Study on the road improvement between Santa Barbara and Bella Vista	3.Length of the rerouted road: 16.34km (15%)					
8.DATE OF S/W	Jun.1988	4. Number of bridges: 13					
9.CONSULTANT(S)	Central Consultant, Inc. Nippon Koei Co., Ltd. Kokusai Kogyo Co., Ltd.	5. Number of tunnels: 2					
10.STUDY TEAM	No.of Members 16 Period Aug.1989-Mar.1991(17 months)	6. Pavement: asphalt and concrete pavement					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Aerophoto 10281000yen	Imp. Period: 1996-.2000					
12.EXPENDITURE	Total 315,634 (¥'000) Contracted 300,645	4.FEASIBILITY AND ITS ASSUMPTIONS					
		Feasibility: Yes EIRR1) 19.70 FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)					
		Conditions and Development Impacts: Project Benefit is as follows: 1. Running time saving 2. Waiting time saving 3. Vehicle operating cost saving 4. Accident deduction 5. Disaster prevention 6. Transportation cost deduction from refrigerated trucks 7. Development benefit					
		5. TECHNICAL TRANSFER				2.MAJOR REASONS FOR PRESENT STATUS	
		The technical transfer was confirmed in the field of road design and bridge design.				3.PRINCIPAL SOURCE OF INFORMATION	
						①②	

和名 サンタバルバラ・ベジャビスタ道路改良計画

(F/S,D/D)

PROJECT SUMMARY (F/S)

CSA BOL/A 301/90

Compiled Mar.1992
Revised Mar.1993

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																	
1.COUNTRY	Bolivia	1.SITE OR AREA				1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled																
2.NAME OF STUDY	Agricultural and Rural Development Project in Santa Ana	Santa Ana in Tarija Dept.																					
3.SECTOR	Agriculture/General	2.PROJECT COST		Total Cost	Local Cost	Foreign Cost																	
4.REFERENCE NO.		(US\$1,000)	1)	15,185	7,463	7,722																	
5.TYPE OF STUDY	F/S		2)																				
6.COUNTERPART AGENCY	Regional Development Corporation of Tarija		3)																				
7.OBJECTIVES OF STUDY	Formulation of irrigated agriculture and rural development plans	3.CONTENTS OF MAJOR PROJECT(S)				(Description)																	
8.DATE OF S/W	Dec.1988	Beneficial area (irrigation): 1,090 ha																					
9.CONSULTANT(S)	Naigai Engineering Co., Ltd.	Proposed facilities:				(FY 1991 Overseas Survey) CODETAR is planning to reduce the scale of the project because of the cost. CODETAR had expected grants from the Japanese government, and they did not plan to request any loans. Therefore, the project has not made any progress. In 1991, CODETAR became very passive about practicing this project because of its small effect. (FY1992 Overseas Survey) - CODETAR is paving the road Tarija-Santa Ana, which is the main access to the project area. - Basic Sanitation Works were completed in Yasera Norte. - CODETAR has the necessary domestic resources for the counterpart of the Final Project. - The costs of the implementation and construction of the project could be reduced. - The development projects are executed by JICA. The training of the counterpart is necessary.																	
10.STUDY TEAM	No. of Members 10 Period Jul.1989-Aug.1990 (13 months)	- Water source (concrete gravity dam) - Sedimentation dam - Irrigation canals <table style="margin-left: 20px; border: none;"> <tr><td style="padding-left: 20px;">Main</td><td style="padding-left: 20px;">5.4km</td></tr> <tr><td style="padding-left: 20px;">Secondary</td><td style="padding-left: 20px;">24.8km</td></tr> <tr><td style="padding-left: 20px;">Reservoirs</td><td style="padding-left: 20px;">14 nos.</td></tr> <tr><td style="padding-left: 20px;">Road improvement</td><td style="padding-left: 20px;">20.2km</td></tr> <tr><td style="padding-left: 20px;">Rural water supply (shallow wells)</td><td style="padding-left: 20px;">15 nos.</td></tr> <tr><td style="padding-left: 20px;">Rural electrification</td><td style="padding-left: 20px;">20.0km</td></tr> <tr><td style="padding-left: 20px;">Public health center</td><td style="padding-left: 20px;">3 places</td></tr> <tr><td style="padding-left: 20px;">Educational facilities (school houses, etc.)</td><td style="padding-left: 20px;">2 places</td></tr> <tr><td style="padding-left: 20px;">O/M equipment</td><td style="padding-left: 20px;">3 places</td></tr> </table>						Main	5.4km	Secondary	24.8km	Reservoirs	14 nos.	Road improvement	20.2km	Rural water supply (shallow wells)	15 nos.	Rural electrification	20.0km	Public health center	3 places	Educational facilities (school houses, etc.)	2 places
Main	5.4km																						
Secondary	24.8km																						
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Educational facilities (school houses, etc.)	2 places																						
O/M equipment	3 places																						
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Geological survey	4.FEASIBILITY AND ITS ASSUMPTIONS				2.MAJOR REASONS FOR PRESENT STATUS																	
12.EXPENDITURE	Total 183,787 (¥'000) Contracted 132,582	Feasibility:	EIRR1)	10.20	FIRR1)																		
		Yes/No	EIRR2)		FIRR2)																		
			EIRR3)		FIRR3)																		
		Conditions and Development Impacts:				The proposed development policy for FY91 and 92 by CODETAR has been oriented toward projects involving the linking of roads and basic sanitation of Tarija.																	
		Conditions: - In the agricultural development plan, the case study regarding the irrigation scale of the beneficial farmers will be made. The plan will be verified with technical and economical points of view taking the analysis of the internal rate of return and farm economy including O & M and repayment costs after completion of the project. - Economical effects borne by the rural development scheme will be incorporated with the evaluation of the project because the scheme is the major components of the project as well as the agricultural development plan in the objective areas. - Introduction of the perennial crops is indispensable for the stability of farm economy in the objective area. Out of 4 ha which is the average cultivation area of the farmer, perennial crop cultivation of 1 ha is proposed in the project.																					
		5. TECHNICAL TRANSFER				3. PRINCIPAL SOURCE OF INFORMATION																	
		Development Impacts: Increased agricultural production 1,982,000 (US\$/target year) Reduction of transportation cost by road improvement 8,370 (US\$/target year) Erosion Prevention 3,850 (US\$/target year) Total 1,994,220 (US\$/target year)																					
		OJT				①②																	

和名 サンタアナ農業農村開発計画

{F/S,D/D}

PROJECT SUMMARY (M/P)

