PROJECT SUMMARY (F/S)

CSA PRY/A 303/89

Compiled Mar.1991
Revised Mar.1992

I. OUTLINE OF STUDY

1.COUNTRY Paraguay

2.NAME OF STUDY
Integrated Rural Infrastructure Improvement Project in La Colmena

3.SECTOR
Agriculture/General

4.REFERENCE NO.

5.TYPE OF STUDY F/S

6.COUNTERPART AGENCY
Ministry of Agriculture and Livestock, Techinical Secretariat

7.OBJECTIVES OF STUDY
Formation of agricultural and rural development plan

8.DATE OF S/W Jan.1988

9.CONSULTANT(S)
Naigai Engineering Co., Ltd.

10.STUDY TEAM

No.of Members 9

Period Jul.1988-Jun.1989(12 months)

Total M/M	Japan	Field
34.86	10.40	24.46

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY
Boring survey

12.EXPENDITURE

Total	175,299 (¥'000)
Contracted	120,904

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Paraguari, La Colmena City

2.PROJECT COST

(US$1,000)
US$1=1,000G in 1988

	Total Cost	Local Cost	Foreign Cost
1)	14,855	8,069	6,786
2)			
3)			

3.CONTENTS OF MAJOR PROJECT(S)

Project	Overall Components	First Staqe	Future Staqe
Road Improvement	97.4km	69.8km	27.6km
Irriqation Facilities	900ha	400ha	500ha
Drainaqe Improvement	10.0km	4.0km	6.0km
Rural Water Supply	L=70,050m	L=56,650	L=13,400m
Electricity	L=48.8km	L=48.8km	-
Medical Care Facilities	1 set	1 set	-
Telecommunication System	L=24.3km	L=14.0km	L=10.3km
Educational Facilities	2 schools	2 schools	6 qround
O & M Center	1 place	1 place	-
Sub-Center	10 Places	4 Places	6 Places
Rural Park	10 Places	4 Places	6 Places
Seweqe & Garbaqe Treatment	6 Places	1 Place	5 Places
Aqricultural Processinq Facilities	Facility	One of facility	Facility
Marketinq Facilities	Facilities	Collectinq	Qranding
Demonstration Farm	5,000 sq.m	5,000 sq.m	-
O & M Machines	1 unit	1 unit	-

Imp. Period: Dec.1989-Dec.1992

4.FEASIBILITY AND ITS ASSUMPTIONS

Feasibility: Yes

EIRR1)	12.00	FIRR1)	
EIRR2)		FIRR2)	
EIRR3)		FIRR3)	

Conditions and Development Impacts:

Condition: 1) Growth rate of the farmer's aqricultural income for future 10 years will be projected over 6 percent per annum; 2) To conserve the natural environment, land use of the development scheme will be concentrated to the existinq farm lands; 3) In the aqricultural developemtn sector, inteqrated development plan referred to the farminq, manaqement and operation will be established on the premise that the water resources development, improvement of the farm roads, buildinq and bringinq-up of the aqricultural cooperative; 4)Rural electrification will be introduced to the area where the electricity is not available. This will be the core project to accelerate the modernization of livinq standards and aqricultural form in the projected area.
5) In line with the projected rural infrastructure plan, establishment of the O & M center will be proposed toqether with the orqanization and workinq plan.

Benefits: (Unit: 1,000G)

	Overall	First Staqe	Future Staqe
Increased aqricultural production	1,940,336	916,418	1,023,918
Improved qualities of products	114,080	57,040	57,040
Reduction of costs	2,101,179	924,636	1,176,543
Others	789,074	286,549	502,525

5.TECHNICAL TRANSFER
OJT

III. PRESENT STATUS OF STUDIED PROJECT

1.PRESENT STATUS

- ■ Completed or in Progress
  - ● Completed
  - ○ Partially Completed
  - ○ Implementing
  - ○ Processing
- □ Promoting
- □ Delayed or Suspended
- □ Discontinued or Cancelled

(Description)
Out of the components formulated in the F/S study, following priority projects were implemented as the qrant aid projects of the Japanese qovernment.
1. Road Improvement:Improvement : 9 routes L=21.6km
   Bridqe:1 Place, Culvert : 13 Places
2. Irriqation Facilities; Intake Facilities: 2 Places
   Requlatinq Pond: 2 Places, Conductinq Pipeline: L= 5.0km
   Distribution Pipeline : L=20.7km
3. Rura Water Supply Facilities; Well: 1 Place
   Filtration Plant : 1 Place, Distribution Pond : 1 Place
   Distribution Pipeline:L=38.7km
4. O&M Facilities; O&M Center: 1 Place A=280sq.m
   O&M Machines:Grader 1 unit, Pickup 1 unit, Bike 1 unit

The project implementation is as follows.
-1989/Dec. B/D by Naiqai Enqineerinq Co.,Ltd.
-1990/Jul. E/N (0.526 billion Yen)
-1990/Auq.-Sep. D/D
-1991/Feb. Commence of the phase 1 works
-1991/Sep. Commence of the phase 2 works
(FY1991 Overseas Office Survey)
-1992/May. Completion
-1992/Jun. Hand over
(FY1992 Overseas Survey)
No additional information.

2.MAJOR REASONS FOR PRESENT STATUS

3.PRINCIPAL SOURCE OF INFORMATION
①②

和名 ラ・コルメナ地区農村総合整備計画

{F/S,D/D}

PROJECT SUMMARY (M/P)

CSA PRY/S 103/91

Compiled Mar.1993
Revised

I. OUTLINE OF STUDY

1.COUNTRY Paraguay

2.NAME OF STUDY
National Transport Master Plan

3.SECTOR
Transportation/Fisheries

4.REFERENCE NO.

5.TYPE OF STUDY M/P

6.COUNTERPART AGENCY
Ministry of Public Works and Communication

7.OBJECTIVES OF STUDY
- Planning to the optimum transport system for regional development and to support foreign trade.
- Planning of short to long term transport improvement policy and implementation program.

8.DATE OF S/W Oct.1989

9.CONSULTANT(S)
Yachiyo Engineering Co., Ltd.
Mitsubishi Research Institute
Overseas Coastal Area Development Institute of Ja
Japan Railway Technical Service

10.STUDY TEAM

No.of Members 14

Period Mar.1990-Jan.1992(10 months)

Total M/M	Japan	Field
100.15	26.01	74.14

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY
Road Side OD Survey; Industries Comodity flow interview; and Transport Industries interview

12.EXPENDITURE
Total 409,981 (¥'000)
Contracted

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Whole Paraguay and its export corridor

2.PROJECT COST

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	2,576,500		
2)			

3.CONTENTS OF MAJOR PROJECT(S)
1. Highway Transport:
R-1 Trunk Road Development; Primary highways Development; Secondary Highways Development. R-2 Rural Road Development. R-3 Amistad Bridge Expansion. R-4 Sant Tome - Sao Borja Bridge Construction.
2. Water Transport:
N-1 Domestic Cereals Export terminals. N-2 Cereales Export Terminals at Free Zones. N-3 Main Foreign Trade Port at Villeta. N-4 Regional Freight Terminals. N-5 Petrorium Distribution Terminals. N-6 Paraquay River Improvement and Maintenance. N-7 Parana River Improvement and Maintenance. N-8 Fleet Enhancement.
3. Rail Transport:
F-1 Asuncion Suburban Area Rail Improve. F-2 Gral. Artigas - Encarnacion Rail Improve. F-3 Villarrica - Gral.Artigas Rail Improve.F-4 Ypacarai - Villarrica Rail Improv. F-5 Encarnacion - Sao Borja 4 Rail System Development. F-6 Cereals Export Railway Terminals. F-7 Enhancement of Rolling Stocks. F-8 Nueva Palmira Port Branch Construction.
4. Air Transport:
A-1 International Airports Facilities Development. A-2 Local Airports Facilities Development. A-3 Air Route Facilities Development. A-4 GSE Enhancement.

4.CONDITIONS AND DEVELOPMENT IMPACTS
Condition:
Elevation of water level in the early mid of 90s by the Yacireta Dam Construction. (Project N-5, N-7, F-2, F-3, F-4)

Development Impacts:
1. Improvement of inter city access time by the trunk road development.
2. Promotion of agriculture activities by the rural road development.
3. Promotion of export by the improvement of export corridor facilities.

5.TECHNICAL TRANSFER
Transfer of transport related data base.

III. PRESENT STATUS OF STUDY RESULTS

1.PRESENT STATUS
- ■ In Progress or In Use
- ☐ Delayed
- ☐ Discontinued

(Description)
The short term (-1995), mid term (-2000) and long term (-2010) road development program based on the M/P network is going to be approved by the Cabinet. The various financial assistances are requested along with the program.

1991.12 The improvement of the National Highway No.3 Limpio-San Estanislao (127km) for World Bank Loan.

1991.12 The official request to dispatch Japanese experts to the MDPC as an activity to enhance the transport information secter was sent.

(FY1992 Overseas Survey)
Waiting for the answer.

2.MAJOR REASONS FOR PRESENT STATUS

3.PRINCIPAL SOURCE OF INFORMATION
①

和名 総合交通計画

{M/P,Basic Study,Other}

PROJECT SUMMARY (F/S)

CSA PER/A 301/77

Compiled Mar.1990
Revised

I. OUTLINE OF STUDY

1.COUNTRY: Peru

2.NAME OF STUDY: Proyecto de la construccion del complejo pesquero del centro

3.SECTOR: Fisheries/General

4.REFERENCE NO.:

5.TYPE OF STUDY: F/S

6.COUNTERPART AGENCY:

7.OBJECTIVES OF STUDY:

8.DATE OF S/W: .0

9.CONSULTANT(S):

10.STUDY TEAM

No.of Members

Period Oct.1976-Dec.1976(2 months)

Total M/M	Japan	Field

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY:

12.EXPENDITURE

Total 56,672 (¥'000)

Contracted

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA: Ventanilla

2.PROJECT COST (US$1,000)

	Total Cost	Local Cost	Foreign Cost
1)			
2)			
3)			

3.CONTENTS OF MAJOR PROJECT(S)

-Planning of proper scale facilities and their arrangement in fishing base
-Basic design of the structure
-Estimate of construction cost and period
-Economic and financial analysis

Imp. Period:

4.FEASIBILITY AND ITS ASSUMPTIONS

Feasibility: Yes

EIRR1)	FIRR1)
EIRR2)	FIRR2)
EIRR3)	FIRR3)

Conditions and Development Impacts:

The proportion of fish for processed use accounts for large part of fishery of Peru. Production of fish for food as a supplyer of protein will be promoted by the effective operation of comprehensive fishing base.

5.TECHNICAL TRANSFER

III. PRESENT STATUS OF STUDIED PROJECT

1.PRESENT STATUS

- ☐ Completed or in Progress
  - ○ Completed
  - ○ Partially Completed
  - ○ Implementing
  - ○ Processing
- ☐ Promoting
- ☐ Delayed or Suspended
- ■ Discontinued or Cancelled

(Description)

No information is available.

2.MAJOR REASONS FOR PRESENT STATUS

3.PRINCIPAL SOURCE OF INFORMATION

和名 中部漁業総合基地建設計画

{F/S,D/D}

PROJECT SUMMARY (M/P+F/S)

CSA PER/S 201B/83

Compiled Mar.1986
Revised Mar.1993

I. OUTLINE OF STUDY

1.COUNTRY Peru

2.NAME OF STUDY
Development Project of the Port of Callao

3.SECTOR
Transportation/Port

4.REFERENCE NO.

5.TYPE OF STUDY M/P+F/S

6.COUNTERPART AGENCY
Empresa Nacional de Puertos S.A.

7.OBJECTIVES OF STUDY
-Formulation of a Master Plan through 2000
-Formulation of a Short-term Development Plan through 1987

8.DATE OF S/W Apr.1982

9.CONSULTANT(S)
Overseas Coastal Area Development Institute of Ja

10.STUDY TEAM

No.of Members 12
Period Jul.1982-Sep.1983(15 months)

Total M/M	Japan	Field
101.93	75.80	26.13

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY

12.EXPENDITURE

Total	233,886 (¥'000)
Contracted	280,126

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Lima Capital Area (metropolitan area)

2.PROJECT COST (US$1,000) (US$1=257Yen)

		Local Cost	Foreign Cost
M/P	1)		
	2)		
F/S	1)	99,634	29,634
	2)		
	3)		

3.CONTENTS OF MAJOR PROJECT(S)

<M/P>
The main purpose of the Short-term Plan through 1987 is containerization and provision of enough facilities.
- container berths 4 new berths
- grain berths 2 new berths
- general cargo berth 1 new berth
  2 renovated berths
- petroleum berth 1 new berth
- breakwater, basin, handling equipment

<F/S>
To handle 8.4 million tons in 1987, the following facilities will be prepoared. The main purpose of the Short-term Plan through 1987 is containerization and provision of enough facilities.
- container wharf 1 berth with -12m depth and with 15ha area
- grain wharf 1 berth with -12m depth (for 60,000 DWT)
- container crane 2 cranes
- handling machines 2 machines

Imp. Period: Jun.1984-Dec.1987

4.FEASIBILITY AND ITS ASSUMPTIONS

Feasibility: Yes

EIRR1)	19.53	FIRR1)	35.31
EIRR2)		FIRR2)	
EIRR3)		FIRR3)	

Conditions and Development Impacts:

[Prerequisites]
<F/S>
- Project life is 25 years from 1982 until 2006.
- Port tariff will be as it is in 1982.
- Prices will be in 1982.

[Impact]
<M/P, F/S>
The project will solve the problem of long waiting time that occurs both due to superannuation and shortage of the port facilities of Callao and due to the defective handling operation system. It will also help prepare the port to handle containers and larger ships.

(FY 1993 Domestic Survey)

5.TECHNICAL TRANSFER
OJT of counterparts on the method of Port Planning and F/S.

III. PRESENT STATUS OF STUDIED PROJECT

1.PRESENT STATUS

- ☐ Completed or in Progress
  - ○ Completed
  - ○ Partially Completed
  - ○ Implementing
  - ○ Processing
- ☐ Promoting
- ■ Delayed or Suspended
- ☐ Discontinued or Cancelled

(Description)
Delayed after the completion of F/S due to the problem of external debt accumulation.

(FY1991 Overseas Survey)
The Peruvian government assigns high priority to the proposed project, and plans to resubmit the applicaton for Japanese aid during 1992 after reducing the scale of the project.

(FY1992 Overseas Survey)
The port facility of handling the volume of cargoes is expected to be beyond the future volume of cargoes.

2.MAJOR REASONS FOR PRESENT STATUS
-Deterioration of economic conditions and accumulation of external debts.
-Political and social destabilization in recent years.

(FY1992 Overseas Survey)
A request was made to the Instituto Nacional de Planificacion for financing the project. However, it was not yet accepted.

3.PRINCIPAL SOURCE OF INFORMATION
①②

和名 カジャオ港整備計画

{M/P+F/S}

PROJECT SUMMARY (F/S)

CSA PER/A 302/84

Compiled Mar.1990
Revised Mar.1992

I. OUTLINE OF STUDY

1.COUNTRY Peru

2.NAME OF STUDY
Chancay-Huaral Valley Rehabilitation Project

3.SECTOR
Agriculture/General

4.REFERENCE NO.

5.TYPE OF STUDY F/S

6.COUNTERPART AGENCY
Instituto nacional de ampliacion de la frontera agricola

7.OBJECTIVES OF STUDY
Agricultural development

8.DATE OF S/W Dec.1983

9.CONSULTANT(S)
Naigai Engineering Co., Ltd.
Chuo Kaihatsu International Corp.