CSA BOL/S 101/91

Compiled Mar.1993
Revised

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS					
1.COUNTRY	Bolivia	1.SITE OR AREA	Bolivia : Total railway length about 3,600km		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued				
2.NAME OF STUDY	Modernization and Rehabilitation of Bolivian National Railways	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) The master plan should be implemented as early as possible, since its implementation is considered significant from the standpoint of national economy. As for the urgent projects, it is necessary to draw up an optimum plan by comparing various alternative plans through feasibility studies and the like. It is also necessary to promote railway reinforcement in terms of both hardware and software. In connection with this project, the "Railway Improvement between Oruro and Cochabamba (Topographical map preparation)" was officially announced in March 1993 as a project to be undertaken by JICA. A F/S is supposed to start after the completion of the topographical maps. (FY1992 Overseas Survey) The M/P is being executed by ENFE according to the possible economic resources. The maintenance of the whole railway line is kept up. In several sections the track has been improved. Four new stations have been constructed. The repair of locomotive engines and equipment of workshops are being carried on. The F/S on the economic side for the Aiquile-Santa Cruz branch line has been already elaborated.				
3.SECTOR	Transportation/Railway	(US\$1,000)	1) 1,456,000	234,000	1,222,000					
4.REFERENCE NO.		US\$1=Bs. 3.2	2)							
5.TYPE OF STUDY	M/P	3.CONTENTS OF MAJOR PROJECT(S)								
6.COUNTERPART AGENCY	Bolivian National Railways	Optimum railway network in 2020, and railway reinforcement plans by stage 1. Short-term plan (1991 - 2000) : Total investment, US\$720 million 1) Track improvement, 4 lines 2) Rolling stock reinforcement 3) Improvement of rolling stock workshops 4) reinforcement of telecommunications network 2. Medium-term plan (2001 - 2010) : Total investment, US\$ 485 million 1) Track improvement, 2 lines 2) Rolling stock reinforcement 3) Improvement of rolling stock workshops 4) Reinforcement of telecommunications network 5) Computer utilization 6) New line construction, about 133km 3. Long-term plan (2011 - 2020) : Total investment, US\$ 251 million 1) Track improvement, 4 lines 2) Rolling stock reinforcement 3) Reinforcement of the railway training school								
7.OBJECTIVES OF STUDY	Draw-up a Master plan and Plan of stage on modernization of the Bolivian National Railways	4.CONDITIONS AND DEVELOPMENT IMPACTS								
8.DATE OF S/W	Oct.1989	Preconditions: 1) Appropriate scale of investment is determined by taking into consideration the economy of Bolivia and the financial situation of ENFE; 2) Railway improvement stage plans are proposed to enhance the contribution of the railway to the social, economic, and physical development of Bolivia, and to ensure reliable, safe, and stable transportation for domestic and international mobility; 3) In order to establish the priority for railway modernization and rehabilitation, comprehensive examination is made on such factors as safety of transport, effects of investment, relevance for railway management and operation, degree of urgency, relative importance of the lines concerned, and efficiency and profitability of operation. Development Impacts: 1) Safe, stable, and efficient transportation 2) Contribution to economic development of Bolivia								
9.CONSULTANT(S)	Japan Railway Technical Service Japan Transportation Consultants, Inc.	5. TECHNICAL TRANSFER			2.MAJOR REASONS FOR PRESENT STATUS					
10.STUDY TEAM	No.of Members 11 Period Mar.1990-Nov.1991(21 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;">67.13</td> <td style="text-align: center;">30.60</td> <td style="text-align: center;">36.53</td> </tr> </table>	Total M/M	Japan	Field			67.13	30.60	36.53	1) Guidance on each field of technology during the detailed presentation of the reports (Esp. train operation planning and track maintenance) 2) Counterpart training (2 persons) on railway management conducted in Japan
Total M/M	Japan	Field								
67.13	30.60	36.53								
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		3.PRINCIPAL SOURCE OF INFORMATION								
12.EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: right;">255,739 (¥'000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: right;">237,000</td> </tr> </table>	Total	255,739 (¥'000)	Contracted			237,000			
Total	255,739 (¥'000)									
Contracted	237,000									

和名 鉄道網整備計画

(M/P, Basic Study, Other)

PROJECT SUMMARY (M/P)

CSA BRA/S 101/75

Compiled Mar.1988
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS					
1.COUNTRY	Brazil	1.SITE OR AREA	Belo Horizonte-Itutinga-Sao Paulo; and Itutinga-Volta Redonda		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued				
2.NAME OF STUDY	Plano de construcao da nova ligacao ferroviario ferroviaria	2.PROJECT COST	Total Cost	Local Cost	(Description) At the international bidding held in 1976, the award went to a U.K. firm. The lack of funds, however, caused a long delay of construction. According to the IRJ (International Railway Journal) of August 1989, only a 320km single-track line connecting Jeceaba near Belo Horizonte and Barra Mansa near Rio de Janeiro was reportedly constructed out of the proposed 900km of double-track electrified line linking Belo Horizonte to Rio de Janeiro and Sao Paulo. The railway is powered by diesel instead of electricity. The railway has been in operation since 1989.					
3.SECTOR	Transportation/Railway	(US\$1,000)	1) 890							
4.REFERENCE NO.		(US\$1=9.07Cr.)	2)							
5.TYPE OF STUDY	M/P	3.CONTENTES OF MAJOR PROJECT(S)			2.MAJOR REASONS FOR PRESENT STATUS					
6.COUNTERPART AGENCY	REFFSA, and ENGEER	Plan for constructing a new electrified railway line: the first phase, a 389km-section between Belo Horizonte and Volta Redonda; and the second phase, a 432km-section between Itutinga and Sao Paulo. The features of the first phase are: operation and rolling stock: max. speed of 60km/h; 9,000-ton hauling capacity per train; 18 trains per day in each direction when opened to traffic, and 105 in 2002 Structures and track: 171 tunnels, 86.9km; 124 bridges, 40.5km; track, broad gauge Electrification: 2 x 25kv. AT feeding system Signalling and operation control: Automatic blocking, CTC.								
7.OBJECTIVES OF STUDY	Plan for the construction of a new electrified railway line to carry iron ores	4.CONDITIONS AND DEVELOPMENT IMPACTS								
8.DATE OF S/W	Mar.1975	The transport capacity available is unable to meet increasing demands to carry iron ores produced in and around Belo Horizonte, Minas Gerais. It is expected that a planned new electrified railway line will help ensure the required capacity to transport iron ores to steel mills in Volta Redonda and San Paulo, and also promote the export to other countries from Sepetiba port.			3.PRINCIPAL SOURCE OF INFORMATION ①②					
9.CONSULTANT(S)	The Japan Electrical Consulting Co., Ltd. Pacific Consultants International	10.STUDY TEAM								
No.of Members 15 Period May.1975-Dec.1975(7 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;">83.00</td> <td style="text-align: center;">50.00</td> <td style="text-align: center;">33.00</td> </tr> </table>					Total M/M	Japan	Field	83.00
Total M/M	Japan	Field								
83.00	50.00	33.00								
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.technical transfer								
12.EXPENDITURE		OJT on railway technologies to counterparts (train operation planning, tracks, electrification, signalling and telecommunications, and rolling stock, and earth conductivity testing).								
Total	58,231 (¥000)									
Contracted										

和名 鉄道新線建設計画

(M/P, Basic Study, Other)

PROJECT SUMMARY (F/S)

CSA BRA/S 301/77

Compiled Mar.1986
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Brazil	1.SITE OR AREA		The State of Espirito Santo		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 Praia Mole Port Construction Project		2.PROJECT COST		Total Cost	Local Cost		
		(US\$1,000)	1)	374,296	311,722		
		(US\$1=Cr\$12.8)	2)				
			3)				
3.SECTOR Transportation/Port		3.CONTENTS OF MAJOR PROJECT(S)				(Description) Based on the proposals of the JICA study, OECF pledged a loan of about US\$100 million for the construction of Praia Mole Port. However, at the 2nd Brazil-Japan Ministerial Meeting held in August 1979, the Brazilian Government requested that the loan be used for the construction of Tubalon Port, and the request was accepted. The loan agreement (11,985 million yen) was duly signed in Dec. 1981. (FY 1991 Overseas Survey) The Brazilian Government realizes that the construction of Praia Mole Port will be necessary in the future, but that it will be implemented by the private sector participation in accordance with the policy of privatization.	
4.REFERENCE NO.		The construction of a seaport, Praia Mole was planned about 600 km north of Rio des Janeiro Port.					
5.TYPE OF STUDY		Breakwater 7,100m					
6.COUNTERPART AGENCY		Timber Berth 960m					
PORTOBRAS		Coal Berth 590m					
		Oil Berth 1set					
		Small Size Ship Berth 350m					
7.OBJECTIVES OF STUDY		To study the feasibility on Praia Mole port construction project					
8.DATE OF S/W		Nov.1976					
9.CONULTANT(S)		Overseas Coastal Area Development Institute of Ja					
		Imp. Period: Feb.1978-Aug.1983					
		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 18.30	FIRR1) 6.50	
				EIRR2)	FIRR2)		
				EIRR3)	FIRR3)		
		Conditions and Development Impacts: Cargo volume is estimated taking into consideration such cargoes as half-completed products of and materials for the Tubaraon steel factory. In the FIRR estimation, construction costs up to the second stage of the project are calculated. As a result it becomes clear that it would be necessary to receive government subsidies or to expect up to 20% of the actual port tariff revenues. By promoting the construction of public berths in the present port which has been developed for the exclusive use of the Tubaraon steel factory, the new port would act as a commercial port producing more transportation and economic activities, thus improving the general quality of life in the region.					
10.STUDY TEAM							
No.of Members 9							
Period Oct.1976-Aug.1977(12 months)							
		Total M/M		Japan	Field		
		21.50		12.20	9.30		
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		(FY 1993 Domestic Survey)					
		5.technical transfer					
12.EXPENDITURE		Giving counterparts ports and harbours planning technic by On-Job-Training					
Total		88,730 (¥'000)					
Contracted		67,013					
		2.MAJOR REASONS FOR PRESENT STATUS					
		Large impact					
		3.PRINCIPAL SOURCE OF INFORMATION					
		①②④					

和名 プライアモーレ港建設計画

(F/S,D/D)

PROJECT SUMMARY (M/P)

CSA BRA/S 102/79

 Compiled Mar.1986
 Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS															
1.COUNTRY	Brazil	1.SITE OR AREA	The Cerrado Area of half a million square kilometers in the states of Minas Gerais and Goias.			1.PRESENT STATUS <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued														
2.NAME OF STUDY	Regional Development of the Three States: Espirito Santo, Minas Gerais and Goias	2.PROJECT COST					<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%;">Total Cost</td> <td style="width: 15%;">Local Cost</td> <td style="width: 15%;">Foreign Cost</td> </tr> <tr> <td>(US\$1,000)</td> <td>1)</td> <td>1,328,000</td> <td></td> <td></td> </tr> <tr> <td></td> <td>2)</td> <td></td> <td></td> <td></td> </tr> </table>					Total Cost	Local Cost	Foreign Cost	(US\$1,000)	1)	1,328,000			
		Total Cost	Local Cost	Foreign Cost																
(US\$1,000)	1)	1,328,000																		
	2)																			
3.SECTOR	Development Plan/Sericulture	3.CONTENTS OF MAJOR PROJECT(S)	(Description) Based on the findings of the study, the improvement and development of inland transportation facilities and the port facilities are under way in order to facilitate the agricultural development in the central region. For instance, the production of soybean in Brazil reached 20 million tons in 1989, and the contribution to be increase of the Cerrado Area has been growing. As of August 1990, the staff of Rio Dose is following up the improvement of the export corridor to transport soybean and other agricultural products to Vitoria Port. (FY 1991 Overseas Survey) No additional information.																	
4.REFERENCE NO.		4.CONDITIONS AND DEVELOPMENT IMPACTS																		
5.TYPE OF STUDY	M/P	5. TECHNICAL TRANSFER																		
6.COUNTERPART AGENCY	Committee of Three States	6. MAJOR REASONS FOR PRESENT STATUS																		
7.OBJECTIVES OF STUDY	Identification of export crop development potentials and of a related surface transportation system	7. PRINCIPAL SOURCE OF INFORMATION																		
8.DATE OF S/W	May.1978																			
9.CONSULTANT(S)	International Development Center of Japan																			
10.STUDY TEAM	No.of Members 11 Period Jul.1978-Jul.1979(12 months)																			
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY																				
12.EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Total</td> <td style="width: 15%;">121,760 (¥'000)</td> </tr> <tr> <td>Contracted</td> <td>116,542</td> </tr> </table>	Total				121,760 (¥'000)	Contracted	116,542												
Total	121,760 (¥'000)																			
Contracted	116,542																			

和名 三州開発計画

{M/P,Basic Study,Other}

PROJECT SUMMARY (M/P)

CSA BRA/S 103/80

Compiled Mar.1988
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS					
1.COUNTRY	Brazil	1.SITE OR AREA	Brasilia		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 the Fire Fighting Training Center in Brasilia D.F.	2.PROJECT COST	Total Cost Local Cost Foreign Cost		(Description) On the basis of the basic design made by the JICA team, the Brazilian Government undertook D/D and completed the construction of the training building, the annex training building and the diving pool. Part of the laboratory facilities were also completed. (FY1991 Overseas Survey) The Training Center was inaugurated in 1985, and the training of fire fighting squads commenced in 1986, utilizing the curriculum suggested by the JICA study. By 1991, the Center graduated 536 professional firemen. During the period of 1987 - 1991, JICA sponsored the third-country training program, inviting a total of 125 trainees from other Latin American countries and Portuguese-speaking African countries. The training courses have been highly acclaimed by the participants, especially with respect to its primary emphasis on preparedness rather than fire-fighting techniques and its safety precaution during the training sessions.					
3.SECTOR	Social Infrastructures/Architecture & Housing	(US\$1,000)	1) 2)							
4.REFERENCE NO.		3.CONTENTENTS OF MAJOR PROJECT(S)								
5.TYPE OF STUDY	M/P	In preparation for the establishment of the Fire-Fighting Training Center in Brasilia, the basic design of the facilities and a manual for training programs are to be compiled. - Basic design of the facilities: Site: 500m x 500m								
6.COUNTERPART AGENCY	Fire Headquarters of Federal District (CBDF)	Training Bldg., Indoor Training Ground, Fire-Fighting Training Bldg. for fires caused by oil, Outdoor Fire-Fighting Training Ground, Water Storage Tank, Diving Pool, Auditorium, Outdoor Circuit Training Ground and research facilities - Training program A manual for training methods								
7.OBJECTIVES OF STUDY	Study and training for fire-fighting activities	4.CONDITIONS AND DEVELOPMENT IMPACTS								
8.DATE OF S/W	Oct.1979	The projected development impacts are the enhancement of educational training in Fire-Fighting and rescuing activities for newly-appointed firemen and fire officers in the education training facilities and the promotion of studies in the investigation of causes of fire in the research facilities, the combined effects of which will result in the modernization of fire fighting activities in Brasilia. The scope of technical cooperation is as follows: 1) Preparation of basic designs of educational and training facilities 2) Preparation of basic designs of research facilities 3) Recommendation and advice for establishment of educational and training programs 4) Recommendation and advice for establishment of research programs, procurement of necessary materials and equipment to the site, and acceptance of Brazilian trainees								
9.CONSULTANT(S)	Nikken Sekkei Ltd.	10.STUDY TEAM								
		No.of Members 21 Period Nov.1980-Mar.1981 (5 months)								
		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Total M/M</td> <td style="width: 30%;">Japan</td> <td style="width: 30%;">Field</td> </tr> <tr> <td style="text-align: center;">19.33</td> <td style="text-align: center;">13.13</td> <td style="text-align: center;">6.20</td> </tr> </table>				Total M/M	Japan	Field	19.33	13.13
Total M/M	Japan	Field								
19.33	13.13	6.20								
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.technical transfer								
		1) Accepting trainees 2) Providing materials and equipment as well as guidance								
12.EXPENDITURE		3.PRINCIPAL SOURCE OF INFORMATION								
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Total</td> <td style="width: 30%;">72,456 (¥'000)</td> </tr> <tr> <td>Contracted</td> <td style="text-align: center;">40,791</td> </tr> </table>		Total	72,456 (¥'000)	Contracted	40,791	①②				
Total	72,456 (¥'000)									
Contracted	40,791									
		2.MAJOR REASONS FOR PRESENT STATUS								
		High priority								