10.STUDY TEAM

No.of Members 12
Period Feb.1984-Mar.1985(14 months)

Total M/M	Japan	Field
55.51	23.31	32.20

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY

12.EXPENDITURE

Total	167,369 (¥'000)
Contracted	154,361

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Chancay-Huaral valley, 80km from Lima

2.PROJECT COST (US$1,000)

	Total Cost	Local Cost	Foreign Cost
1)	41,474	18,890	22,584
2)			
3)			

3.CONTENTS OF MAJOR PROJECT(S)
Irriqated area : 20,200 ha
Intake facilities : 8 places
Irriqation canal : 175km
Pond : 18 places
Drainaqe canal : 70 km Underdrainaqe : 407 km
Road : 174 km
Dike : 14 km
The cost above is estimated in 1984 prices.

Imp. Period: Apr.1985-Oct.1992

4.FEASIBILITY AND ITS ASSUMPTIONS
Feasibility: Yes

EIRR1)	17.80	FIRR1)	
EIRR2)		FIRR2)	
EIRR3)		FIRR3)	

Conditions and Development Impacts:
Benefits:
Increase of agricultural products 18,600(1,000US$/year)
Reduction of O/M costs 101(1,000US$/year)
Improvement of roads 184(1,000US$/year)

5.TECHNICAL TRANSFER
1.Acceptance of 2 trainees 2.OJT

III. PRESENT STATUS OF STUDIED PROJECT

1.PRESENT STATUS

- ■ Completed or in Progress
  - ○ Completed
  - ● Partially Completed
  - ○ Implementing
  - ○ Processing
- □ Promoting
- □ Delayed or Suspended
- □ Discontinued or Cancelled

(Description)

The priority project (rehabilitation of irriqation and drainaqe facilities) proposed in the F/S was implemented by the qrant from the Japanese qovernment. 14,400 ha of farm land was developed in two staqes.

Nov.1987 Request for qrant aid
Jan.1989 B/D (Naiqai Enqineerinq Co.,Ltd.)
Jun.1989 qrant aid E/N (984 million Yen)
Jul.1989 D/D (Naiqai Enqineerinq Co.,Ltd.)
Jan.1990 - Mar.1991 Staqe 1 construction
Oct.1990 Grant aid E/N (691 million yen)
Feb.1991 - 1992 Staqe 2 construction

(FY1991 Overseas Survey)
No additional information.

2.MAJOR REASONS FOR PRESENT STATUS
The project was qiven top priority for early implementation to raise the self-sufficiency of basic foods and to increase exports.

3.PRINCIPAL SOURCE OF INFORMATION
①②

和名 チャンカイ・ワラル谷かんがい復旧計画

(F/S,D/D)

PROJECT SUMMARY (M/P+F/S)

CSA PER/S 202B/86

Compiled Mar.1990
Revised Mar.1993

I. OUTLINE OF STUDY

1.COUNTRY Peru

2.NAME OF STUDY
Development Project of Jorge Chavez Lima-Callao International Airport

3.SECTOR
Transportation/Air Transportaion & Airport

4.REFERENCE NO.

5.TYPE OF STUDY M/P+F/S

6.COUNTERPART AGENCY
Ministerio de Transportes y Comunicaciones

7.OBJECTIVES OF STUDY
To make up Master Plan(2005).
To examine technical, economic and financial feasibility of the short-term(1995) development project.

8.DATE OF S/W Nov.1984

9.CONSULTANT(S)
Japan Airport Consultants, Inc.

10.STUDY TEAM

No.of Members 8

Period Jul.1985-Jun.1986(12 months)

Total M/M	Japan	Field
43.63	33.23	13.40

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY

12.EXPENDITURE

Total	129,645 (¥'000)
Contracted	116,180

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Existing Lima Int'l Airport in Lima, Peru

2.PROJECT COST (US$1,000) (US$1=240Yen)

		Local Cost	Foreign Cost	
M/P	1)			
	2)			
F/S	1)	13,700	3,800	9,900
	2)			
	3)			

3.CONTENTS OF MAJOR PROJECT(S)

<M/P>
The Master plan was formulated to meet the demand of 2005 and the improvement measures to be taken under the master plan are summarized as follows;
1) Grading of Runway Strip 2) Bituminous overlay of Runway 3) Bituminous overlay of Taxiway and construction of a high-speed exit taxiway 4) Expansion of Apron with concrete pavement 5) Expansion of main terminal building and construction of satellites 6) Relocation of export cargo terminal and customs office 7) Construction of a Airport administration building 8) Relocation of fire station 9) Expansion of car parks 10) Replacement of VOR aid NDB, inroduction of MLS, and installation of weather data recorder.
<F/S>
The short-term development plan of the airport was prepared, to solve the problems of the existing facilities and also to meet the demand of 1995. The improvement measures for the short-term development plan are summarized as follows.
1) Bituminous overlay of Runway (3,507m x 45m) 2) Construction of a high-speed exist taxiway 3) Expansion of Apron (31 spots) 4) Expansion of Main terminal building and constructio of satellites (40,000m2) 5) Relocation of export cargo terminal and customs office (14,000m2) 6) Expansion of Car parks (1,370 cars) 7) Replacement of VOR and NDB, introduction of PAPI, upgrading of ALS to Cat-II.

Imp. Period: .1987-.1995

4.FEASIBILITY AND ITS ASSUMPTIONS

Feasibility: Yes

EIRR1)	33.60	FIRR1)	4.10
EIRR2)		FIRR2)	
EIRR3)		FIRR3)	

Conditions and Development Impacts:

{Conditions}<M/P> Air transport demand forecast and airport facility requirement in 2005 are summarized as follows. 1)Int. and Dom. Passenger: 2,000,000, 2,360,000 2)Runway : 3,507m x 45m 3) Apron : 34 spots 4) pax. terminal Bldg.: 60,000 m2 5) Int. Cargo Bldg. : 25,000m2 <F/S> 1) Inflation : Not considered 2) Exchange rate : US$1.0=Yen 240 3) Analisis period : 20 years from 1991 to 2010
[Development Impacts]<M/P> 1) Secure air safety 2) Maintain a service level of international standard 3) Forein exchange earning 4) Time saving effects of air passengers 5) Emplayment effects and Economic multifier effects <F/S> 1) Secure air safety by replacement of navigation facilities 2) Maintaina service level of international standard by expansion of terminal facilities,apron etc. 3) Net increase of tourism income by foreign passengers 4) Airport revenue increments by foreqin aircraft and foreign passengers 5) Employment effect. Economic multiplier effect and adleration of the national economic development.
(FY 1993 Domestic Survey)

5.TECHNICAL TRANSFER
Two counterpart officials were familiarized with the methods and procedures of F/S.

III. PRESENT STATUS OF STUDIED PROJECT

1.PRESENT STATUS

- ☐ Completed or in Progress
  - ○ Completed
  - ○ Partially Completed
  - ○ Implementing
  - ○ Processing
- ☐ Promoting
- ■ Delayed or Suspended
- ☐ Discontinued or Cancelled

(Description)
Delayed after the completion of F/S.

(FY1991 Overseas Survey)
<M/P> The proposals of the study was incorporated into the national air navigation plan. Due to the reduction of technical personnel and budget allocations, steps necessary for the plan realization has been slowed down.
<F/S> The Ministry still assigns high priority to the proposed project, and hopes to revive its implementation by undertaking detailed design with external assistance.

(FY1992 Overseas Survey)
The F/S is discontinuation.
The reduction of budget has slowed down the project. The Ministy, however, still assigns high priority to the project and hopes to revive its implementation by under taking the F/S and the D/D with external assistance.

2.MAJOR REASONS FOR PRESENT STATUS
-Accumulation external debts and deterioration of the economy
-Political and social destabilization.

3.PRINCIPAL SOURCE OF INFORMATION
①②

和名 リマ国際空港整備計画

{M/P+F/S}

PROJECT SUMMARY (Basic Study)

CSA PER/S 501/86

Compiled Mar.1990
Revised Mar.1992

I. OUTLINE OF STUDY

1.COUNTRY: Peru

2.NAME OF STUDY
Topographic Mapping Project for Satipo Area, Department of Junin

3.SECTOR
Social Infrastructures/Survey & Mapping

4.REFERENCE NO.:

5.TYPE OF STUDY: Basic Study

6.COUNTERPART AGENCY
Instituto Geografico Nacional

7.OBJECTIVES OF STUDY
Preparation of basic information for development planning

8.DATE OF S/W: Jan.1977

9.CONSULTANT(S)
International Engineering Consultants Association

10.STUDY TEAM

	Total M/M	Japan	Field
No.of Members 17			
Period Jun.1977-Feb.1987(115 months)			

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY

12.EXPENDITURE
Total 957,287 (¥'000)
Contracted

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Satipo Area (20,000 sq.km.)

2.PROJECT COST

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)			
2)			

3.CONTENTS OF MAJOR PROJECT(S)
1) Aerophotos
Scale: 1/60,000
Coveraqe: 31,259 sq.km
2) Topographic maps
64 plates, covering 12,070 sq.km

4.CONDITIONS AND DEVELOPMENT IMPACTS
Maps will be utilized as basic information for development planning.

5.TECHNICAL TRANSFER

III. PRESENT STATUS OF STUDY RESULTS

1.PRESENT STATUS
- ■ In Progress or In Use
- ☐ Delayed
- ☐ Discontinued

(Description)
(FY1991 Overseas Survey)
The maps are highly appreciated. The National Geographic Institute hopes for further Japanese assistance in land use mapping, automated drawing system, and so on.

2.MAJOR REASONS FOR PRESENT STATUS

3.PRINCIPAL SOURCE OF INFORMATION
②

和名 フニン県サティポ地区地形図作成事業

{M/P,Basic Study,Other}

PROJECT SUMMARY (M/P)

CSA PER/S 101/87

Compiled Mar.1990
Revised Mar.1993

I. OUTLINE OF STUDY

1.COUNTRY Peru

2.NAME OF STUDY
Disaster Prevention Project in the Rimac River Basin

3.SECTOR
Social Infrastructures/River & Erosion Control

4.REFERENCE NO.

5.TYPE OF STUDY M/P

6.COUNTERPART AGENCY
Instituto Nacional de Defensa Civil (Institute of National Defence)

7.OBJECTIVES OF STUDY
To formulate a Master Plan for disaster prevention in Rimac river basin

8.DATE OF S/W Nov.1986

9.CONSULTANT(S)
Nippon Koei Co., Ltd.

10.STUDY TEAM

No.of Members 9
Period Feb.1987-Mar.1988(14 months)

Total M/M	Japan	Field
42.17	20.80	21.37

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY

12.EXPENDITURE

Total	157,531 (¥'000)
Contracted	126,518

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Rimac river basin 3,500 sq.km

2.PROJECT COST

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	84,640		
(US$1=130Yen) 2)			

3.CONTENTS OF MAJOR PROJECT(S)
Major recommendations:
1) To carry out a feasibility study soon
2) To implement non-structural measures
 - Establishment and implementation of land use regulation
 - Establishment of a coordinated administrative organ to implement the overall watershed management
 - Establishment of an implementing agency of disaster prevention structural measures
 - Training of engineers

4.CONDITIONS AND DEVELOPMENT IMPACTS
Structural measures against debris flow disaster in 7 tributaries and inundation disaster in urban areas will reduce the human and economic losses.

(FY 1993 Domestic Survey)

5.TECHNICAL TRANSFER
1) Technical seminar on disaster prevention in Peru
2) Two counterparts inspected disaster prevention facilities in Japan.

III. PRESENT STATUS OF STUDY RESULTS

1.PRESENT STATUS
- ■ In Progress or In Use
- ☐ Delayed
- ☐ Discontinued

(Description)
Owing to the political destabilization and the serious constraints in public finance, it is extremely difficult to find funds for implementing the proposals of the study.

(FY1991 Overseas Survey)
The process of specifying areas for feasibility study was suspended after the Japanese expert who had been assigned for this purpose left the country because of the political and social destabilization. The National Institute of Civil Defense assigns high priority to the implementation of the proposals of the study.

(FY1992 Overseas Survey)
The maps and basic data have been utilized in the determination of priority for emergency works.

2.MAJOR REASONS FOR PRESENT STATUS
The serious security problem and financial difficulty in Peru make it extremely difficult to promote the project.

3.PRINCIPAL SOURCE OF INFORMATION
①②

和名 リマック川防災対策計画

{M/P,Basic Study,Other}

PROJECT SUMMARY (F/S)

CSA PER/S 301/89

Compiled Mar.1991
Revised Mar.1993

I. OUTLINE OF STUDY

1.COUNTRY: Peru

2.NAME OF STUDY: Improvement of Sewerage System in Southern Part of Lima

3.SECTOR: Public Utilities/Sewerage

4.REFERENCE NO.:

5.TYPE OF STUDY: F/S

6.COUNTERPART AGENCY: Servicio de agua potable y alcantarillad de Lima (SEDAPAL)

7.OBJECTIVES OF STUDY: Improvement of sea water contamination around the Lima and environmental health condition.

8.DATE OF S/W: Nov.1989

9.CONSULTANT(S): Nippon Jogesuido Sekkei Co., Ltd.

10.STUDY TEAM

No.of Members 9

Period Apr.1989-Mar.1990(12 months)

Total M/M	Japan	Field
58.19	24.14	34.05

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY: Topographic Survey Soil Investigation

12.EXPENDITURE

Total	185,557 (¥'000)
Contracted	172,727

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA: 16 southern districts of Lima City (122 sq.m, pop. 1.8 million)

2.PROJECT COST (US$1,000)

	Total Cost	Local Cost	Foreign Cost
1)	98,301,000	50,857,000	47,444,000
2)			
3)			

3.CONTENTS OF MAJOR PROJECT(S)

The project proposes to treat the raw sewage from the Surco drainage canal and to utilize treated water for agricultural and other purposes in San Bartolo Plains.

-Intake Facility

-Transmission Facility

-Grit Chamber Facility

-Sewerage Treatment Plant

Imp. Period: .1990-.1995

4.FEASIBILITY AND ITS ASSUMPTIONS — Feasibility: Yes/No

EIRR1)	9.67	FIRR1)	
EIRR2)		FIRR2)	
EIRR3)		FIRR3)	

Conditions and Development Impacts:

Development impacts:

1.The proposed sewerage system will result in benefits to individuals in the service area, such as reduction in the risk and incidence of water-borne diseases.

2.Investments in sewerage facilities will raise the value of land

Note: The financial B/C ratio is 1.21.

5.TECHNICAL TRANSFER

1)OJT for counterparts on the planning and design method of transmission line, treatment and feasibility study
2)Acceptance of trainees to the JICA counterpart training program

III. PRESENT STATUS OF STUDIED PROJECT

1.PRESENT STATUS

- ☐ Completed or in Progress
  - ○ Completed
  - ○ Partially Completed
  - ○ Implementing
  - ○ Processing
- ■ Promoting
- ☐ Delayed or Suspended
- ☐ Discontinued or Cancelled

(Description)

SEDAPAL, the executing agency of this project, is aware of the importance of this project, but does not have the financial means to implement it.

(FY1991 Overseas Survey)
The Peruvian government submitted the application for grant aid from Japanese government in June 1990.

(FY1992 Overseas Survey)
1) The Peruvian government submitted the application for Grant Aid from Japanese government in 1991. It was not yet realized. However, the Peruvian government is hopinf for Japanese financial aid.
2) The archaeological evaluation study and the study of agricultural development in the San Bartolo pampas were completed.