和名 消防訓練センター建設計画

(M/P, Basic Study, Other)

PROJECT SUMMARY (M/P)

CSA BRA/S 104/85

Compiled Mar.1990
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS																					
1.COUNTRY	Brazil	1.SITE OR AREA	Three states of Para, Maranhao and Goias (a total area of 0.9 million ha and a total population of 7.12 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	Regional Development Plan of the Greater Carajas Program	2.PROJECT COST			Total Cost Local Cost Foreign Cost		(Description) The findings of the Phase I study were utilized as basic data for policy formulation by the Ministries of Planning, Mining and Energy and Agriculture. The private sector has been active in the development of mineral resources (e.g. iron ores), and of agricultural potentials (e.g. cereals, oilseeds and beef cattle). JICA financed the afforestation project along the Carrajas railway. Valle de Rio Dose, the counterpart company of the study, has been active in environmental conservation and is promoting eucalyptus planting and other measures. (FY1991 Overseas Survey) The master plan was incorporated into the National Development Plan, and the following studies were undertaken. 1) Carajas Railway Development 2) Integrated Development in the Northern and Eastern Carajas External assistance is need in the following areas. 1) Industrial development (metallurgy & wood processing) 2) Agricultural development (tropical forests and cereals in cerado) 3) Social development for low-income households (small-scale agriculture and labor-intensive industries)																			
3.SECTOR	Development Plan/Sericulture	(US\$1,000)	1) 2)	3.CONTENTS OF MAJOR PROJECT(S)																						
4.REFERENCE NO.		The study was undertaken in two phases: In the Phase I, the study examined the supply and demand trends in the world market up to the year 2000 over twenty-eight agricultural, livestock and forestry products and thirteen mining and manufacturing products which were considered to have high production potentials in the Greater Carajas Program Area.																								
5.TYPE OF STUDY	M/P	In the Phase II, the study ascertained development potentials of the selected commodities and products in the priority sub-regions of the Program Area.																								
6.COUNTERPART AGENCY	Executive Secretariat, the Interministerial Council of the Greater Carajas Program	4.CONDITIONS AND DEVELOPMENT IMPACTS																								
7.OBJECTIVES OF STUDY	Estimation of the export possibilities of products in the greater Carajas area and identification of regional development potentials	The study was conducted to cooperate with the Brazilian Government in their effort to formulate an integrated regional development plan for the Greater Carajas Program Area. The Presidential Directives (Nos. 1813 and 85387) issued in November 1980 announces the major objectives of the Greater Carajas Program as follows. 1) Expansion of agricultural lands by rational land use systems 2) Population absorption in the Program Area by promoting industrialization 3) Amelioration of regional disparities by the decentralization of industries and encouragement of increased private investments																								
8.DATE OF S/W	Feb.1982	10.STUDY TEAM			2.MAJOR REASONS FOR PRESENT STATUS																					
9.CONSULTANT(S)	International Development Center of Japan				<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">No.of Members</td> <td style="width: 15%;">47</td> <td colspan="2"></td> </tr> <tr> <td>Period</td> <td>Sep.1982-Jul.1985 (34 months)</td> <td colspan="2"></td> </tr> <tr> <td></td> <td></td> <td style="width: 15%;">Total M/M</td> <td style="width: 15%;">Japan</td> <td style="width: 15%;">Field</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">193.34</td> <td style="text-align: center;">140.22</td> <td style="text-align: center;">53.12</td> </tr> </table>			No.of Members	47			Period	Sep.1982-Jul.1985 (34 months)					Total M/M	Japan	Field			193.34	140.22	53.12	
No.of Members	47																									
Period	Sep.1982-Jul.1985 (34 months)																									
		Total M/M	Japan	Field																						
		193.34	140.22	53.12																						
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER																								
12.EXPENDITURE		Counterparts participated in the JICA training program. On-the-job training was provided through the joint undertaking of the studies to identify and evaluate agricultural and mining potentials in the Greater Carajas			3.PRINCIPAL SOURCE OF INFORMATION																					
Total	547,290 (¥'000)				①②																					
Contracted	500,569																									

和名 大カラジャス地域総合開発計画

{M/P,Basic Study,Other}

PROJECT SUMMARY (M/P+F/S)