2.MAJOR REASONS FOR PRESENT STATUS

3.PRINCIPAL SOURCE OF INFORMATION

①②

和名 リマ市南部下水道整備計画

(F/S,D/D)

PROJECT SUMMARY (M/P+F/S)

CSA PER/A 201B/90

Compiled Mar.1992
Revised Mar.1993

I. OUTLINE OF STUDY

1.COUNTRY Peru

2.NAME OF STUDY
Desarrollo Pesquero y Construccion del Puerto Pesquera en la Costa Central

3.SECTOR
Fisheries/General

4.REFERENCE NO.

5.TYPE OF STUDY M/P+F/S

6.COUNTERPART AGENCY
Ministerio de Pesqueia (MIPE)
de Planification Y Presuquesto

7.OBJECTIVES OF STUDY
To establish the short-term plan for a fishing port construction and to study its feasibility

8.DATE OF S/W Dec.1988

9.CONSULTANT(S)
Nippon Tetrapod Co., Ltd.
System Science Consultants
Joint Venture/

10.STUDY TEAM
No.of Members 9
Period Mar.1989-Dec.1990(6 months)

Total M/M	Japan	Field
50.17	32.01	18.16

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY
* Marine Conditions Study
* Social and Economical Conditions Study

12.EXPENDITURE

Total	222,964 (¥'000)
Contracted	191,570

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Ventanilla

2.PROJECT COST (US$1,000) US$1=144 yen

M/P	1)	165,220	Local Cost	87,206	Foreign Cost 78,014
	2)				
F/S	1)	37,182		24,844	12,338
	2)				
	3)				

3.CONTENTS OF MAJOR PROJECT(S)

<M/P>The proposed fishing port in Ventanilla is planned as a fishery base for supplying fish products to residents in the central district of Peru, aiming at moving and expanding the functions of the present fishing port in the Callao Port. The facilities of the fishing port will be provided to meet the landing of 88,788 tons in the target year of 2005.

i) Basic facilities
* -4.0 m quay (480 m in length)
* -7.5 m quay (91 m in length)
* -2.0 m quay (510 m in length)

ii) Function facilities
* Freezer, cold storage facilities
* Fish market, sorting facilities
* Ice making machine
* Other facilities

<F/S> The purpose of the urgent plan is to develop Ventanilla fishing port having basic and functional facilities which will accomodate fishing boats of under 300GRT. with view to transfer fishing port function of existing Callao Port to ventanilla fishing port.

1) basic Facilities

Southern Breakwater:	355m
Northern Breakwater:	320m
Quay Wall(-4.0):	345m
Revetment:	565m
Anchorage:	16,800 sq.m
Dredging:	

2) Functional facilities

Sorting facilities:	1,780sq.m
Cold Storage:	1,250t
ICE Plant:	22t/day
Ice storage:	450t
Others:	

Imp. Period: .1991-.1993

4.FEASIBILITY AND ITS ASSUMPTIONS Feasibility: Yes/No

EIRR1)	10.90	FIRR1)	
EIRR2)		FIRR2)	
EIRR3)		FIRR3)	

Conditions and Development Impacts:

Conditions:<M/P>Financial subsidies mentioned below will be conditioned by implementation of the project.
<F/S> 1) Basic facilities will be constructed during 1991-1993, and functional facilities during 1993.
2) Fishing boats of less than 20 tons will be transferred to the Bentanilla Port from the Callao Port during 1994 and fishing boats of 20 tons or more during 1995.
3) The proposed Urgent Plan is designed to meet the estimated demand in 1995. The quay wall and the functional facilities will have to be expanded in 1996 in order to meet the future demand through 2005.

Impacts:<M/P,F/S>
1) Increase of fish catch and improvement of freshness of fish catch due to reduction of unloading and waiting time.
2) Port dues payed by the user for utilization of fishing port facilities.
3) Land use of fishing port area in the Callao Port.

5.TECHNICAL TRANSFER
Wave height recorder and current meter were provided by Gorvernment of Japan for the oceanographic survey.

III. PRESENT STATUS OF STUDIED PROJECT

1.PRESENT STATUS

- ☐ Completed or in Progress
  - ○ Completed
  - ○ Partially Completed
  - ○ Implementing
  - ○ Processing
- ■ Promoting
- ☐ Delayed or Suspended
- ☐ Discontinued or Cancelled

(Description)
(FY1991 Overseas Survey)
<M/P> The Master Plan was incorporated into the national plan in its entirety, but the 1st Stage Plan has been considerably reduced in its scale.

<F/S>
The Ministry of Fisheries assigns high priority to the proposed project and hopes to implement it as soon as possible when successful in obtaining external assistance. In Dec. 1991, the Government of Peru submitted the application for financial assistance from the Japanese Government.
The project scale of the First Stage Plan was substantially reduced, and the Government allocated funds in 1991 nd 1992.

(FY1992 Overseas Survey)
No additional information

2.MAJOR REASONS FOR PRESENT STATUS

3.PRINCIPAL SOURCE OF INFORMATION
①②

和名 沿岸漁港開発計画

(M/P+F/S)

PROJECT SUMMARY (Basic Study)

CSA PER/S 502/92

Compiled Mar.1994
Revised

I. OUTLINE OF STUDY

1.COUNTRY Peru

2.NAME OF STUDY
The Topographic Mapping of Lima Metropolitan Area

3.SECTOR
Social Infrastructures/Survey & Mapping

4.REFERENCE NO.

5.TYPE OF STUDY Basic Study

6.COUNTERPART AGENCY
Institute Geografico Nacional (IGN)

7.OBJECTIVES OF STUDY
Topographic Mapping
Land Use Mapping

8.DATE OF S/W Sep.1989

9.CONSULTANT(S)
International Engineering Consultants Association
Aero Asahi Cor.

10.STUDY TEAM

No.of Members	20	
Period	Feb.1990-Jul.1992(29 months)	
Total M/M	Japan	Field
80.57	25.12	55.45

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY
Aerial photography
Servicio Aerofotografico Nacional (SAN)

12.EXPENDITURE

Total	617,462 (¥'000)
Contracted	586,673

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Lima Metropolitan Area 1,570 km2

2.PROJECT COST

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)			
2)			

3.CONTENTS OF MAJOR PROJECT(S)

1.	Air-Photograph ing	Scale 1:30,000	1,570 km2
2.	Tophqraphic Napping	Scale 1:10,000	1,250 km2
3.	Landuse Mapping	Scale 1:10,000	500 km2

4.CONDITIONS AND DEVELOPMENT IMPACTS
Results of the study will provide many important fundamental information to such urban developing plans as sesqe system, housinq, road construction and others, and contribute promoting various urban developing and preserving projects.

5.TECHNICAL TRANSFER
Through the execution of the Study, technical transfer was considered to the IGN counterpart personnel.

III. PRESENT STATUS OF STUDY RESULTS

1.PRESENT STATUS
- ☐ In Progress or In Use
- ■ Delayed
- ☐ Discontinued

(Description)
In spite that the Landuse Mapping is still be suspended due to the unexpected tragic accident (killed three JICA expected by terrorist), Aia-Photographs and Topographic Maps which have already completed and delivered to Peru would be applied for promoting various urban developing projects or land preserving projects.

2.MAJOR REASONS FOR PRESENT STATUS
Basic map information are very important for the land development plans or land preservation plans.

3.PRINCIPAL SOURCE OF INFORMATION
①

和名 リマ首都圏都市基本図作成

{M/P,Basic Study,Other}

PROJECT SUMMARY (M/P+F/S)

CSA TTO/S 201B/91

Compiled Mar.1993
Revised Mar.1994

I. OUTLINE OF STUDY

1.COUNTRY Trinidad and Tobag

2.NAME OF STUDY
Improvement of Water Supply Supervisory System

3.SECTOR
Public Utilities/Timber Processing

4.REFERENCE NO.

5.TYPE OF STUDY M/P+F/S

6.COUNTERPART AGENCY
Ministry of Settlements and Public Utilities
Water and Sewerage Authority (WASA)

7.OBJECTIVES OF STUDY
Formation of M/P on the WASA Water Supply Supervisory System (target year: 2000) for the improvement and expansion of the central water operation and management and feasibility study.

8.DATE OF S/W May.1988

9.CONSULTANT(S)
Nihon Suido Consultants Co., Ltd.
Nippon Koei Co., Ltd.

10.STUDY TEAM

No.of Members 10
Period Sep.1989-Aug.1991(27 months)

Total M/M	Japan	Field
77.76	44.88	32.88

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY
None

12.EXPENDITURE

Total	252,189 (¥'000)
Contracted	235,819

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Water supply area of four main water purification plants (Caroni, North Oropuche, Navet and Hollis) on the Trinidad Island (70% of the water supplied populationon the Trinidad Island)

2.PROJECT COST (US$1,000)

		Local Cost	Foreign Cost	
M/P	1)	85,530	19,935	65,595
	2)			
F/S	1)	46,367	11,089	35,278
	2)			
	3)			

3.CONTENTS OF MAJOR PROJECT(S)

<M/P> The master plan for the Water Supply Supervisory System(WSSS)will be implemented in two staqes, viz. The 1st Staqe Plan (1992-1995) and the 2nd Staqe Plan (1996 - 2005).
The System comprises two sub-system, namely, the Central Supervisory System (CSS) which covers four larqe systems (Caroni/Arena, North Oropouche, Navet and Hollis) and nearby medium and small systems, and the Local Supervisory System (LSS), which consists of numerous small-sized facilities.
Major Facilities Proposed: - Expansion of CSS Building ;
- Central equipment of CSS, Repeater Station, Work stations with CRTs at reqional offices; - RTU stations
- Remote operation unit of booster pumpinq stations; - Remote control unit with mini-qraphic of flow control valves; - Monitorinq equipment flow meters, level meters & pressure qauqes and flow control valves at strateqic points in waterworks and the transmission/distribution system
<F/S> Feasibility analisis was under taken on the 1st Staqe Plan proposed in the Master Plan. Major facilities proposed:
1. Central data processinq system (CDPS) 2. 48 remote terminal units
3. Data radio communication system 4. Field instruments and equipment
5.Remote control equipment on booster pumpinq facilities and control valves 6. 139 flow meters and 106 motor-driven valves on production facilities and transmission/distribution mains 7. 21 level meters and 111 pressure qauqes on production and transmission/distribution facilities

Imp. Period: .1992-.1995

4.FEASIBILITY AND ITS ASSUMPTIONS Feasibility: Yes

EIRR1)	9.60	FIRR1)	0.30
EIRR2)		FIRR2)	
EIRR3)		FIRR3)	

Conditions and Development Impacts:

<M/P>Plannninq Frame:	1990	1995	2005
Pop. in service area('000)	1,192	1,299	1,540
Serviced pop.(ditto)	1,133	1,234	1,463
Water demand ('000 cu.m/day)	666.3	641.9	639.5
(assumed unaccounted-for water)	(50%)	(40%)	(20%)

<F/S>[Assumptions] By undertakinq intensive wastaqe control measure, it is assumed that the unaccounted-for water (UFW) ratio be substantially improved from the present 50% to a rather optimistic 40% in 1995.
The future water demand in the project area, including UFW, is projected to increase from 531,000 cu.m/day in 1990 to 513,000 cu.m/day in 1995. Dependable yields from the water sources in dry season, which would more than satisfy the projected water requirement.
[Impacts] The averaqe tariff rate should be raised as follows.

FIRR	8%	10%	12%	(0.3%)
Av.tariff(TT$/cu.m)	1.74	1.98	2.24	(0.99)

5.TECHNICAL TRANSFER
On-the-job-trainiaq for the duration of the development study, especially the transfer of techniques on inventory survey, water leak survey and protection, discharge survey, and water supply analysis

III. PRESENT STATUS OF STUDIED PROJECT

1.PRESENT STATUS

- ☐ Completed or in Progress
  - ○ Completed
  - ○ Partially Completed
  - ○ Implementing
  - ○ Processing
- ■ Promoting
- ☐ Delayed or Suspended
- ☐ Discontinued or Cancelled

(Description)
The study proposed the project implementation in three staqes, and proposed that the datailed design study for the 1st staqe be started sometime durinq the latter half of 1992. No concrete action has been taken with respect to the proposed D/D.
The seepaqe control was amonq the study's suqqestions which do not directly concern the proposed project, and is now undeway by IDB financinq.

(FY 1993 Overseas Survey)
Source of fund hasn't been decided yet at the time of September 1993.

2.MAJOR REASONS FOR PRESENT STATUS

3.PRINCIPAL SOURCE OF INFORMATION
①②

和名 水管理計画

{M/P+F/S}

PROJECT SUMMARY (M/P)

CSA URY/A 101/86

Compiled Mar.1990
Revised Mar.1992

I. OUTLINE OF STUDY

1.COUNTRY Uruguay

2.NAME OF STUDY
Establecimiento de plantaciones de arboles y utilizacion de la madera plantada

3.SECTOR
Forestry/General

4.REFERENCE NO.

5.TYPE OF STUDY M/P

6.COUNTERPART AGENCY
Forest Department Ministry of Cattle Raising Agriculture and Fishery

7.OBJECTIVES OF STUDY
(1) Preparation of a forest plan for tree plantation
(2) Efficient utilization of timber produced from tree plantation

8.DATE OF S/W Jan.1986

9.CONSULTANT(S)
Japan Overseas Forestry Consultants Association

10.STUDY TEAM

No.of Members	Total M/M	Japan	Field
5	26.50	17.50	9.00

Period Jul.1986-Jun.1987(8.5 months)

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY

12.EXPENDITURE

Total	89,434 (¥'000)
Contracted	77,439

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Existing forest and incentive areas of forestation 2,700,000ha

2.PROJECT COST

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)			
2)			

3.CONTENTS OF MAJOR PROJECT(S)
1.Establishment of quidelines for wood utilization
2.Establishment of a master plan of reforestation
3.Measures for improvement of wood industries
4.Establishment of system to promote the reforestation
5.Enhancement of social and public function of forests

4.CONDITIONS AND DEVELOPMENT IMPACTS
1.Import substitution by the increase of national wood production
2.Development of export industry including logs and pulp and paper, etc.
3.Regional development
4.Improvement of the productivity of inadequate land for agriculture and cattle raising
5.Conservation of national land

(FY 1993 Domestic Survey)

5.TECHNICAL TRANSFER
1.Method of the estimation of increment; 2.Formation of the system of forestation technology; 3.Method of the estimation of wood demand; 4.Method of the establishment of guidelines of wood utilization; and 5.Method of the establishment of long term

III. PRESENT STATUS OF STUDY RESULTS

1.PRESENT STATUS
■ In Progress or In Use
□ Delayed
□ Discontinued

(Description)
After the World Bank approval of a loan for reforestation, the Government of Uruguay requested the Japanese Government to undertake a feasibility study (including a Reforestation Manual). The study was duly implemented by JICA during 1989 - 1990. In addition, a JICA expert (tree breeding) was assigned to Uruguay.

2.MAJOR REASONS FOR PRESENT STATUS
1) Uruguayan Government approved the M/P of the report of JICA as the national long term forestation plan of Uruguay; and 2) based on this plan, the Government decided to establish the national five year forestation plan, which was prepared in 1989 and 1990 with JICA cooperation.