CSA BRA/S 201B/87

Compiled Mar.1990
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Brazil	1.SITE OR AREA				1.PRESENT STATUS	
2.NAME OF STUDY		<M/P> Itajai river basin with a catchment area of 15,220 sq.km <F/S> Blumenau-Gaspar river stretch located at 70km upstream from the river mouth					
Itajai River Basin Flood Control Project						2.PROJECT COST (US\$1,000)	
3.SECTOR		(US\$1=50Cz)		F/S 1) 65,000			
Social Infrastructures/River & Erosion Control		2)		3)			
4.REFERENCE NO.		3.CONTENTS OF MAJOR PROJECT(S)				(Description) The detailed design and part of the construction were undertaken by the Brazilian Government. Because of the administrative reorganization of 1990, the project was transferred to the purview of the SDR (Secretaria Desenvolvimento Regional) from the DNOS. Around that time, approximately 80% of the river improvement had been completed. Subsequently, the construction was suspended owing to the worsening of the economic conditions in Brazil. (FY1991 Overseas Survey) The project proposed by the JICA study was assigned high priority in the national development strategy, and its urgency continues to be high. SDR is hoping for similar Japanese technical assistance on other river basins. (FY 1993 Domestic Survey) As of 1994, the Itajai river has managed by the provincial government including the flood control. <M/P> Presently, the proposed projects in the Itajai river basin managed by the provincial government. <F/S>	
5.TYPE OF STUDY		<M/P> River improvement of 73km out of the total river course of 250km, in order to protect urban centers along the river.					
M/P+F/S							
6.COUNTERPART AGENCY		Promising Project Provisional plan Mid-term plan Long-term plan Design Flood 10-year 25-year 50-year River Improvement - Blumenau-Gaspar stretch 24.5km (E) 24.5km (E) 24.5km (E) - Floodway and downstream of Itajai Mirim 14.5km 14.5km (E) 14.5km (E) - Rio do Sul-Lontras and Ituporanga stretches 17.4km (E) 17.4km (E) 17.4km (E) - Brusque stretch 9.0km (E) 9.0km (E) 9.0km (E) - Ilhota stretch --- --- 3.7km (E) - Ascurra stretch --- --- 4.0km (E) Note: "E" means enlargement of channel.					
7.OBJECTIVES OF STUDY		<F/S> River improvement by river channel widening and river dredging, and urban drainage works were proposed in the following area: - River improvement for main Itajai river (32km) and major tributaries (18km in total) - Urban drainage in Blumenau (drainage area: 19.24sq.km)					
8.DATE OF S/W		Imp. Period: .1991-.1994					
9.CONSULTANT(S)		4.FEASIBILITY AND ITS ASSUMPTIONS					
Nippon Koei Co., Ltd. Pacific Consultants International		Feasibility: Yes		EIRR1) 12.70 FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)			
10.STUDY TEAM		Conditions and Development Impacts:					
No.of Members 14 Period Apr.1986-Jan.1988 (22 months)		<M/P> Protection level against flood will rise to 50 year probability from the current level of less than 2-year probability due to the implementation of the proposed project. The proposed projects will be developed by applying the stages-wise method with the provisional, mid-term and long-term plans until the year of 2005.					
Total M/M Japan Field 100.06 44.57 55.49		<F/S> - Project benefit is assumed to be annual mean flood damage to be mitigated by the proposed project. - Flood protection level will be rise up to 10-year probability by provisional plan and 50-year probability by long-term plan. (FY 1993 Domestic Survey)					
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER					
12.EXPENDITURE		Training for river management is carried out for counterpart personnel through site inspection and lecture in Japan.					
Total 359,012 (¥000)		3.PRINCIPAL SOURCE OF INFORMATION					
Contracted 340,694		①②					

和名 イタジャイ河流域治水計画

(M/P+F/S)

PROJECT SUMMARY (F/S)

CSA BRA/S 302/89

Compiled Mar.1991
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Brazil	1.SITE OR AREA	Lower Itajai river basin with catchment are of 601sq.km and population of 147,000			1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY	Flood Control Project in the Lower Itajai River Basin	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost		
3.SECTOR	Social Infrastructures/River & Erosion Control		(US\$1,000)	1) 130,050	2) 62,648	3) 67,402	
4.REFERENCE NO.		3.CONTENTES OF MAJOR PROJECT(S)	(Description) (FY1991 Overseas Survey) The project implementation is somewhat delayed owing to the on-going reorganization of the Federal Government. The priority of the project remains high and the urgent need of implementation is recognized. The Government is working on the budget allocation to facilitate the implementation.				
5.TYPE OF STUDY	F/S	1.Construction of floodway(9km in length, design flood of 1230cu.m/s)					
6.COUNTERPART AGENCY	Ministerio da agricultura, departamento nacional de obras de saneament	2.River improvement work in Itajai river (23km in length, design flood of 2770cu.m/s)					
7.OBJECTIVES OF STUDY	To carry out feasibility study on flood control project in lower Itajai River basin	3.River improvement work in Itajai Mirim river (8km in length, design flood of 65cu.m/s)					
8.DATE OF S/W	Jul.1988	4.Improvement work of existing short-cut channel (4km in length, design flood of 670cu.m/s)					
9.CONSULTANT(S)	Nippon Koei Co., Ltd. Pacific Consultants International	5.Urban drainage works (construction of regulating ponds, pump stations, etc.)	Imp. Period: 1994-.1998		2.MAJOR REASONS FOR PRESENT STATUS Shortage of budget (DNDS was going to implement the project with OECF's fund in Japan just after completion of F/S, but it is not likely to be financed with the fund in near future. Further, it is reported that at present DNDS is subject to severe shortage of budget, which results in insufficient O & M of completed works.		
10.STUDY TEAM	No.of Members 12 Period Oct.1988-Mar.1990 (18 months)	4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 7.10			FIRR1)
	Total M/M Japan Field	Conditions and Development Impacts: Conditions: 1.Land compensation for proposed floodway route area 2.Obtaining of agreement from municipality of Noveqantes regarding construction of floodway Development Impacts: 1.Stabilization of livelihood in flood protection area 2.Enhancement of land use in flood protection area 3.Increase in job opportunity and activation of regional economy					
	65.00 24.00 41.00	5.technical transfer Technical knowledge was transferred to counterpart personal regarding survey procedure, data analysis and planning procedure throughout field works				3.PRINCIPAL SOURCE OF INFORMATION ①②	
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	-Topographic Survey in lower Itajai River basin -Geo-Technical investigation in lower Itajai River basin						
		Total	304,002 (¥000)				
		Contracted	288,866				

和名 イタジャイ河下流域治水計画

(F/S,D/D)

PROJECT SUMMARY (M/P+F/S)