3.PRINCIPAL SOURCE OF INFORMATION
①

和名 造林・木材利用計画

{M/P,Basic Study,Other}

PROJECT SUMMARY (F/S)

CSA URY/S 301/89

Compiled Mar.1991
Revised Mar.1993

I. OUTLINE OF STUDY

1.COUNTRY: Uruguay

2.NAME OF STUDY: Development Plan of the International Airport of Carrasco

3.SECTOR: Transportation/Air Transportaion & Airport

4.REFERENCE NO.:

5.TYPE OF STUDY: F/S

6.COUNTERPART AGENCY: Direccion general de infraestructra aerondutica

7.OBJECTIVES OF STUDY:
Improvement of runway, taxiways and apron.
Renewal or upgrading of navigation aids

8.DATE OF S/W: Nov.1988

9.CONSULTANT(S):
Japan Airport Consultants, Inc.

10.STUDY TEAM

No.of Members 9

Period Apr.1989-Mar.1990(12 months)

Total M/M	Japan	Field
40.00	21.00	19.00

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY:
Topoqraphic Mappinq. Lonqitudinal and transversal levellinq of runways, taxiways and apron. Geoloqical and pavement survey

12.EXPENDITURE

Total 157,531 (¥'000)

Contracted

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA:
Uruquay: 176,000 sq.km, population 3.01 million. Montevideo(Capital): population 1.36 million

2.PROJECT COST

(US$1,000) (US$1=500N)	Total Cost	Local Cost	Foreign Cost
1)			
2)			
3)			

3.CONTENTS OF MAJOR PROJECT(S)

The study examined 3 alternatives of 1)Grade 1, 2)Grade 2, and 3)Grade 3. Major development components are as follows.
1.Improvement of Main runway, taxiway and apron(rehabilitation of deteriorated portion by means of overly during unoperational night time hours)
2.Improvement of secondary runway(day-time povement overly, Grades 1 and 2)
3.Extension of the secondary runway(to meet the takie-off distance of the short haul aircraft (from 1,750m to 2,050m) Grade 1 only)
4.Renewal or upgrading of navigation aids
5.Installation of terminal equipment asuch as metal detector, etc.

Imp. Period: .1991-.1994

4.FEASIBILITY AND ITS ASSUMPTIONS

Feasibility: Yes

EIRR1)	16.10	FIRR1)	
EIRR2)	17.50	FIRR2)	5.70
EIRR3)	19.90	FIRR3)	7.70

Conditions and Development Impacts:
Economic evaluation:
This project is economically feasible since the opportunity cost of capital is estimated to be 12.0%.
Financial evaluation:
Under the current airport tariff structure, FIRR is negative in all three alternatives. If the tariff be raised by 100%, the FIRR will be positive for Grades 2 and 3 as shown above. The assumptions on fund procurement are as follows.

	Foreign	Local
Grade 2	Soft Loan	Government own finance
Grade 3	Hard Loan	without any repayment

5.TECHNICAL TRANSFER

1.Methodoloqy for airport master planninq.
2.General and technical information on night-time asphalt overlay
3.computreization of airport administration date.

III. PRESENT STATUS OF STUDIED PROJECT

1.PRESENT STATUS

- ☐ Completed or in Progress
  - ○ Completed
  - ○ Partially Completed
  - ○ Implementing
  - ○ Processing
- ☐ Promoting
- ■ Delayed or Suspended
- ☐ Discontinued or Cancelled

(Description)
Project has been susupended since the completion of F/S in March 1990. The worst economic situation has virtually prevented the Government from seekinq a new loan from the developed countries.
The followinq procurement works have been conducted in an extremely small scale:

1) There was no duty-free shops inside the terminal buildinq, and the Government has acquired these shop facilities in January 1991 throuqh competitive tenderinq method.
2) Direction General de Infraestructura Aeronautica (DGIA) invitedtenders for procurement of qround support equipment such as passenqer and cargo handlinq equipment and airport support vehicles in February 1992.

The amount of Uruquayan GNP per capita was US$2,560 in 1989 and is far qreater than the eliqibility per capita limit of US$1,235 wihch is set for concessionary loan (OECF). There will be no likelihood that OECF will approve any loan for this projcet for this eligibility reason alone.

2.MAJOR REASONS FOR PRESENT STATUS

The debt reduction in 1987-89 were all due to debt-equity swaps according to Brady-Initiative operations. In addition, a basic aqreement was reached between commercial creditor bank consortia and the Government to reschedule the commercial bank portion of US$1.69 billion debt out of total debt stock of US$7.2 billion in December 1990. The annual rate of inflation in 1990 was worsened by 129% and the economic growth rarte became lower to 0.5% pre annum.

3.PRINCIPAL SOURCE OF INFORMATION

①②

和名 カラスコ国際空港整備計画

{F/S,D/D}

PROJECT SUMMARY (F/S)

CSA URY/A 301/90

Compiled Mar.1992
Revised

I. OUTLINE OF STUDY

1.COUNTRY: Uruguay

2.NAME OF STUDY: National Reforestation Plan

3.SECTOR: Forestry/General

4.REFERENCE NO.:

5.TYPE OF STUDY: F/S

6.COUNTERPART AGENCY: INIA

7.OBJECTIVES OF STUDY:

8.DATE OF S/W: Apr.1989

9.CONSULTANT(S): Japan Overseas Forestry Consultants Association

10.STUDY TEAM

No.of Members 17

Period Oct.1989-Mar.1991(17 months)

Total M/M	Japan	Field
57.00	29.88	25.28

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY: Preparation of a Reforestation Handbook

12.EXPENDITURE

Total	191,747 (¥'000)
Contracted	177,771

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA:

2.PROJECT COST (US$1,000)

	Total Cost	Local Cost	Foreign Cost
1)	73,896		
2)			
3)			

3.CONTENTS OF MAJOR PROJECT(S)

The study proposed the reforestation of some 100,000 ha during five years, by planting eucalypti, pines, poplars and willows. Annual planting targets are as follows.

1991	10,000 ha
1992	15,000
1993	20,000
1994	25,000
1995	30,000

Imp. Period: Jan.1991-Feb.1995

4.FEASIBILITY AND ITS ASSUMPTIONS

Feasibility: Yes

EIRR1)	15.23	FIRR1)	13.80
EIRR2)		FIRR2)	
EIRR3)		FIRR3)	

Conditions and Development Impacts:

Conditions:
1. Increase and training of forestry experts in the government and the private sector
2. Institutional improvement of forestry-related research
3. Expansion of subsidization programs
4. Promotion of timber marketing and processing

Impacts:
1. Stable supply of timber
2. Increase of forestry resources for export
3. Improvement of water catchment and soil conservation

5.TECHNICAL TRANSFER

1. Transfer of methodology during the period of the study and at the seminar
2. Compilation of a Technical Handbook of Reforestation

III. PRESENT STATUS OF STUDIED PROJECT

1.PRESENT STATUS

- ■ Completed or in Progress
- ○ Completed
- ○ Partially Completed
- ● Implementing
- ○ Processing
- □ Promoting
- □ Delayed or Suspended
- □ Discontinued or Cancelled

(Description)

1) The World Bank loan for reforestation was fully disbursed.
2) The newly elected President doubled the five-year target of the National Reforestation Plan from 100,000 to 200,000ha.
3) In view of the growing export (Eucalyptus for pulp) to Europe, the Government of Uruguay is trying to obtain new external funds (bilateral ODA and private capital) for reforestation.

2.MAJOR REASONS FOR PRESENT STATUS

3.PRINCIPAL SOURCE OF INFORMATION

①

和名 国家造林５ヶ年計画

{F/S,D/D}

PROJECT SUMMARY (F/S)

CSA URY/S 302/92

Compiled Mar.1994
Revised

I. OUTLINE OF STUDY

1.COUNTRY: Uruguay

2.NAME OF STUDY
Development of New Port Terminals at Montovideo Port

3.SECTOR
Transportation/Port

4.REFERENCE NO.

5.TYPE OF STUDY: F/S

6.COUNTERPART AGENCY
National Administration of Ports (ANP)

7.OBJECTIVES OF STUDY
To prepare a feasibility study of the short-term form Development Plan for main port facilities in Montevideo Port for the period up to the year 1988.

8.DATE OF S/W: Mar.1991

9.CONSULTANT(S)
Overseas Coastal Area Development Institute of Ja
Nippon Tetrapod Co., Ltd.

10.STUDY TEAM

No.of Members 8

Period Jan.1992-Dec.1992(11 months)

Total M/M	Japan	Field
45.10	19.10	26.00

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY

12.EXPENDITURE

Total	193,076 (¥'000)
Contracted	171,038

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Montevideo

2.PROJECT COST (US$1,000)

	Total Cost	Local Cost	Foreign Cost
1)	94,818	54,769	40,049
2)	7,564	4,676	2,888
3)			

3.CONTENTS OF MAJOR PROJECT(S)

- Grain Terminal (1998)(Proposed project cost 1))
  Depth : 12m
  Length : 270m
  Silo : 93,000 ton

- Foreign Fishing Terminal (1998)(Proposed project cost 2))
  Depth : 5m, 6m
  Length : 415m

Imp. Period: .1994-.1997 .1996-.1997

4.FEASIBILITY AND ITS ASSUMPTIONS — Feasibility: Yes/No

EIRR1)	11.30	FIRR1)	8.50
EIRR2)	15.90	FIRR2)	8.00
EIRR3)		FIRR3)	

Conditions and Development Impacts:
EIRR/FIRR 1) Grain Terminal
2) Fishing Terminal

<Conditions>
- Grain Terminal
  1998 : 2,000,000 ton

- Fishing Terminal
  1998 : 500 ships (Under 1,000 GRT)

<Development Impacts>

- Saving River Areas transportation cost of grain cargoes
- Promotion of econoic growth

5.TECHNICAL TRANSFER
1. Promotion of technical transfer by joint study
2. Counterpart traiing

III. PRESENT STATUS OF STUDIED PROJECT

1.PRESENT STATUS
- ☐ Completed or in Progress
  - ○ Completed
  - ○ Partially Completed
  - ○ Implementing
  - ○ Processing
- ■ Promoting
- ☐ Delayed or Suspended
- ☐ Discontinued or Cancelled

(Description)
Under preparation on Uruguay side.

2.MAJOR REASONS FOR PRESENT STATUS

3.PRINCIPAL SOURCE OF INFORMATION
①

和名 モンテヴィデオ港新ターミナル開発計画

(F/S,D/D)

PROJECT SUMMARY (M/P)

CSA VEN/S 101/80

Compiled Mar.1986
Revised Mar.1992

I. OUTLINE OF STUDY

1.COUNTRY: Venezuela

2.NAME OF STUDY
Design on Cargo Handling Equipments

3.SECTOR
Transportation/Port

4.REFERENCE NO.

5.TYPE OF STUDY: M/P

6.COUNTERPART AGENCY
Institute Nacional de Puertos (INP)

7.OBJECTIVES OF STUDY
Preparation of design criteria and specifications for major mechanical equipment

8.DATE OF S/W: Aug.1979

9.CONSULTANT(S)
Japan Cargo Handling Mechanization Association

10.STUDY TEAM

No.of Members 5

Period Aug.1979-Jul.1980(12 months)

Total M/M	Japan	Field
14.20	12.90	1.30

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY

12.EXPENDITURE

Total	32,454 (¥'000)
Contracted	30,193

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Puerto Cabello

2.PROJECT COST

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)			
2)			

3.CONTENTS OF MAJOR PROJECT(S)
The project recommended the installation of loading and unloading systems at the training facility for dockworkers, including one 5-ton derrick cranes, two 5-ton jib-cranes, a mock-up 8,000-ton liner boat to simulate the actual cargo handling operation, a set of simulators for the derrick operation including electrical equipment.

4.CONDITIONS AND DEVELOPMENT IMPACTS
The project will assist the technical transfer on, and improve the service quality of, cargo handling operations.

5.TECHNICAL TRANSFER

III. PRESENT STATUS OF STUDY RESULTS

1.PRESENT STATUS
- ☐ In Progress or In Use
- ☐ Delayed
- ■ Discontinued

(Description)
The Project was cancelled as a result of the negotiations between the INP and the dockworkers union in that the improved cargo handling operations would cause unemployment.

2.MAJOR REASONS FOR PRESENT STATUS
The improved cargo handling operations were considered to cause unemployment among dockworkers.

3.PRINCIPAL SOURCE OF INFORMATION
①

和名 港湾技術訓練センター建設計画

{M/P,Basic Study,Other}

PROJECT SUMMARY (M/P+F/S)

CSA VEN/S 201B/89

Compiled Mar.1991
Revised Mar.1992

I. OUTLINE OF STUDY

1.COUNTRY: Venezuela

2.NAME OF STUDY: Chama River Basin Conservation Project

3.SECTOR: Social Infrastructures/River & Erosion Control

4.REFERENCE NO.:

5.TYPE OF STUDY: M/P+F/S

6.COUNTERPART AGENCY: Ministerio del Ambiente y de los Recursos Naturales Renovales

7.OBJECTIVES OF STUDY: Downstream Basin Flood Control and Upstream Sabo Projects of Chama River

8.DATE OF S/W: Jun.1988

9.CONSULTANT(S): CTI Engineering Co., Ltd.
Nippon Koei Co., Ltd.

10.STUDY TEAM

No.of Members 12

Period Nov.1988-Feb.1990(16 months)

Total M/M	Japan	Field
68.16	25.80	42.36

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY: Surveying work, construction of Observation Stations

12.EXPENDITURE

Total	273,306 (¥'000)
Contracted	243,477

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA: Entire Chama River Basin (3,785 sq.m)

2.PROJECT COST (US$1,000) (US$1=130Yen=40Bs.)

		Local Cost	Foreign Cost
M/P	1)	88,775	
	2)		
F/S	1)	27,575	
	2)		
	3)		

3.CONTENTS OF MAJOR PROJECT(S)

<M/P> The study proposed a master plan of river and flood control by projectinq future development and transportation demands in the basin area through the year 2020.
For wide area disaster prevention, the study recommended the construction of 10 units of Sabo dams, 110 units of torrent works, 1,400 units of hillside works and also 53.4km in length of river improvement.
For the local disaster prevention project, disaster prevention works at 100 of prone to danqer locations and river improvement of 5.4km in length were recommended.

<F/S>Construction of 3 units Sabo dams, 18 units of torrent works, 340 units of hillside works and 35.1 km in length of downstream river improvement proposed as the wide area disaster prevention project.

Imp. Period: .1991-.2000

4.FEASIBILITY AND ITS ASSUMPTIONS — Feasibility: Yes

EIRR1)	13.20	FIRR1)	
EIRR2)		FIRR2)	
EIRR3)		FIRR3)	

Conditions and Development Impacts:

<M/P>The effects of development:
1) 7,480,000 cq.m out of 9,600,000 cq.m of the desiqn annual sediment discharqe will be detained and controlled by Sabo facilities.
2) The remainina balance of 2,120,000 cq.m is safely discharqed by the increase of sediment load discharqe capacity throuqh river channel improvement.
The flood control of downstream inundation will be done by Chama River channel improvement (a 100-year probable rate of flow of 2,300 cu.m/s).
The annual averaqe benefit is estimated at 231 million bolivares.
<F/S> The construction period is 10 years endinq in the year 2000.
Proposed sabo facilities will be implemented in accordance to the order of priority suqqested in the master plan. The project will detain and control one-third of the estimated sediment discharqe of 9.6 million cu.m. River improvement will eliminate up to 1,450 cu.m/s of the down-stream inundation with a 10-year probable rate of flow.

5.TECHNICAL TRANSFER: OJT for the counterparts on hydroloqic observation procedures. Conducted a seminar on flood control and sabo planning.