CSA BRA/S 202B/90

Compiled Mar.1992
Revised Mar.1993

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT							
1. COUNTRY	Brazil	1. SITE OR AREA	Serra Do Mar, Cubatao Region (252 sq.km) in the State of Sao Paulo			1. PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled						
2. NAME OF STUDY	Disaster Prevention and Restoration Project in Serra Do Mar, Cubatao Region	2. PROJECT COST (US\$1,000)	M/P 1) 75,000 2) 65,900 F/S 1) 25,700 2) 11,400 3) 1,300	Local Cost 38,500 Foreign Cost 28,900	36,500 37,000 12,300 6,300 800	(Description) 1) Brazilian Government is considering the possibility of financing from either the World Bank or Japanese Government for the implementation of the Sediment Run-off Prevention Plan. 2) The Government is planning to implement the Moji River Improvement with its own funds. (FY1991 Overseas Survey) <M/P> Efforts are being made to implement the findings of the M/D by Secretaria de Meio Ambiente (SMA) and relevant task forces. <F/S> The project has been assigned high priority, but the financial arrangement for its implementation is being delayed owing to political and administrative reasons.							
3. SECTOR	Social Infrastructures/River & Erosion Control	3. CONTENTS OF MAJOR PROJECT(S)											
4. REFERENCE NO.		<M/P> 1) Sediment Run-off Prevention Plan...32 sabo dams, 11 channel works with total length of 5.7 km. 2) Flood Prevention Plan 1. Cubatao River Improvement...discharge tunnel 600m * 2, river improvement 6.7km. 2. Moji River Improvement...river improvement 9.5m 3) Forest Restoration Plan...20,000 seedlings plant in 20 replantation areas. (target year 2000) 4) Non-structural Measures...hazard maps, etc.											
5. TYPE OF STUDY	M/P+F/S	<F/S> 1) Sediments Run-off Prevention Plan...9 sabo dams, designed for the probable sediment discharge of about a 25-year return period, which is approximately equal to the post maximum discharge of 1985. Six (6) channel works including ground (downstream from Sabo damsite with a length of about 3km in total) 2) Moji River Improvement Plan...river/improvement of 4.5km for 10-year probable flood 3) Forest restoration plan...20,000 seedlings (height 0.4-1.0m)											
6. COUNTERPART AGENCY	Secretaria de Meio Ambiente (SMA), Instituto de Pesquisas Tecnologicas do Estado de Sao Paulo (IPT), and	Imp. Period: .1991-.1995											
7. OBJECTIVES OF STUDY	1) To formulate a master plan to the year 2000 and to select priority projects. 2) To conduct feasibility study on priority projects by year 1995.	4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes EIRR1) 18.20 FIRR1) EIRR2) 11.10 FIRR2) EIRR3) FIRR3)									
8. DATE OF S/W	Jun.1989	10. STUDY TEAM											
9. CONSULTANT(S)	Nippon Koel Co., Ltd. Nikken Consultants., Inc.	No.of Members 11 Period Nov.1989-Jan.1991 (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;">64.19</td> <td style="text-align: center;">13.13</td> <td style="text-align: center;">51.06</td> </tr> </table>						Total M/M	Japan	Field	64.19	13.13	51.06
Total M/M	Japan	Field											
64.19	13.13	51.06											
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		Conditions and Development Impacts: <M/P> 1) Sediment Run-off Prevention Plan The plan was formulated on the assumption that present vegetation condition will not be improved by year 2000. The plan identified 12 Sabo subbasins as protection area with design scale of a 100 year return period. 2) Flood Prevention Plan The plan was formulated on the basis of urban area and industrial establishments, with a design scale of a 50-year return period for mainstreams of the Cubatao and Moji rivers, and a 25-year return period for their tributaries. <F/S> Priority projects aiming at the target year to 1995 was selected in view of economic viability (EIRR) as well as unmeasurable social impacts and intangible damages which would be induced from sediment run-off disasters.											
12. EXPENDITURE	Total 303,183 (¥'000) Contracted 271,359	5. TECHNICAL TRANSFER		3. PRINCIPAL SOURCE OF INFORMATION									
		Over 130 Brazilian audience participated in the seminar at the submission of draft final report. Conducted on-the-job training with each Brazilian expertise, and held seminars and sessions when submitting study reports.		①②									
2. MAJOR REASONS FOR PRESENT STATUS													

和名 クバトン地域海岸山脈災害防止復旧計画

(M/P+F/S)

PROJECT SUMMARY (M/P)

CSA CHL/S 101/83

Compiled Mar.1986
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS					
1.COUNTRY	Chile	1.SITE OR AREA	All of the lines of the Chilean State Railways		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued				
2.NAME OF STUDY	State Railways Modernization Project	2.PROJECT COST	Total Cost Local Cost Foreign Cost		(Description) The recommendations of the study were taken into consideration by the Chilean State Railways in drawing up operational policies. Nov.1992 OECF loan agreement 6,412 million yen (Railway Rehabilitation Project) Major components: Rehabilitation of railway facilities and trains. (FY1991 Overseas Survey) The State Railways reviewed the study in order to formulate its Railway Rehabilitation Plan. The State Railways has been implementing the study's proposals concerning freight car operation and telecommunication with its own funds. The Railway Reconstruction Plan (estimated cost of US\$48 million) is under deliberation at the legislature.					
3.SECTOR	Transportation/Railway	(US\$1,000)	1)							
4.REFERENCE NO.		(US\$1=245 yen=70 pesos)	2)							
5.TYPE OF STUDY	M/P	3.CONTENTS OF MAJOR PROJECT(S)								
6.COUNTERPART AGENCY	Chilean State Railways	In project 1, recommendations were made mainly on the improvement of freight car operation and information systems. In project 2, recommendations were made mainly on the basis of drawing up commercial policies. Main recommendations: For freight service--- 1) Reinforcement of a transport setup between main base stations; 2) introduction of an administration system for revenue targets; 3) promotion of individual contract systems with influential forwarders; 4) increase in marine container transport; and 5) efficient freight car operation. For passenger service--- 1) Reinforcement of long-distance truck line transport and intercity transport; 2) improvement of the seat reservation system, etc. For the telecommunications sector--- Immediate improvement of superannuated facilities								
7.OBJECTIVES OF STUDY	Suggestions and recommendations necessary for the modernization of freight car operation, freight transport system, and business activities dealing with passengers and freight	4.CONDITIONS AND DEVELOPMENT IMPACTS								
8.DATE OF S/W	Mar.1982	Improvement impacts: 1) Increase of efficiency in freight car operation and improvement of transport services 2) Sufficient display of the railway's functions in its competition with other modes of transport								
9.CONSULTANT(S)	Japan Railway Technical Service	5. TECHNICAL TRANSFER					2.MAJOR REASONS FOR PRESENT STATUS			
10.STUDY TEAM	No. of Members 16 Period Jul.1982-Jun.1983 (12 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;">62.50</td> <td style="text-align: center;">35.50</td> <td style="text-align: center;">27.00</td> </tr> </table>								Total M/M	Japan
Total M/M	Japan	Field								
62.50	35.50	27.00								
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		3.PRINCIPAL SOURCE OF INFORMATION			①②					
12.EXPENDITURE										
	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Total</td> <td style="width: 30%;">201,430 (¥'000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">183,099</td> </tr> </table>	Total	201,430 (¥'000)	Contracted	183,099	1) Four counterparts personnel received training. 2) Report prepared in cooperation with counterparts.				
Total	201,430 (¥'000)									
Contracted	183,099									

和名 国鉄近代化計画

(M/P, Basic Study, Other)

PROJECT SUMMARY (M/P)

CSA CHL/S 102/86

Compiled Mar.1990
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS											
1.COUNTRY	Chile	1.SITE OR AREA	Valparaiso Port, San Antonio Port		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued										
2.NAME OF STUDY	Development Plan of the Ports of Valparaiso and San Antonio	2.PROJECT COST	Total Cost Local Cost Foreign Cost (US\$1,000) 1) 392,000 185,500 207,000 (US\$1=180pesos) 2)	(Description) The feasibility study was undertaken by the financing of the World Bank and the project is under implementation. (FY1991 Overseas Survey) The development at two ports is divided into three phases. The Phase I construction at San Antonio and Valparaiso are respectively costed at US\$36 million and US\$19 million. Phase III construction is expected to end in 2015. The transferred techniques during the JICA study have been utilized for the development planning of other ports. The Japanese regulations on port construction works are officially applied.												
3.SECTOR	Transportation/Port	3.CONTENTES OF MAJOR PROJECT(S)	Valparaiso Port will be a port to handle general cargo including container. San Antonio Port will be handling bulk cargo. (1) Valparaiso Port Container berth 300m, -12m, 3 berths General Cargo berth -11m, 5 berths (2) San Antonio Port Mult purpose berth -12m General Cargo berth -11m, 3 berths etc.													
4.REFERENCE NO.		4.CONDITIONS AND DEVELOPMENT IMPACTS The project would produce the ability to handle contained cargoes and bigger ships. Cargo handling system at the port will be nationalized. Present wharves will be modernized. (FY 1993 Domestic Survey)			2.MAJOR REASONS FOR PRESENT STATUS It was recognized that the project would play an important role in promoting the national economic development.											
5.TYPE OF STUDY	M/P															
6.COUNTERPART AGENCY	Ministry of Transport and Telecommunication	5. TECHNICAL TRANSFER Seminar (Introducing the present condition of Japanese ports and harbour construction)			3.PRINCIPAL SOURCE OF INFORMATION ①②											
7.OBJECTIVES OF STUDY	-Master Plan for 2010 -Reconstruction Plan after the earthquake damage (Both Ports) -Improvement Plan (Valparaiso Port)															
8.DATE OF S/W	.1985	11.ASSOCIATED AND/OR SUBCONTRACTED STUDY														
9.CONSULTANT(S)	Overseas Coastal Area Development Institute of Ja															
10.STUDY TEAM No.of Members 9 Period Mar.1986-Aug.1986(6 months) <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">17.89</td> <td style="text-align: center;">12.00</td> <td style="text-align: center;">5.89</td> </tr> </table>		Total M/M	Japan	Field	17.89	12.00	5.89	12.EXPENDITURE <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: center;">218,684 (¥000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">51,285</td> </tr> </table>					Total	218,684 (¥000)	Contracted	51,285
Total M/M	Japan	Field														
17.89	12.00	5.89														
Total	218,684 (¥000)															
Contracted	51,285															

和名 バルパライソ港・サンアントニオ港整備計画

(M/P, Basic Study, Other)

PROJECT SUMMARY (F/S)

CSA CHL/A 301/86

Compiled Mar.1990
Revised Mar.1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Chile	1.SITE OR AREA				1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY		Mapocho Central River Basin next to the capital Santiago and Lampa and Colina Basins(36,000ha chosen from 61,000ha from the 1st development study)					
Mapocho River Basin Agricultural Development Project		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost	
		(US\$1,000)	1)	131,096	50,213	80,883	
		US\$1=178Ch\$ in Sep. 1985		2)			
				3)			
3.SECTOR		3.CONTENT(S) OF MAJOR PROJECT(S)				(Description) (FY1991 Overseas Survey) Another feasibility study was undertaken by the EMOS, but it was found out that the proposals of the JICA study were more economical and could be implemented in the shorter period of time. The Ministry of Agriculture wishes to start the implementation as early as possible because of the importance and urgency of the project. However, the Ministry has yet to get the endorsement from the Ministry of Finance and the Ministry of Economy on budget allocation, and the approval of the Ministry of Planning on the priority of the project. It is reported that the quality of water has deteriorated three-fold after the completion of the JICA study, and it will be necessary to update basic data and review the design, and also to clarify the issue of hygiene. The Chilean government intends to implement the project with foreign finance after these issues are settled. The outbreak of cholera in 1991 served to highlight the importance of the project.	
Agriculture/General		Irrigation area : 17,340 ha Check dam : Height 28m, Length 48m, Capacity 13,000 cu.m Headworks : Height 1.5m, Length 200m Syphon : Width 2.3m, Height 2.3m, Length 240m, 10.3 cu.m/s Water treatment stations : 5 River improvement : 40.7 km San Carlos : 17 km Improvement of waterway					
4.REFERENCE NO.							
5.TYPE OF STUDY		F/S					
6.COUNTERPART AGENCY		Ministry of Agriculture, Ministry of Public Works(Directorate general of water)					
7.OBJECTIVES OF STUDY							
8.DATE OF S/W		Oct.1984					
9.CONSULTANT(S)		Imp. Period: Jan.1987-Dec.1991					
Pacific Consultants International Chuo Kaihatsu International Corp. Naigai Engineering Co., Ltd.		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) 15.10 FIRR1) 12.00 EIRR2) FIRR2) EIRR3) FIRR3)		
10.STUDY TEAM		Conditions and Development Impacts: Conditions: To increase cultivation area, introduce multiple cropping, and introduce profit yielding crops for export. Development Impacts: The visible effects of the project may be seen in the increase in crop yield, improvement in farm roads and bridges and flood prevention measures. The following social/economic effects may also be expected: development of agriculture in suburban areas, a balanced agricultural policy, improvement of international payments, increase in job opportunities, water improvement, flood prevention, improvement in regional differences, improved living standards and economic stimulus.					
No.of Members 14 Period Dec.1984-Jul.1986(20 months)							
Total M/M		Japan		Field			
98.85		35.63		63.22			
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY							
12.EXPENDITURE		5.TECHNICAL TRANSFER					
Total		1.Acceptance of trainees(5) 2.Seminars to be conducted regularly					
316,357 (¥'000)							
Contracted							
287,322							
		2.MAJOR REASONS FOR PRESENT STATUS					
		3.PRINCIPAL SOURCE OF INFORMATION					
		①②					

和名 マポーチヨ川流域農業開発計画

(F/S,D/D)

PROJECT SUMMARY (F/S)