III. PRESENT STATUS OF STUDIED PROJECT

1.PRESENT STATUS

- ☐ Completed or in Progress
  - ○ Completed
  - ○ Partially Completed
  - ○ Implementing
  - ○ Processing
- ☐ Promoting
- ■ Delayed or Suspended
- ☐ Discontinued or Cancelled

(Description)

The Government of Venezuela applied for an IDB loan on the basis of the Action Plan proposed by the Master Plan. To promote the project implementation, one Japanese Sabo expert was assiqned in June 1990.

(FY1991 Overseas Survey)

The proposed project was initially hiqh in priority, but not any lonqer. There is no prospect of procurinq finance, and the project has not been inteqrated to the national development plan. There is a possibility of revivinq the project, but the timinq is yet unknowable.

2.MAJOR REASONS FOR PRESENT STATUS

3.PRINCIPAL SOURCE OF INFORMATION: ①②

和名 チャマ川流域防災計画

{M/P+F/S}

PROJECT SUMMARY (M/P+F/S)

OCE COK/S 201B/92

Compiled Mar.1994
Revised

I. OUTLINE OF STUDY

1.COUNTRY Cook Islands

2.NAME OF STUDY
Coastal Protection and Port Improvement

3.SECTOR
Development Plan/(Agriculture in)General

4.REFERENCE NO.

5.TYPE OF STUDY M/P+F/S

6.COUNTERPART AGENCY
Ministry of Planning and Economic Development

7.OBJECTIVES OF STUDY
- To formulate a coastal protection along the coastline of Rarotonga Is.
- To formulate a coastal protection for Avarua/Avatiu area including port improvement plan

8.DATE OF S/W Apr.1991

9.CONSULTANT(S)
Pacific Consultants International
Overseas Coastal Area Development Institute of Ja

10.STUDY TEAM

No.of Members 7

Period Oct.1991-Aug.1992(11 months)

Total M/M	Japan	Field
19.46	9.60	9.86

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY
Soil Investigation and Sounding by Coastal Environmented International Ltd.

12.EXPENDITURE

Total	80,807 (¥'000)
Contracted	70,903

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Coastline of Rarotonga Is. 13.5 km long, population 18,000, 9,000 live on the island.

2.PROJECT COST (US$1,000)

		Local Cost	Foreign Cost	
M/P	1)			
	2)			
F/S	1)	32,047		
	2)	15,432	5,269	10,163
	3)			

3.CONTENTS OF MAJOR PROJECT(S)
<M/P> 1. Coastlines to be protected are as follows: (US$14,626,000)
- Avarua/Avatiu town area - North-east of Matavera/Tupapa village and east end of the airport - West end of the airport - Pokuinu I.R. and north-west of Tokerau/Inava village - South-west of Aroa village
- Akapuao and south-east of Tikioki village - Areite, Mukupure, akoko and east of Avana villate

2. Plans for port improvement are as follows: (US$17,421,000)
- Extension of container stock yard - Extension of Avatiu east breakwater, widening of port entrance and ship turning basin and deepening of basin and wharf - Rehabilitation of the existing wharf - Providing facilities for fishery activities - Marina for pleasure boats
- Protection facilities for small fishing boats during cyclones

<F/S>Description of Short-term Plan for 1997 are as follows:
(Costal Protection) US$5,458,000
- Seawall constructions in front of Health Dept. and its adjacent coast, between Avatiu/Avarua town area including reclamation, along the airport's east coast, along the airport's west coast.

(Port Improvement of Avatiu port area.) US$9,974,000
- Extension and stengthening of east and west breakwaters, - Expansion of port area by way of dreging and reclamation, construction of fishing wharf and related facilities, dredging, rehabilittion of existing quay and construction

Imp. Period: .1997-.2010

4.FEASIBILITY AND ITS ASSUMPTIONS

Feasibility: Yes/No

EIRR1)	10.70	FIRR1)	3.90
EIRR2)		FIRR2)	
EIRR3)		FIRR3)	

Conditions and Development Impacts:
Assumptions: <M/P>(Masterplan for coastal protection) - Coastlines where overtopping heights by large cylones are estimated 2m or higher
- Coastlines where remarkable erosions were reported - To prevent environmental pollution considering the tourism industry (Masterplan for port improvement) - To recognize that Avatiu port is the lifeline of commodities transpotation - Cargo demands to be handled in both Avatiu/Avarua ports are as follows;

	1997	2011
International cargo	46,400FT(1,390TEU)	54,200FT(1,730TEU)
Domestic cargo	2,400FT	2,800FT

- Function allocations are Avatiu as commercial/fishery and Avarua as marina.

<F/S> EIRR/FIRR are estimated on condition that the existing port management cost be eliminated by 70% and port charges by increased by 50%
Effects: <M/P, F/S> - Reduction of cyclone damages by the coastal protections. Amount of the said damage reduction is estimated as

5.TECHNICAL TRANSFER
Counterparts accompanied the study team and carried out the investigations together. One counterpart was dispatched to Japan for training course.

III. PRESENT STATUS OF STUDIED PROJECT

1.PRESENT STATUS

- ☐ Completed or in Progress
  - ○ Completed
  - ○ Partially Completed
  - ○ Implementing
  - ○ Processing
- ■ Promoting
- ☐ Delayed or Suspended
- ☐ Discontinued or Cancelled

(Description)
A Supplementary Study Team is being dispatched to Cook Islands to re-formulate a new masterplan from Oct. to Dec. 1993.
A new master plan is expected to be completed soon and F/S will be conducted accordingly.

2.MAJOR REASONS FOR PRESENT STATUS

3.PRINCIPAL SOURCE OF INFORMATION
①

和名 海岸保全・改良計画

{M/P+F/S}

PROJECT SUMMARY (Basic Study)

OCE FJI/A 501/78

Compiled Mar.1990
Revised Mar.1992

I. OUTLINE OF STUDY

1.COUNTRY Fiji

2.NAME OF STUDY
Analytical Survey of Coconut Forests in Taveuni Island

3.SECTOR
Forestry/General

4.REFERENCE NO.

5.TYPE OF STUDY Basic Study

6.COUNTERPART AGENCY
DAFF Fijian Forest Department

7.OBJECTIVES OF STUDY
To improve coconut plam plantation utilization

8.DATE OF S/W Jun.1977

9.CONSULTANT(S)
Japan Forest Technical Association
Kokusai Kougyo Co., Ltd.

10.STUDY TEAM

No.of Members 10
Period Jul.1977-Mar.1978(9 months)

Total M/M	Japan	Field
33.00	13.00	20.00

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY

12.EXPENDITURE

Total	78,294 (¥'000)
Contracted	68,344

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
An area of 100 sq.km in and around coconut stands in Taveuni Island

2.PROJECT COST

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)			
2)			

3.CONTENTS OF MAJOR PROJECT(S)

For the purpose of exploiting coconut stands a forest survey was conducted and its results were analyzed. As a result, a survey manual for coconut stands was presented containing following components: 1.Survey by sample tree method to prepare a tree volume table 2.Survey by sample tree method to prepare photo stand volume table 3.Preparation of standard interpretation cards

Utilization plan of coconut plam plantation was formulated through grabbing the growing stock and the wood increment using the aeral photos.

The total growing stock is estimated as 750,000 cu.m. The felling plan and the extraction plan are prepared with the assumption of rotation age of 50 years. Applying sustainable feeling system, some 20,000 cu.m of annually felled volume is estimated. By menas of transportation, log yard should be established while the existing roads and horbours are enough for it.

To contribute to the planning of such as utilization plan, "Manual for Forest Survey on Coconut Plam Plantation" was formulated.

4.CONDITIONS AND DEVELOPMENT IMPACTS

Copra productivity of coconut plam plantation reportedly drops with the stand age ranging from 40 to 50 years. It leads to very effective utilization of the plantation to properly implement and combine the regeneration of the existing stands and the logging derived from it. The inventory results on the growing stock would become as essential factor to progress the management of coconut plam plantation efficiently.

PRESENT STATUS OF STUDY RESULTS (Description)
The results are used for the materials of governmental administration.
It is one of common interest in the Pacific Region to exploit coconut stands in addition to Fiji. The proposal in this survey would be useful for these countries

(FY 1993 Domestic Survey)

5.TECHNICAL TRANSFER
-To conduct sample plot survey with counterparts -To give the technical guidance on the method to prepare a tree volume table.

III. PRESENT STATUS OF STUDY RESULTS

1.PRESENT STATUS
- ■ In Progress or In Use
- ☐ Delayed
- ☐ Discontinued

(Description)
The survey manual is used by the authorities concerned.

2.MAJOR REASONS FOR PRESENT STATUS

3.PRINCIPAL SOURCE OF INFORMATION
①

和名 林業開発（TAVEUNI島ココナッツ林解析調査）

{M/P,Basic Study,Other}

PROJECT SUMMARY (Basic Study)

OCE FJI/A 502/82

Compiled Mar.1990
Revised Mar.1992

I. OUTLINE OF STUDY

1.COUNTRY Fiji

2.NAME OF STUDY
The Survey for Forest Development in Fiji

3.SECTOR
Forestry/General

4.REFERENCE NO.

5.TYPE OF STUDY Basic Study

6.COUNTERPART AGENCY
Fijian Forest Department

7.OBJECTIVES OF STUDY
To establish the measurement method of forest resources, and prepare the basic materials for formulation of working plans.

8.DATE OF S/W Jul.1980

9.CONSULTANT(S)
Japan Forest Technical Association

10.STUDY TEAM

No.of Members 33
Period Jul.1980-Mar.1982(17 months)

Total M/M	Japan	Field
108.00	81.00	27.00

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY

12.EXPENDITURE

Total	165,470 (¥'000)
Contracted	147,000

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
An area of 18.7 sq.km in Koroutari district Nua Levu Island

2.PROJECT COST

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)			
2)			

3.CONTENTS OF MAJOR PROJECT(S)

The basic materials for the following issues were prepared based on the investigation on natural conditions, especially soil condition. The principles and methods were proposed.
- Inventory method of wood resources
- Criteria on evaluation of forest productivity using the combination of two factors: species and site conditions
- Preparation of Forest Productivity Map on the basis of the said criteria
- Preparation of Suitable Species Map with the use of Forest Productivity Map

1. As to the area in Koroutari District, based on the results of the analysis on pine plantations, it was recommended that the authorities concerned must establish a forest management plans.
2. As to the area in Nukurna District, based on the results of the analysis on broad-leaves forests and its productivity, it was recommended to conduct a productivity survey for re-afforestation project in broad-leaves forest near future using the reference materials and the study method in this study.

4.CONDITIONS AND DEVELOPMENT IMPACTS

These recommendations introduced the "right tree on right site" policy. By implementing of re-afforestation with the policy, planning achievement, growth of planting trees and increase of these production would be realized.

Clarification of potential forest productivity of the subject area and selection of proper species are basic information. The results could be spplied as essential material for the formulation of forest management plan.

(FY 1993 Domestic Survey)

5.TECHNICAL TRANSFER
-To accept trainees -To conduct field surveys with counterparts -To give a guidance on forest productivity survey

III. PRESENT STATUS OF STUDY RESULTS

1.PRESENT STATUS
■ In Progress or In Use
☐ Delayed
☐ Discontinued

(Description)
1. As to Koroutari District, the stand density control diagram presented in this study has been utilized for forest planning.
2. As to Nukurna District, the results of this study have been utilized for forest planning.

2.MAJOR REASONS FOR PRESENT STATUS

3.PRINCIPAL SOURCE OF INFORMATION
①

和名 林業資源調査

{M/P,Basic Study,Other}

PROJECT SUMMARY (Basic Study)

OCE FJI/A 503/87

Compiled Mar.1990
Revised Mar.1992

I. OUTLINE OF STUDY

1.COUNTRY: Fiji

2.NAME OF STUDY: Fisheries Resources Survey in Fiji and Tuvalu

3.SECTOR: Fisheries/General

4.REFERENCE NO.:

5.TYPE OF STUDY: Basic Study

6.COUNTERPART AGENCY: Bureau of Fishery, Ministry of Agriculture and Fishery, Fiji; Bureau of Fishery Ministry of Commerce and Natural Resources, Tuvalu

7.OBJECTIVES OF STUDY

8.DATE OF S/W: Mar.1984

9.CONSULTANT(S): Hohsui Corporation

10.STUDY TEAM

No.of Members 5

Period Jul.1983-Jun.1986(36 months)

Total M/M	Japan	Field
99.14	38.07	61.07

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY

12.EXPENDITURE

Total	511,058 (¥000)
Contracted	416,487

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA: In the water basin within 200nautical miles of Fiji and Tuvalu

2.PROJECT COST

(US$1,000)

	Total Cost	Local Cost	Foreign Cost
1)			
2)			

3.CONTENTS OF MAJOR PROJECT(S)

Both Government of Fiji and Tuvalu requested the development of fishing method to explore marine resources and development of unutilized resources in the surrounding water. Upon this request, Japanese Government conducted the development of fishing places of pelagic fish by pole and line fishing, trolling line, and drift gillnet and resources survey including development of demersal fish resources by bottom line.

4.CONDITIONS AND DEVELOPMENT IMPACTS

Bottom line and trolling line fishing have been concluded to be the most appropriate fishing in term of haul and economy, based on three year resource survey. Only 10% of whole resources has been utilized in those water basin, and there seems to be plenty of available resources for fishing.

5.TECHNICAL TRANSFER

-Transfer of resource survey technique to local people. -Transfer of navigation technique, engine technology, maintenance of product.

III. PRESENT STATUS OF STUDY RESULTS

1.PRESENT STATUS

■ In Progress or In Use
☐ Delayed
☐ Discontinued

(Description)

Following the result of the study, Governments of Fiji and Tuvalu promoted the bottom line fishing method to fishermen who employed the traditional fishing method, and gave them assistance.

The use of this fishing method contributes to the development of fisheries in both countries, by enabling the exports of long tail bream to Hawaii and U.S.mainland.

2.MAJOR REASONS FOR PRESENT STATUS

3.PRINCIPAL SOURCE OF INFORMATION

①

和名 水産資源調査

{M/P,Basic Study,Other}

PROJECT SUMMARY (Basic Study)

OCE KIR/A 501/78

Compiled Mar.1990
Revised Mar.1992

I. OUTLINE OF STUDY

1.COUNTRY: Kiribati

2.NAME OF STUDY: Fishery Resources in the Gilbert Islands

3.SECTOR: Fisheries/General

4.REFERENCE NO.:

5.TYPE OF STUDY: Basic Study

6.COUNTERPART AGENCY: Bureau of Marine Resources

7.OBJECTIVES OF STUDY:

8.DATE OF S/W: Mar.1978

9.CONSULTANT(S):
Hohsui Corporation
Universal Fisheries Inc.

10.STUDY TEAM

No.of Members 2

Period May.1978-Oct.1978(6 months)

Total M/M	Japan	Field
12.00	1.00	12.00

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY:

12.EXPENDITURE

Total	267,385 (¥'000)
Contracted	166,608

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA

Sea shore and off-shore basin between Butaritari Island and Nonouti Island in Gilbert Islands

2.PROJECT COST

(US$1,000)

	Total Cost	Local Cost	Foreign Cost
1)			
2)			

3.CONTENTS OF MAJOR PROJECT(S)

Taraw Island in the Gilbert Islands was the base of the study. Resource development study of Skipjack and other fish was conducted through experiment of Skipjack pole and line fishing and of fry fishing by Stick-held disp net & round haul fishing in the shore and offshore of Butaritari Island and Nonouti Island.

4.CONDITIONS AND DEVELOPMENT IMPACTS

As the results of six month survey of Bonita resources, it was Surrounding water basin of Tarawa, Abemama and Butaritari Islands and fry resources are also rich. However, traditional way of fishing has continued in each island.Fishing boats which can utilize rich marine resources and improvement of ground facilities are expected.

5.TECHNICAL TRANSFER

Fishing method, navigation method, resource survey method, food engine technology were transferred in the resource survey ship.

III. PRESENT STATUS OF STUDY RESULTS

1.PRESENT STATUS

- ■ In Progress or In Use
- ☐ Delayed
- ☐ Discontinued

(Description)

Based on the findings of the study, a series of Japanese grant aid was approved to develop fisheries.

Mar.1980	E/N signed (500 million yen) for a fishing training boat
May 1982	E/N signed (500 million yen) for a fishing training boat
May 1983	E/N signed (200 million yen) for a fishing training boat
Sep.1984	E/N signed (580 million yen) for a fishing mother boat
Sep.1985	E/N signed (939 million yen) for channel development for fishing boats
Aug.1986	E/N signed (189 million yen) for channel development for fishing boats
Apr.1988	E/N signed (253 million yen) for expansion of refreqerating facilities
Nov.1988	E/N signed (130 million yen) for training of fishermen

2.MAJOR REASONS FOR PRESENT STATUS

3.PRINCIPAL SOURCE OF INFORMATION

①

和名 水産資源調査

{M/P,Basic Study,Other}

PROJECT SUMMARY (F/S)

OCE PNG/A 301/77

Compiled Mar.1990
Revised Mar.1992

I. OUTLINE OF STUDY

1.COUNTRY: Papua New Guinea

2.NAME OF STUDY: Fishing Base Construction Project

3.SECTOR: Fisheries/General

4.REFERENCE NO.:

5.TYPE OF STUDY: F/S

6.COUNTERPART AGENCY:

7.OBJECTIVES OF STUDY:

8.DATE OF S/W: .0

9.CONSULTANT(S):

10.STUDY TEAM

No.of Members

Period Nov.1976-Dec.1976(1 months)

Total M/M	Japan	Field

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY:

12.EXPENDITURE

Total 65,046 (¥'000)

Contracted

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA: Rabaul, Kavieng

2.PROJECT COST (US$1,000)

	Total Cost	Local Cost	Foreign Cost
1)			
2)			
3)			

3.CONTENTS OF MAJOR PROJECT(S)

Following the idea that Bonito pole and line fishing method is to be transferred to fishing based on fishing base, a fishing base will be established.

Imp. Period:

4.FEASIBILITY AND ITS ASSUMPTIONS

Feasibility: Yes/No

EIRR1)	FIRR1)
EIRR2)	FIRR2)
EIRR3)	FIRR3)

Conditions and Development Impacts:

It is presumed that potential demand for marine product amounts to a considerable amount. Supplying system will be improved by the construction of fishing base. It would contribute to promotion of fishery and production of freezed Bonito for export. It also secure animal protein for people of Papua New Guinea.

5.TECHNICAL TRANSFER

III. PRESENT STATUS OF STUDIED PROJECT

1.PRESENT STATUS

- ☐ Completed or in Progress
  - ○ Completed
  - ○ Partially Completed
  - ○ Implementing
  - ○ Processing
- ☐ Promoting
- ■ Delayed or Suspended
- ☐ Discontinued or Cancelled

(Description)

A follow-up study was conducted in Apr. 1977.

2.MAJOR REASONS FOR PRESENT STATUS

3.PRINCIPAL SOURCE OF INFORMATION

①

和名 漁業基地建設計画

{F/S,D/D}

PROJECT SUMMARY (F/S)

OCE PNG/S 301/89

Compiled Mar.1991
Revised Mar.1993

I. OUTLINE OF STUDY

1.COUNTRY Papua New Guinea

2.NAME OF STUDY
Rural Telecommunication Development Plan in Papua New Guinea

3.SECTOR
Communications & Broadcasting/Telecommunication

4.REFERENCE NO.

5.TYPE OF STUDY F/S

6.COUNTERPART AGENCY
The Post and Telecommunication Corporation(PTC)

7.OBJECTIVES OF STUDY
(1) Nationalwide "Rural Telecommunication Development Plan" up to 1997 (2) "Initial Plan" to selected areas having priority

8.DATE OF S/W Dec.1988

9.CONSULTANT(S)
NTT International Corporation

10.STUDY TEAM

No.of Members 7
Period Mar.1989-Nov.1989(7 months)

Total M/M	Japan	Field
40.36	16.59	23.77

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY

12.EXPENDITURE

Total	135,625 (¥'000)
Contracted	126,200

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Rural areas (population 2.6million)

2.PROJECT COST

(US$1,000) US$1=130Yen		Total Cost	Local Cost	Foreign Cost
	1)	30,850	20,871	9,979
	2)			
	3)			

3.CONTENTS OF MAJOR PROJECT(S)
Following criteria are given to the selection of objective villages: 1)Villages with population more than 500, 2)Villages with government organization or private industries.
Rural telecommunications development plan was prepared for 374 villages to where the radio telecommunications systems are applicable. The outline of the plan is as follows:

(1) 738 telephone sets including pay phones will be installed in 374 villages.
(2) The entire project will be divided into five phases through 1997 by giving attention to the schedule of finance and construction as well as to the establishment of a smooth operating system.
(3) 75 telephone sets will be installed in 40 villages of 3 provinces during the first phase.

Imp. Period: .1990-.1997

4.FEASIBILITY AND ITS ASSUMPTIONS

Feasibility: Yes/No

EIRR1)		FIRR1)	-0.62
EIRR2)		FIRR2)	
EIRR3)		FIRR3)	

Conditions and Development Impacts:
In PNG, about 90% of the population live in rural areas. Most villages do not have any means of telecommunication. PNG Government announced the communications facilities development as one of the main targets for infrastructure development in a Five-Year Economic Plan (1988-1992). The extension of telecommunication to rural areas is expected to bring various social and economic benefits, especially effective in narrowing the disparities between urban and rural areas.

5.TECHNICAL TRANSFER
A engineer of PTC took a training in japan. (Sep.4,1989-Sep.20,1989)

III. PRESENT STATUS OF STUDIED PROJECT

1.PRESENT STATUS

- ☐ Completed or in Progress
  - ○ Completed
  - ○ Partially Completed
  - ○ Implementing
  - ○ Processing
- ☐ Promoting
- ■ Delayed or Suspended
- ☐ Discontinued or Cancelled

(Description)
PNG government submitted the request for a basic design study to the Mission of the Japanese Ministry of Foreign Affairs in mid-February 1990.
The project is considered as lower priority than the others (schools and hospital) by the Japanese Ministry of Foreign Affairs. The project is unlikely to be implemented in the foreseeable future.

2.MAJOR REASONS FOR PRESENT STATUS

3.PRINCIPAL SOURCE OF INFORMATION
①

和名 地方電話網整備計画

{F/S,D/D}

PROJECT SUMMARY (D/D)

OCE PNG/S 401/89

Compiled Mar.1991
Revised Mar.1993

I. OUTLINE OF STUDY

1.COUNTRY: Papua New Guinea

2.NAME OF STUDY: Detailed Design on Road Construction Project in Bereina-Malalaua

3.SECTOR: Transportation/Fish Processing

4.REFERENCE NO.:

5.TYPE OF STUDY: D/D

6.COUNTERPART AGENCY: OIDA(DOFP) DOW

7.OBJECTIVES OF STUDY: Road Construction

8.DATE OF S/W: Jun.1987

9.CONSULTANT(S):
Nippon Koei Co., Ltd.
Katahira & Engineers International
Pasco International Inc.

10.STUDY TEAM

No.of Members 23

Period Oct.1987-Feb.1990(28 months)

Total M/M	Japan	Field
165.00	86.00	79.00

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY: Aerial Photogrammentry River Cross-section Survey Boring Survey

12.EXPENDITURE

Total	776,881 (¥'000)
Contracted	730,622

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA: 80 km long highway between Bareina in Central Province and Malalaua in Gulf Province

2.PROJECT COST (US$1,000)

	Total Cost	Local Cost	Foreign Cost
1)	82,800	28,980	53,820
2)			
3)			

3.CONTENTS OF MAJOR PROJECT(S)

80 km is broken down into 2 sections.
LotI: 33.5km: Excavation & embankment volume 1,570,000cu.m
Bridges 3
LotII: 47.1km: Excavation & embankment volume 12,000,000cu.m
Sand Mat 170,000cu.m
Bridges 6

Imp. Period: Sep.1991-Sep.1995

4.FEASIBILITY AND ITS ASSUMPTIONS

Feasibility: Yes/No

EIRR1) FIRR1)
EIRR2) FIRR2)
EIRR3) FIRR3)

Conditions and Development Impacts:

(F/S)
1. Future Traffic Volume:
Starting year-200 cars per day, increasing 3% afterwards
2. After 10 years Pavement will be done
3. Time saving: 20 hours by boatride will be shortened to 1.5 hours
Running cost saving: difference between boatriding charge and vehicle running cost was considered
4. Sensitivity Analysis:
Excluding running cost saving: IRR=9.1%
15% decrease of total benefit: IRR=9.3%

(D/D)
1. Smooth implementation of land survey and land acquisition
2. Procurement of domestic portion of project cost

5.TECHNICAL TRANSFER

1. C/P training in Japan for Surveyor and Bridge Engineer 2. Guided on mechanical tests to DOW labo. staff 3. Guided on application and using methods of Laymond Samplar and Thinwall Samplar 4. Guided an application of Highway CAD for detailed design of highway

III. PRESENT STATUS OF STUDIED PROJECT

1.PRESENT STATUS

- ■ Completed or in Progress
- ○ Completed
- ○ Partially Completed
- ● Implementing
- ○ Processing
- □ Promoting
- □ Delayed or Suspended
- □ Discontinued or Cancelled

(Description)

1985 Japanese Govt. committed a loan (4.3 billion yen)
1990 D/D undertaken by JICA
Feb. - Mar. 1990 PNG Govt. requested the OECF Appraisal Mission for an increase of the loan and obtained the latter's approval.
Feb. 1991 OECF L/A signed
Jan. 1993 P/Q for the construction works was announced. The project is expected to be commenced later in the year.

2.MAJOR REASONS FOR PRESENT STATUS

PNG government thinks that it is essential to complete the land acquisition prior to the commencement of the construction, otherwise he will receive much amount of claims from contractors.

3.PRINCIPAL SOURCE OF INFORMATION

①②④

和名 横断道路建設計画（ベレイナ・マララウア間）

{F/S,D/D}

PROJECT SUMMARY (F/S)

OCE PNG/S 302/91

Compiled Mar.1993
Revised

I. OUTLINE OF STUDY

1.COUNTRY: Papua New Guinea

2.NAME OF STUDY
Tokua Airport Development Project

3.SECTOR
Transportation/Air Transportaion & Airport

4.REFERENCE NO.

5.TYPE OF STUDY: F/S

6.COUNTERPART AGENCY
Department of Civil Aviation (D.C.A.)

7.OBJECTIVES OF STUDY
To develop Tokua Airport as the substitute of existing Rabaul

8.DATE OF S/W: Nov.1990

9.CONSULTANT(S)
Nippon Koei Co., Ltd.
Pasco International Inc.

10.STUDY TEAM

No.of Members 9

Period Feb.1991-Mar.1992(13 months)

Total M/M	Japan	Field
33.86	18.33	15.53

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY
- Geotechnical Survey
- Topographic Survey

12.EXPENDITURE

Total	169,491 (¥'000)
Contracted	157,574

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Tokua and Rabaul in East New Britain

2.PROJECT COST (US$1,000)

	Total Cost	Local Cost	Foreign Cost
1)			
2)	70,000	34,000	36,000
3)			

3.CONTENTS OF MAJOR PROJECT(S)
Tokua Airport Development targeting the year 2000 will be carried out to substitute the present Rabaul Airport due to the danger of volcanic eruptions. Major contents are as follows.

Runway	2,200m x 45m
Runway Strip	2,320m x 150m
Apron	205m x 140m
Passenger Terminal Building	5,000m2
Cargo Terminal Building	360m2
Control Tower	635m2
Administration Building	778m2
Fuel Farm	4,000m2
Parking Lot	5,200m2
Operation Equipment	VOR/DME, NDB, AMS, AFS, SALS, ATC, PAPI, etc.
Utilities	Electric, Water, Telephone

Imp. Period: .1993-.1997

4.FEASIBILITY AND ITS ASSUMPTIONS

Feasibility: Yes/No

EIRR1)	18.50	FIRR1)	3.10
EIRR2)		FIRR2)	
EIRR3)		FIRR3)	

Conditions and Development Impacts:

Conditions:
The diverted traffic demand from Port Moresby to Rabaul for international, the revealed traffic of potential demand and increased traffic demand by regional development were projected on the basis of the traffic survey conducted at Port Moresby and Rabaul Airports.
A runway of 2,000m x 45m was planned to cater for A310 aircraft and passenger terminal building was planned with a floor area of 5,000m2.

Development Impacts:
Operational efficiency will be improved to avoid volcanic disasters. The economic benefits comprise efficiency of fuel consumption for navigation, expenditure by foreign tourists, and passengers' benefit by willingness to pay, etc.
(EIRR 18.5%, B/C 1.24, NPV 10,772 thousand Kina)

5.TECHNICAL TRANSFER
Joint works with respective counterparts.

III. PRESENT STATUS OF STUDIED PROJECT

1.PRESENT STATUS

- ☐ Completed or in Progress
  - ○ Completed
  - ○ Partially Completed
  - ○ Implementing
  - ○ Processing
- ☐ Promoting
- ■ Delayed or Suspended
- ☐ Discontinued or Cancelled

(Description)
For urgency of this project, PNG government decided early implementation, but yet considering how to provide its finance. However, PNG government seems to have the earnest desire for Japan to conduct subsequent D/D.
Remark: The Plessey Co., PLC of England submitted the subject proposal at the end of 1991.

(FY 1993 Domestic Survey)
1992 the Prime Minister was alternated. He brought less priority to the project due to financial cost.

2.MAJOR REASONS FOR PRESENT STATUS
Shortage of project finance in PNG side.

3.PRINCIPAL SOURCE OF INFORMATION
①

和名 トクア空港整備計画

(F/S,D/D)

PROJECT SUMMARY (F/S)

OCE SLB/S 301/79

Compiled Mar.1986
Revised Mar.1992

I. OUTLINE OF STUDY

1.COUNTRY: Solomon Islands

2.NAME OF STUDY: Telecommunication Trunk Network Construction Project

3.SECTOR: Communications & Broadcasting/Telecommunication

4.REFERENCE NO.:

5.TYPE OF STUDY: F/S

6.COUNTERPART AGENCY: Ministry of Transport and Communications

7.OBJECTIVES OF STUDY: Feasibility study on the telecomunication network construction project.

8.DATE OF S/W: Jan.1979

9.CONSULTANT(S): Nippon Telecommunication Consulting Co., Ltd.

10.STUDY TEAM

No.of Members	Total M/M	Japan	Field
12	13.10	0.93	12.17

Period

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY:

12.EXPENDITURE

Total	64,103 (¥'000)
Contracted	23,495

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA: Solomon Island

2.PROJECT COST (US$1,000) (US$1=220Yen)

	Total Cost	Local Cost	Foreign Cost
1)	20,069	620	19,449
2)			
3)			

3.CONTENTS OF MAJOR PROJECT(S)

Contents	Scale	Construction of over
OH system 7 sections	horizontal telecommunications	network

Imp. Period: .1980-.1983

4.FEASIBILITY AND ITS ASSUMPTIONS — Feasibility: Yes/No

EIRR1)	4.30	FIRR1)	4.70
EIRR2)		FIRR2)	
EIRR3)		FIRR3)	

Conditions and Development Impacts:
To connect Honiara, the capital, and 23 other centers by the OH radio system. Because the country consists of thousands of islands, the study proposes to introduce an over horizontal telecommunications network system. The project will contribute to the closer integration of the island nation and stimulate economic and tourism development.