CSA CHL/A 302/88

Compiled Mar.1990
Revised Mar.1993

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																																										
1.COUNTRY	Chile	1.SITE OR AREA				1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input checked="" type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled																																									
2.NAME OF STUDY		Between Copiapo and Vallenar City in Atacama Region with an area of about 33,000ha																																														
Projecto de desarrollo agricola mediante aprovechamiento de aguas subterranas en Tololo Pampa en la region de Atacama		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost																																										
3.SECTOR		(US\$1,000)		1)																																												
Agriculture/General		(US \$1 = 233.83 Pesos)		2)																																												
4.REFERENCE NO.				3)																																												
5.TYPE OF STUDY		F/S		3.CONTENTS OF MAJOR PROJECT(S)																																												
6.COUNTERPART AGENCY		The Government of Atacama Region		Alternative Cropping Pattern <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>Kiwi</th> <th>Grape</th> <th>Peach</th> <th>Kiwi/Tuna</th> <th>Grape/Tuna</th> </tr> </thead> <tbody> <tr> <td>Development Area (ha)</td> <td>76.8</td> <td>85.8</td> <td>76.8</td> <td>64.0/171</td> <td>71.5/191</td> </tr> <tr> <td>Nos. of wells</td> <td>6</td> <td>6</td> <td>6</td> <td>5/1</td> <td>5/1</td> </tr> <tr> <td>Irrigation Method</td> <td>Drip</td> <td>Drip</td> <td>Drip</td> <td>Drip</td> <td>Drip</td> </tr> <tr> <td>Drainage length(m)</td> <td>1,920</td> <td>2,010</td> <td>1,920</td> <td>1,920/</td> <td>2,010/</td> </tr> <tr> <td>Road Const./ Improvement (km)</td> <td>57.2</td> <td>60.9</td> <td>57.2</td> <td>5,820</td> <td>5,820</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>83.4</td> <td>86.5</td> </tr> </tbody> </table> Note: The project cost above ranges depending on the cropping pattern as follows. (in US \$1000) 1. Kiwi 1,275.5 2. Grape 1,475.8 3. Peach 1,260.6 4. Kiwi/Tuna 1,940.7 5. Grape/Tuna 2,184.4				Kiwi	Grape	Peach	Kiwi/Tuna	Grape/Tuna	Development Area (ha)	76.8	85.8	76.8	64.0/171	71.5/191	Nos. of wells	6	6	6	5/1	5/1	Irrigation Method	Drip	Drip	Drip	Drip	Drip	Drainage length(m)	1,920	2,010	1,920	1,920/	2,010/	Road Const./ Improvement (km)	57.2	60.9	57.2	5,820	5,820					83.4	86.5
	Kiwi	Grape	Peach	Kiwi/Tuna	Grape/Tuna																																											
Development Area (ha)	76.8	85.8	76.8	64.0/171	71.5/191																																											
Nos. of wells	6	6	6	5/1	5/1																																											
Irrigation Method	Drip	Drip	Drip	Drip	Drip																																											
Drainage length(m)	1,920	2,010	1,920	1,920/	2,010/																																											
Road Const./ Improvement (km)	57.2	60.9	57.2	5,820	5,820																																											
				83.4	86.5																																											
7.OBJECTIVES OF STUDY		To study the land and water resources and to make an agricultural development plan		(FY 1991 Overseas Survey) The proposed project is expected to be implemented by the private sector. A private firm has undertaken a feasibility study, which proposes the development of 200ha for igerilla (oilseed) production at the cost of US\$ 1 million. Another proposal suggests 500ha for tuna production. Concerning the sale of the national land, the Ministry of National Assets is currently reviewing the related laws. The government expects to implement the project after legal issues are cleared. The regional government is now preparing tender documents and intends to utilize the findings of the JICA study in part of the Terms of Reference. (FY 1992 Overseas Survey) Waiting for the answer																																												
8.DATE OF S/W	May.1986	Imp. Period:																																														
9.CONSULTANT(S)		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility:	EIRR1)	FIRR1)																																										
Nippon Koel Co., Ltd. Kokusai Kougyo Co., Ltd. Taiyo Consultants Co., Ltd.		Yes		EIRR2)	32.00	FIRR2)																																										
10.STUDY TEAM				EIRR3)	FIRR3)	14.60																																										
No.of Members 8				Conditions and Development Impacts: Conditions: 5 cropping patterns were studied. Benefit was estimated in each pattern by subtracting net benefit in without-project condition from that in with-project condition. Development Impacts: Alternative Cropping Pattern <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>Kiwi</th> <th>Grape</th> <th>Peach</th> <th>Kiwi/Tuna</th> <th>Grape/Tuna</th> </tr> </thead> <tbody> <tr> <td>Expected Prod. (t/year)</td> <td>1470</td> <td>1540</td> <td>1230</td> <td>1230/2140</td> <td>1290/2140</td> </tr> <tr> <td>Expected Benefit (10 pesos)</td> <td>360</td> <td>175</td> <td>105</td> <td>375</td> <td>216</td> </tr> <tr> <td>EIRR %</td> <td>32.0</td> <td>22.1</td> <td>17.6</td> <td>26.7</td> <td>19.8</td> </tr> </tbody> </table> Among these alternatives, grape production was recommended considering benefitability, marketability, etc. Other impacts expected are: 1. Contribute to correcting present mono-cultural economic activity 2. Create employment opportunity				Kiwi	Grape	Peach	Kiwi/Tuna	Grape/Tuna	Expected Prod. (t/year)	1470	1540	1230	1230/2140	1290/2140	Expected Benefit (10 pesos)	360	175	105	375	216	EIRR %	32.0	22.1	17.6	26.7	19.8																		
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Total M/M		Japan		2.MAJOR REASONS FOR PRESENT STATUS																																												
62.25		16.00																																														
Field		46.25		3.PRINCIPAL SOURCE OF INFORMATION																																												
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		Groundwater Survey		①②																																												
12.EXPENDITURE		Total 259,364 (¥'000)																																														
Contracted		266,858																																														
				5. TECHNICAL TRANSFER Technology transfer was done by on-the-job -training method since counterparts were assigned to each Japanese expert.																																												

和名 トロロ・パンパ地下水農業開発計画

(F/S,D/D)

PROJECT SUMMARY (M/P)

CSA CHL/S 103/92

Compiled Mar.1994
Revised

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS					
1.COUNTRY	Chile	1.SITE OR AREA	National highway No. 5 on the state No.4 to No. 10 in the Republic of CHILE		1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued				
2.NAME OF STUDY	Rehabilitation and Conservation Program of Bridges	2.PROJECT COST	Total Cost Local Cost Foreign Cost		(Description) In "The study on the rehabilitation and conservation program of bridges in the Republic of Chile", 10 bridges were surveyed in detail then proposed their rehabilitation plans. The Bio-Bio Antiquo bridge, constructed in 1930 and its total length is 1,456m in the city of Concepcion, was requested by the Government of Chile to government of Japan to carry out feasibility study for rehabilitation. JICA dispatched the Study mission to Chile then initiated the Study on October in 1993.					
3.SECTOR	Transportation/Fish Processing	(US\$1,000)	1) 2)							
4.REFERENCE NO.		3.CONTENTS OF MAJOR PROJECT(S)								
5.TYPE OF STUDY	M/P	1. Propose rehabilitation plan for detail surveyed bridges (Total rehabilitation cost 577 million pesos) 2. Propose rehabilitan plan for 17 bridges being necessary urgent repair on rout 5. (Rehabilitation cost 93 million pesos) 3. Propose a guideline for Bridge maintenance and Inspection 4. Propose a bridge management system which includes inspection item, evaluation of deficiency, standard repair method, standard repairing cost and the system could apply to administration of bridge maintenance.								
6.COUNTERPART AGENCY	Ministry of Public Works, Road Bureau	4.CONDITIONS AND DEVELOPMENT IMPACTS								
7.OBJECTIVES OF STUDY	Establish a bridge maintenance and rehabilitation planning on the national highway No.5	1. Establish a standard of bridge management system which includes bridge inventory system, inspection item eveluation method. The inventory system makes clear the inventory of all the bridges on rout 5 and the standard of inspection item and evaluation of damage made clear the situation of the bridges. 2. Introduce a new technology for bridge repair in Japan to Chile 3. Develop a bridge management system which could apply actual bridge maintenance activity. Basic data for reasonable bridge maintenance activity. Basic data for reasonable bridge maintenance administration are obtained by the system.								
8.DATE OF S/W	Dec.1990	10.STUDY TEAM					2.MAJOR REASONS FOR PRESENT STATUS			
9.CONSULTANT(S)	Chodai Co., Ltd. Nippon Koei Co., Ltd.								No.of Members 10	
									Period Oct.1991-Mar.1993 (18 months)	
		Total M/M Japan Field								
		53.30 13.40 39.90								
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Geological Survey	5.TECHNICAL TRANSFER			3.PRINCIPAL SOURCE OF INFORMATION					
		1. Methodology and evaluation of bridge damage. 2. Evaluation method for bridge repair. 3. Computer technology for bridge maintenance system. (Data base technology)			①					
12.EXPENDITURE										
		Total 234,028 (¥'000)								
		Contracted 236,056								

和名 全国桥梁補習整備計画

[M/P, Basic Study, Other]