5.TECHNICAL TRANSFER
On the job training for the counterparts.

III. PRESENT STATUS OF STUDIED PROJECT

1.PRESENT STATUS

- ☐ Completed or in Progress
  - ○ Completed
  - ○ Partially Completed
  - ○ Implementing
  - ○ Processing
- ☐ Promoting
- ☐ Delayed or Suspended
- ■ Discontinued or Cancelled

(Description)
Discontinued after the completion of F/S

(FY1991 Overseas Survey)
No additional information.

2.MAJOR REASONS FOR PRESENT STATUS
Agreement was not reached on the amount of yen credit.

3.PRINCIPAL SOURCE OF INFORMATION
①②

和名 国内電気通信幹線網建設計画

{F/S,D/D}

PROJECT SUMMARY (F/S)

OCE SLB/S 302/91

Compiled Mar.1993
Revised

I. OUTLINE OF STUDY

1.COUNTRY Solomon Islands

2.NAME OF STUDY
Development Project of Henderson International Airport

3.SECTOR
Transportation/Air Transportaion & Airport

4.REFERENCE NO.

5.TYPE OF STUDY F/S

6.COUNTERPART AGENCY
Civil Aviation Division (CAD),
Ministry of Tourism and Aviation (MTA)

7.OBJECTIVES OF STUDY
Preparation of Master plan and feasibility study on the short-term development project.

8.DATE OF S/W Mar.1990

9.CONSULTANT(S)
Pacific Consultants International

10.STUDY TEAM

No.of Members	6		
Period	Sep.1990-Oct.1991(14 months)		
Total M/M	Japan	Field	
35.45	20.44	15.01	

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY

12.EXPENDITURE

Total	148,220 (¥'000)
Contracted	139,000

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Henderson International Airport, Honiara

2.PROJECT COST
(US$1,000)
US$1=SI$2.80

	Total Cost	Local Cost	Foreign Cost
1)	22,000		22,000
2)			
3)			

3.CONTENTS OF MAJOR PROJECT(S)

1) Civil Works
Runway strengthening (maintaining the current scale), taxiway(242.5m long and 23m wide) apron(130m wide and 105 deep), GSE road(20mwide), access road extension, terminal road and car parking sloping, drainage, asphalt pavement, fence(2.4m high) and security.
2) Architectural Works
Passenger terminal building: one-floor terminal building with a floor space of 4,000 sq. m.; Other works include repair of the existing terminal building and construction of fire station garage.
3) Aviation Safety Facilities
Radio system: Installation of ILS localizer(LLZ), glidepath(GP)antenna and DME and renewal of the existing NDB.
Other plans include aviation radio facilities, navigation control system, approaching lights, and relocation of weather observation facilities.
4) Municipal Service Facilities
Fuel depots, electric power facilities, water supply facilities, sewage disposal facilities, incinerator, and telephone system.
* The items of the above project costs are 1)costs of the whole projects, 2) costs of priority I projectes and 3) costs of priority II projects.

Imp. Period: .1992-.2000

4.FEASIBILITY AND ITS ASSUMPTIONS
Feasibility: Yes/No

EIRR1)	12.10	FIRR1)	
EIRR2)	10.90	FIRR2)	
EIRR3)	13.60	FIRR3)	

Conditions and Development Impacts:
1) General Conditions: Benefits and costs are yearly calculated on 1991 fixed prices(Solomon dollars) for the period between 1992 and 2010 and import taxes are not taken into consideration.
2) Economic Benefits:
a) Time saving benefit by congestion eradication.
b) Increase in airport revenue such as boarding fees, landing fees, light fees, air navigation fee, sapce rentals and fuel lubrication payment.
c) Increase in import tax revenue on aircraft fuel and lubricant.
d) National income increase by the foreign currency consumption by foreign tourists.
3) Intangible or Indirect benefits
Other uncalculated benefits such as safety, reliableness and punctuality of flight operation and air transportation, comfortableness and convenience of the airport passengers, contribution to the social, economic and cultural development of Solomon Islands.
* The item of the above EIRRs are 1)original plan, 2) in the case of 10% cost increase and 3) in the case of 10% cost decrease. Others are 4) 13.4% in the case of 10% traffic volume increase, and 5) 10.8% in the case of 10% traffic volume decrease.

5.TECHNICAL TRANSFER

III. PRESENT STATUS OF STUDIED PROJECT

1.PRESENT STATUS

- ☐ Completed or in Progress
  - ○ Completed
  - ○ Partially Completed
  - ○ Implementing
  - ○ Processing
- ■ Promoting
- ☐ Delayed or Suspended
- ☐ Discontinued or Cancelled

(Description)
1992.11 A project finding mission visited the Solomon Islands and grant aid request to the Government of Japan is under consideration for this project.

2.MAJOR REASONS FOR PRESENT STATUS

3.PRINCIPAL SOURCE OF INFORMATION
①

和名 ヘンダーソン国際空港整備計画

{F/S,D/D}

PROJECT SUMMARY (M/P+F/S)

OCE WSM/S 201B/87

Compiled Mar.1990
Revised Mar.1992

I. OUTLINE OF STUDY

1.COUNTRY: Western Samoa

2.NAME OF STUDY
Development of the Ports in Western Samoa

3.SECTOR
Transportation/Port

4.REFERENCE NO.

5.TYPE OF STUDY: M/P+F/S

6.COUNTERPART AGENCY
Ministry of Transport

7.OBJECTIVES OF STUDY
Formulation of M/P up to the year 2005
Preparation of a first stage plan within the framework of the M/P

8.DATE OF S/W: Jul.1986

9.CONSULTANT(S)
Overseas Coastal Area Development Institute of Ja
Nippon Tetrapod Co., Ltd.

10.STUDY TEAM

No.of Members 6

Period Jan.1987-Oct.1987(10 months)

Total M/M	Japan	Field
25.24	9.80	15.44

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY

12.EXPENDITURE

Total	88,163 (¥'000)
Contracted	82,711

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Apia Port

2.PROJECT COST (US$1,000) (US$1=152Yen)

		Local Cost	Foreign Cost
M/P	1)		
	2)		
F/S	1)	10,940	3,260
	2)		
	3)		

3.CONTENTS OF MAJOR PROJECT(S)

<M/P>
Long-term development plan of ports in Western Samoa was proposed in the study.
1) Apia Port as commercial port, ferry terminal, marina.
2) Asau Port as commercial port.
3) Saleleroqa Port and Mulifanua Port as ferry terminals.

<F/S>
To maintain and improve Apia port, the following items are listed as the first stage development plan.

Wharf repair	185m
Breakwater	100m
Ferry terminal	3,600sq.
Yard expansion	6,000sq.
tug boat	1
Buoy lightings	4

Imp. Period: Apr.1989-Mar.1991

4.FEASIBILITY AND ITS ASSUMPTIONS

Feasibility: Yes/No

EIRR1)	13.40	FIRR1)	-2.70
EIRR2)		FIRR2)	
EIRR3)		FIRR3)	

Conditions and Development Impacts:

<M/P>
Ports play a central role in the development of this island nation.
The proposed first stage development will anable more efficient and safer port operations.
[Prerequisites]
- Project life is 18 years until 2005.
- Rate : 1US$ = 2.08 tara = 152 Yen

<F/S>
- Projection of cargo volume for 2005
- Rehabilitation of superannuated and obsolescent facilities at Apia port
- Efficient container cargo handling and efficient port operation
- Improvement of navigation

(FY 1993 Domestic Survey)

5.TECHNICAL TRANSFER
-Two weeks training to captain and chief engineer of tugboat in Japan.-One week training to crew of tugboat in Western Samoa

III. PRESENT STATUS OF STUDIED PROJECT

1.PRESENT STATUS

- ■ Completed or in Progress
  - ● Completed
  - ○ Partially Completed
  - ○ Implementing
  - ○ Processing
- □ Promoting
- □ Delayed or Suspended
- □ Discontinued or Cancelled

(Description)
The project was implemented by Japanese grant aid in two phases.
Oct.1988 E/N signed (690 million yen)
Jun.1989 E/N signed (913 million yen)

Realized project:
Phase I : Wharf repair 185m, wharf extension and one tug boat
Total cost US$ 5.28 million (US$1=130.7yen)
Phase II : Yard expansion, ferry terminal and breakwater 80m
Total cost US$ 6.96 million

2.MAJOR REASONS FOR PRESENT STATUS
(1) Urgent repair requirement of dilapidated wharf
(2) Importance of ports for the national economy and life in Western Samoa

3.PRINCIPAL SOURCE OF INFORMATION
①

和名 全国港湾整備総合計画

(M/P+F/S)

PROJECT SUMMARY (Other)

ERP GRC/S 601/89

Compiled Mar.1991
Revised Mar.1992

I. OUTLINE OF STUDY

1.COUNTRY: Greece

2.NAME OF STUDY: Tourism Promotion

3.SECTOR: Tourism/(Tourism in)General

4.REFERENCE NO.:

5.TYPE OF STUDY: Other

6.COUNTERPART AGENCY: Greek National Tourism Organization (E.O.T)

7.OBJECTIVES OF STUDY: Analysis of existing constraints & problems . Possible measures to increase Japanese tourists to Greece

8.DATE OF S/W: Mar.1988

9.CONSULTANT(S): AIMEC Corporation
Pacific Consultants International

10.STUDY TEAM

No.of Members 9

Period Sep.1988-Jul.1989(11 months)

Total M/M	Japan	Field
40.40	26.10	14.30

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY:

12.EXPENDITURE

Total	164,582 (¥'000)
Contracted	140,614

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA: The areas specified in Greece as destination the areas in Japan as origin of tourist

2.PROJECT COST

(US$1,000)

	Total Cost	Local Cost	Foreign Cost
1)			
2)			

3.CONTENTS OF MAJOR PROJECT(S): 1) Basic strategies for tourism promotion 2) Promotional activities 3) Improvement plans by target area 4) Improvement of transport service Note:This project is not a concret project, but only as example. That's why no cost calculation has been conducted.

4.CONDITIONS AND DEVELOPMENT IMPACTS: Necessary conditions In-depth understanding of Japanese tourists' characteristics by the Government of Greece. Enough budget allocation by GNTO. Development effects Increase of Japanese tourists to Greece. Promotion of mutual good-will between Greece and Japan. Improvement of international trade imbalance.

5.TECHNICAL TRANSFER: Practical methodology of market research Counterparts training in Japan: 3 persons

III. PRESENT STATUS OF STUDY RESULTS

1.PRESENT STATUS

- ■ In Progress or In Use
- □ Delayed
- □ Discontinued

(Description)

In accordance with the recommendations of the study, GNTO has increased their promotional budget in Japan, and various promotional activities are being implemented mainly in Tokyo metropolitan area. As a result, 130 thousand Japanese tourists visited Greece in 1989, exceeding the record 129 thousand in 1979 (the Aegean boom). GNTO Tokyo office continues their efforts to promote Japanese tourists to Greece. In additon to their efforts, the official schedule flights directly to Greece from Tokyo was opened by Olympic Airways from 1990, and a desirable increase of Japanese tourists in observed in 1991.

2.MAJOR REASONS FOR PRESENT STATUS: The impacts of increased promotional activities by GNTO was proved effective, partly supported by the tourism boom in Japan.

3.PRINCIPAL SOURCE OF INFORMATION: ①

和名 観光振興計画

{M/P,Basic Study,Other}

PROJECT SUMMARY (M/P)

ERP POL/S 101/92

Compiled Mar.1994
Revised

I. OUTLINE OF STUDY

1.COUNTRY Poland

2.NAME OF STUDY
National Transport Plan

3.SECTOR
Transportation/Fisheries

4.REFERENCE NO.

5.TYPE OF STUDY M/P

6.COUNTERPART AGENCY
Ministry of Transport and Maritime Economy (MTME)

7.OBJECTIVES OF STUDY
1. Prepare a Master Plan for the National Transport Plan which will effectively encourage the economic restruncturing toward a free market economy and the integration of the Polish tranport system into European and world systems

8.DATE OF S/W Nov.1990

9.CONSULTANT(S)
Pacific Consultants International
Overseas Coastal Area Development Institute of Ja
Japan Railway Technical Service

10.STUDY TEAM

No.of Members	17	
Period	Mar.1991-Dec.1992(21 months)	
Total M/M	Japan	Field
109.20	22.90	86.30

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY
See the right side

12.EXPENDITURE

Total	463,095 (¥'000)
Contracted	446,352

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
The Republic of Poland : 312 thousand squire km.
Population of 38.2 million

2.PROJECT COST

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)			
2)			

3.CONTENTS OF MAJOR PROJECT(S)

1. Master Plan

	Short Term Actions (1993 - 1996)	Medium Term Actions (1997 - 2000)
Railway	Rationalization and Modernization of PKP	High speed service and ecouragement of international transport
Roads and Road Transport	Maintenance of existig roads and prepartation of road development plan	Encouragement of Road administration and construction of highways
Ports and Maritime Transport	Preparation of port development policy	Encouragement of Competitiveness of Polish ports
Air Transport	Modernization of airport infastructure and air transport administration	Encouragement of international air transport
Urban Transport	Rationalization of uraban transport entities	Completion of suspended projects
MTME	Reorganizatio of transport administration	Preparation towards the EC integration

2. Projects and Programs
Improvement Program of the Tranasport Administration, Pre F/S on the CMK Railway Line Road Financing System, Port Carge Information System, Pre F/S on General Cargo Terminals

4.CONDITIONS AND DEVELOPMENT IMPACTS

1. Conditions
Poland in now in a transition period from controlled economy to the market economy. Therefore, her economy was considered to decline during 1992 and 1995. However, the economy is expected to be reconstructed durinqs 1996 and 2000. In 2000, the economy is considered to reach the level of 1989. After 2000, the economy is expected to qrow continuously and it is anticipated that the economy is 2005 would be larger than the level of 1989 by 30%
2. Transport Demand
Based on the above future economic conditions, tranport demand in Poland was estimated. Automobil ownershipper 1000-person will increase from 138 vehicles in 1990 to 298 vehicles in 2005. Model shares of passentger transport in 1990 were 40% by automobile,31% by bus and 29% by railway. In 2005, the shares are considered to change to 70% by automobile. 17% by bus and 13% by railway. As to freight transport, model share of truck is expected to increase to 86% in 2005 from 82% in 1990. The share of railway is considered to decrease from 15% in 1990 to 11% in 2005. Shares of other transport modes is thought to stay unchanged.
* Associated study were carried out as follow:
Port Carge Information System, F/S on General Cargo Terminals, Traffic Survey Agricultural and Industrial Producers Survey, Information Collection of the Progress of the Polish Economic Resurcing, Study on the Polish Economy and Transport systems of the West European Countries, Inprovement Program of the Transpon Administration, Pre F/S on the CMK Railway Line, Road Financing System

5.TECHNICAL TRANSFER
The study team made efforts to attain successful technology transfer,Counterpart training programs wre carried out twice, Seminar was held in Warsaw to streqhthen the effect of the technology transfer.

III. PRESENT STATUS OF STUDY RESULTS

1.PRESENT STATUS
■ In Progress or In Use
□ Delayed
□ Discontinued

(Description)

One of the recommendations by the study term was "Reorganization of MTME" which includes an introduction of "model organization system" to the existing "functional organization system"

Polish Government has reacted to the recommendations as follows:
1. Establishment of new departments
- Department of Railways
- Department of Civil Aviation
2. Reorganization of the existing departments
- Department of Transport Policy
  Reorgnization of former Department of Transport systems and Department of International Cooperation
- Department of Motocar Transport
  Fomer Deparment of Land Traffic Administration

(FY1993 Overseas Survey)
The Government utilized the study results to formulate following two documents.
- Transport Policy and REalization Steps on the way of Transforming Polish Transport System into adopted one to the market economy and new cooperation conditions in Europe
- Polish Transport System's Integration with EC Transport Systems

Project and Programs:
Improvement Program of the Transport Administration: Essential structural change was carried out in MTME. It will continue.
The CMK Railway Line: F/S was requested to JICA.
Port Cargo Information System & General Cargo Terminals: They were used to draft the Maritime State Policy toward 2000,
Restructuring of PKP: The Government requested JICA to dispatch experts to conduct 2nd stage of PKP restructuring.
The Training Program of PKP Management Staff: This is in implementation phase. The firm to conduct training course has been chosen.

2.MAJOR REASONS FOR PRESENT STATUS

3.PRINCIPAL SOURCE OF INFORMATION
①

和名 総合交通計画

{M/P,Basic Study,Other}

PROJECT SUMMARY (M/P)

PLU ZZZ/S 101/77

Compiled Mar.1986
Revised Mar.1992

I. OUTLINE OF STUDY

1.COUNTRY

2.NAME OF STUDY
Establishment of Electronic and Navigational Aid Systems Project

3.SECTOR
Transportation/Marine Transportation & Ships

4.REFERENCE NO.

5.TYPE OF STUDY M/P

6.COUNTERPART AGENCY
Transportation Ministry Directorate General of Maritime Transportation (Indonesia)

7.OBJECTIVES OF STUDY
Traffic volume forecast

8.DATE OF S/W Mar.1975

9.CONSULTANT(S)
Pacific Consultants International

10.STUDY TEAM
No.of Members 19
Period Oct.1976-Aug.1978(23 months)

Total M/M	Japan	Field

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY

12.EXPENDITURE
Total 107,631 (¥'000)
Contracted

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Strait of Malacca, Strait of Lombock

2.PROJECT COST

(US$1,000)		Total Cost	Local Cost	Foreign Cost
	1)	23,800		
US$1=442Rp.	2)			

3.CONTENTS OF MAJOR PROJECT(S)
Installation of electronic navigation system to cover the strait of Malacca - Singapore and the strait of Lombock - McCastle.

Deccz Medium wave beacon base	3 bases
Ray Mark	11 bases
Radar beacon	1 bases
Light house	new construction 10, improvement 2
Light buoy	new construction 5, improvement 1

4.CONDITIONS AND DEVELOPMENT IMPACTS
Utilization of the Lombock strait will permit navigation of vessels of over 3.5m UKC.

(FY 1993 Domestic Survey)

5.TECHNICAL TRANSFER
None

III. PRESENT STATUS OF STUDY RESULTS

1.PRESENT STATUS
- ■ In Progress or In Use
- ☐ Delayed
- ☐ Discontinued

(Description)
Experts were dispatched following the report recommendations.

2.MAJOR REASONS FOR PRESENT STATUS

3.PRINCIPAL SOURCE OF INFORMATION
①

和名 電子航行援助システム等設置計画

{M/P,Basic Study,Other}

PROJECT SUMMARY (Basic Study)

PLU ZZZ/S 502/78

Compiled Mar.1990
Revised Mar.1992

I. OUTLINE OF STUDY

1.COUNTRY

2.NAME OF STUDY
Joint Hydrographic Survey in Malacca and Singapore Straits (one fathom bank area)

3.SECTOR
Transportation/Marine Transportation & Ships

4.REFERENCE NO.

5.TYPE OF STUDY Basic Study

6.COUNTERPART AGENCY
Directorate of Marine Hydrography (Indonesia) Ministry of Communications (Malaysia) Port Authority (Singapore)

7.OBJECTIVES OF STUDY

8.DATE OF S/W Aug.1978

9.CONSULTANT(S)

10.STUDY TEAM
No.of Members 7
Period Sep.1978-Dec.1978(4 months)

Total M/M	Japan	Field

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY

12.EXPENDITURE
Total 29,985 (¥'000)
Contracted

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA

2.PROJECT COST
(US$1,000)

	Total Cost	Local Cost	Foreign Cost
1)			
2)			

3.CONTENTS OF MAJOR PROJECT(S)
Japan and three countries (Indonesia, Malaysia, Singapore) jointly undertook the channel survey in order to establish the navigable channel of -23m in the one fathom area and install navigational aids.

4.CONDITIONS AND DEVELOPMENT IMPACTS

5.TECHNICAL TRANSFER

III. PRESENT STATUS OF STUDY RESULTS

1.PRESENT STATUS
■ In Progress or In Use
□ Delayed
□ Discontinued

(Description)

2.MAJOR REASONS FOR PRESENT STATUS

3.PRINCIPAL SOURCE OF INFORMATION

和名 マラッカ海峡ワンファザムバンク区域水路調査

{M/P,Basic Study,Other}

PROJECT SUMMARY (Basic Study)

PLU ZZZ/S 501/78

Compiled Mar.1986
Revised Mar.1992

I. OUTLINE OF STUDY

1.COUNTRY

2.NAME OF STUDY
ASEAN Submarine Cable Project:Thailand-Malaysia-Singapore Route

3.SECTOR
Communications & Broadcasting/Telecommunication

4.REFERENCE NO.

5.TYPE OF STUDY Basic Study

6.COUNTERPART AGENCY
Communication Authority of Thailand, Telecommunication Dept. of Malaysia and Telecommunication Authority of Singapore

7.OBJECTIVES OF STUDY
Hydrographic survey for submarine cable route

8.DATE OF S/W Mar.1978

9.CONSULTANT(S)
Sanyo Hydrographic Survey Co., Ltd.
Kokusai Denshin Denwa Co, Ltd.

10.STUDY TEAM

	Total M/M	Japan	Field
No.of Members	18		
Period	Apr.1978-Sep.1978(5 months)		

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY

12.EXPENDITURE

Total	157,485 (¥'000)
Contracted	62,528

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
1,158km along the offshore of the east coast of Malay Peninsula

2.PROJECT COST

(US$1,000)		Total Cost	Local Cost	Foreign Cost
	1)	577		
(US$1=260Yen)	2)			

3.CONTENTS OF MAJOR PROJECT(S)
The study undertook the hydrographic survey to establish the submarine cable route in order to improve telecommunication services among ASEAN countries. -Routes studied: Pechaburi (Thailand)-Songkhla (Thailand) -Kuantan (Malaysia)-Katon (Singapore) -Sounding survey on sea-bed deposits, presence of base rock, sea-bed obstacles, sampling of deposits, etc. -Cable route length 1,574.4km (850.1nm) -The cable is to be buried for the entire route

4.CONDITIONS AND DEVELOPMENT IMPACTS
The installation of the submarine cable will ensure reliable communication among ASEAN countries.

5.TECHNICAL TRANSFER
(1) OJT for counterparts (2) lectures

III. PRESENT STATUS OF STUDY RESULTS

1.PRESENT STATUS
- ■ In Progress or In Use
- ☐ Delayed
- ☐ Discontinued

(Description)
The recommendations of the study was fully adopted and the installation was completed in 1983. -Pechaburi-Songkhla:CS-12M, Japanese method (1,200 lines), 74% buried -Songkhla-Kuantan-Katon:CS-5M, Japanese method (480 lines), 85% buried -Total cable length:1,711km

2.MAJOR REASONS FOR PRESENT STATUS

3.PRINCIPAL SOURCE OF INFORMATION
①

和名 タイ・マレイシア・シンガポール海底ケーブル建設計画

{M/P,Basic Study,Other}

PROJECT SUMMARY (F/S)

PLU ZZZ/S 301/79

Compiled Mar.1992
Revised

I. OUTLINE OF STUDY

1.COUNTRY

2.NAME OF STUDY
(Construction of Indo-Chinese Refugee Camps)

3.SECTOR
Social Infrastructures/Archtecture & Housing

4.REFERENCE NO.

5.TYPE OF STUDY F/S

6.COUNTERPART AGENCY

7.OBJECTIVES OF STUDY
To formulate the plan for constructing the Processing Centers for Indo-China Refugees at the request of UNHCR, and the respective government of Indonesia and Philippines.

8.DATE OF S/W .0

9.CONSULTANT(S)

10.STUDY TEAM
No.of Members
Period Jun.1979-Oct.1979(4 months)

Total M/M	Japan	Field

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY

12.EXPENDITURE
Total 18,448 (¥'000)
Contracted

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Island of Galang, Riau Archipelago in Indonesia, and Tara Island in Philippines

2.PROJECT COST (US$1,000)

	Total Cost	Local Cost	Foreign Cost
1)	13,000		
2)			
3)			

3.CONTENTS OF MAJOR PROJECT(S)
This Processing Center is supposed to provide the Indo-China refugees with a temporary place before they could actually depart to the country of permanent settlement. 1) Refugee Processing Centre in Indonesia Presently the camp is planned to have a capacity to shelter 10,000 persons while the administration buildings accommodate 150 persons. The temporary refugees will share a number of services such as public health, storage, and kitchen facilities. 2) Tara Refugee Processing Center The development plan was designed to provide the basic needs for 5,000 refugees and 150 administrative personnel. However, the authorities only submitted its provisional plan to the Jakarta meeting, and no further action has been observed.

Imp. Period:

4.FEASIBILITY AND ITS ASSUMPTIONS

Feasibility: Yes/No

EIRR1)	FIRR1)
EIRR2)	FIRR2)
EIRR3)	FIRR3)

Conditions and Development Impacts:
1) The Island of Galang is closely located to Singapore and Tanjung Pinang, center city of the Archipelago of Riau. For this good location, the Refugee Processing Centre can stand a sound condition for development of transport and communication. 2) The Philippines side is not ready to provide the basic information about hydrographic survey and trasport facilities. For this reason, neither could the study team actually estimate the cost of the project design nor investigate the plan deeply Consequently, the study team only submitted the checklist, about the brief and basic guideline for constructing the Tara Refugee Processing Centre.

5.TECHNICAL TRANSFER

III. PRESENT STATUS OF STUDIED PROJECT

1.PRESENT STATUS

- ☐ Completed or in Progress
  - ○ Completed
  - ○ Partially Completed
  - ○ Implementing
  - ○ Processing
- ☐ Promoting
- ☐ Delayed or Suspended
- ■ Discontinued or Cancelled

(Description)

2.MAJOR REASONS FOR PRESENT STATUS

3.PRINCIPAL SOURCE OF INFORMATION

和名 インドシナ難民センター建設計画

{F/S,D/D}

PROJECT SUMMARY (Basic Study)

PLU ZZZ/S 503/82

Compiled Mar.1986
Revised Mar.1992

I. OUTLINE OF STUDY

1.COUNTRY

2.NAME OF STUDY
Joint Production of Common Datum Charts of the Straits of Malacca and Singapore

3.SECTOR
Social Infrastructures/Survey & Mapping

4.REFERENCE NO.

5.TYPE OF STUDY Basic Study

6.COUNTERPART AGENCY
Hydrographic Offices of Indonesia, Malaysia and Singapore

7.OBJECTIVES OF STUDY
Drawing of marine charts and tidal current survey

8.DATE OF S/W Jul.1977

9.CONSULTANT(S)
Malacca Strait Council

10.STUDY TEAM

No.of Members	457	
Period	May.1978-May.1982(49 months)	
Total M/M	Japan	Field

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY

12.EXPENDITURE

Total	318,670 (¥'000)
Contracted	1,004,820

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Malacca and Singapore Straits

2.PROJECT COST

(US$1,000)		Total Cost	Local Cost	Foreign Cost
US$1=142yen	1)	1,004,820		
	2)			

3.CONTENTS OF MAJOR PROJECT(S)
Japan and three countries undertook a joint hydrographic survey on the common datum points. -hydroqraphic survey on common datum points by satellite observation -Data computing and analysis -Drawing of common datum charts -Drawing of land characteristics charts

4.CONDITIONS AND DEVELOPMENT IMPACTS
Development impacts: Common datum charts will improve the naviqational charts and thereby contribute to the safe passaqe of larqe ocean-qoinq vessels and to the reduction of marine accidents.

5.TECHNICAL TRANSFER
(1) OJT for counterparts (2) Participation of counterparts in JICA counterpart training program

III. PRESENT STATUS OF STUDY RESULTS

1.PRESENT STATUS
- ■ In Progress or In Use
- ☐ Delayed
- ☐ Discontinued

(Description)
Detailed marine charts of the entire Malacca and Singapore Straits contributed to the safe passage of large vessels.

2.MAJOR REASONS FOR PRESENT STATUS
The straits is one of the most difficult places to naviqate, and it is necessary to obtain accurate information of the straits.

3.PRINCIPAL SOURCE OF INFORMATION
①

和名 マラッカ・シンガポール海峡統一基準点海図作成

{M/P,Basic Study,Other}

PROJECT SUMMARY (Basic Study)

PLU ZZZ/S 504/84

Compiled Mar.1990
Revised Mar.1992

I. OUTLINE OF STUDY

1.COUNTRY

2.NAME OF STUDY
Medan (Indonesia)-Colombo (Sri Lanka) Submarine Cable Project

3.SECTOR
Communications & Broadcasting/Telecommunication

4.REFERENCE NO.

5.TYPE OF STUDY
Basic Study

6.COUNTERPART AGENCY
Directorate General of Post and Telecommunication (Indonesia) and Dept. of Telecommunication (Sri Lanka)

7.OBJECTIVES OF STUDY
Hydrographic survey, route selection and financial analysis.

8.DATE OF S/W
Mar.1983

9.CONSULTANT(S)
Kokusai Denshin Denwa Co, Ltd.
Sanyo Hydrographic Survey Co., Ltd.

10.STUDY TEAM
No.of Members 9
Period Aug.1983-Mar.1984 (8 months)

Total M/M	Japan	Field

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY

12.EXPENDITURE
Total 330,969 (¥'000)
Contracted

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
The marine cable route between the landing site (Pantaicermin) of Indonesia and the landing site (Colombo) of Sri Lanka

2.PROJECT COST

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)			
2)			

3.CONTENTS OF MAJOR PROJECT(S)
Installation of the submarine cable between the landing sites of Indonesia and Sri Lanka -Total route length 1,384.1nm -Average cable slack 3% -Total cable length 1,412.7nm

4.CONDITIONS AND DEVELOPMENT IMPACTS
The submarine cable route between Indonesia and Sri Lanka is one of the sections of the cable route project connecting Singapore and France (SEA-ME-WE). At present, telecommunication between Sri Lanka and Indonesia is conducted by satellite system, but the submarine cable project will be able to service greater demand with higher reliability.

5.TECHNICAL TRANSFER

III. PRESENT STATUS OF STUDY RESULTS

1.PRESENT STATUS
■ In Progress or In Use
☐ Delayed
☐ Discontinued

(Description)

2.MAJOR REASONS FOR PRESENT STATUS

3.PRINCIPAL SOURCE OF INFORMATION
①

和名 メダン－コロンボ海底ケーブル建設計画

{M/P,Basic Study,Other}