PROJECT SUMMARY (M/P)

Compiled Mar.1986
Revised Mar.1996

ASE IDN/S 114/83

I. OUTLINE OF STUDY

1.COUNTRY Indonesia

2.NAME OF STUDY
Long Term Development Programs of the International Telecommunications

3.SECTOR
Communications & B/(Comms. & Broad. in)General

4.REFERENCE NO.

5.TYPE OF STUDY M/P

6.COUNTERPART AGENCY
Directorate General of Post and Telecommunication

7.OBJECTIVES OF STUDY
International Telecommunications Master Plan Preparation

8.DATE OF S/W 1982/2

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

10.STUDY TEAM
No.of Members 13
Period Jun.1982-Jun.1983(12 months)

Total M/M	Japan	Field
38.61	22.21	16.40

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY
None

12.EXPENDITURE

Total	89,585 (¥'000)
Contracted	79,462

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Jakarta, Medan and Surabaya

2.PROJECT COST

(US$1,000)		Total Cost	Local Cost	Foreign Cost
	1)	194,000	194,000	
(US$1=625Rp)	2)			

3.CONTENTS OF MAJOR PROJECT(S)
The study proposed the following three measures.
1) Expansion of the existing network by establishing new gateway stations in Jakarta and Medan, and later on in Surabaya
2) Digitalization of the telecommunication network to establish IDN by introducing optical fibers for submarine cables, the time division multiple access(TDMA) for satellite telecommunication and digital SPC exchanges
3) Establishment of a packet exchange data network to provide new telecommunication services

4.CONDITIONS AND DEVELOPMENT IMPACTS
The project aims to establish the international telecommunication system in Indonesia toward the next century, and will facilitate the long-term growth of the Indonesian economy.

5.TECHNICAL TRANSFER
On-the-job training

III. PRESENT STATUS OF STUDY RESULTS

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

(Description)
Concerning the construction of a new international telecommunication center, a Japanese expert was assigned to PT. INDOSAT to give technical advice on international telecommunication in general from Feb. 1987. PT. INDOSAT has been implementing the recommended measures with technical advice from the Japanese experts.
1) Introduction of digital international telephone exchanges:
   installed in Mar. 1988
2) Digitalization of international transmission:
   1985 TDMA introduce for satellite transmission
   1984 Digitalization of microwave transmission between the earth statin - the central station; connection of the international telephone exchange and the domestic relay exchanges by optical fiber cables
   Apr.1990 Introduction of IBS (Intelsat Business Service) for satellite transmission
   Dec.1990 Introduction of IDR (Intermediate Data Rate) for satellite transmission
3) New services:
   Mar.1989 Commencement of IODC (International Operator Direct Call) services
   Nov.1989 Commencement of ITFC (International Toll Free Call) services
   Fall 1989 Commencement of services of the electronic mail box and the reservation system
   1989 The study was conducted on the construction and the user promotion of a basket exchange network (SKDP)

(FY1994 Domestic Survey)
No additional information.

(FY1994 Overseas Survey)
Following new facilities and new services were introduced on the base of this JICA study.
Investment was financed by PT. Indosat itself.

(new facilities)
1984 Construction of Medan gateway station and cable station completed
Mar.1988 Construction of Jakarta international telecom center completed, new digital switching machine introduced
Jul.1994 Construction of Medan earth station completed
Sep.1994 Construction of Surabaya gateway station completed
Mar.1995 Construction of Surabaya earth station to be completed

(new services)
1985 Provision of Packet communication service started
1986 Provision of tele-fax(stored fax service)started
1995 Provision of frame relay service to be started

(FY1995 Domestic Survey)
No additional information.

2.MAJOR REASONS FOR PRESENT STATUS

3.PRINCIPAL SOURCE OF INFORMATION
①、③

和名 国際通信長期開発計画

{M/P,Basic Study,Other}

PROJECT SUMMARY (M/P)

Compiled Mar.1986
Revised Mar.1996

ASE IDN/S 113/83

I. OUTLINE OF STUDY

1.COUNTRY: Indonesia

2.NAME OF STUDY
North Banten Water Resources Development

3.SECTOR
Social Infrastructu/Water Resource Development

4.REFERENCE NO.

5.TYPE OF STUDY: M/P

6.COUNTERPART AGENCY
Directorate of Planning and Programing, Directorate General of Water Resources Development

7.OBJECTIVES OF STUDY
To increase income of North Banten Area,especialy of K-C-C Area

8.DATE OF S/W: 1982/2

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

10.STUDY TEAM

No.of Members 13
Period Jul.1982-Jul.1983(13 months)

Total M/M	Japan	Field
112.15	53.17	58.98

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY
Core Boring, Test Pits, Exploration by Elastic Waves, Materials Tests

12.EXPENDITURE

Total	324,576 (¥'000)
Contracted	303,148

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
North Banten Area. West Java Province

2.PROJECT COST

(US$1,000)		Total Cost	Local Cost	Foreign Cost
(US$1=232.2yen)	1)	232,558	165,805	66,752
	2)			

3.CONTENTS OF MAJOR PROJECT(S)
- Karian dam, rockfill, 52m high, 218 million cu.m in effective cap.
- Cilawan dam, concrete gravity, 28m high, 54 million cu.m
  tunnel from K.dam to Cibear
- Trans-basin tunnel from Karian Dam to Cibeureum River
- Trans-basin tunnel from Cilawan Dam to Cicinta River
- River training 26km
- Irrigation facilities to K-C-C area; one intake weir, waterway, irrigation canals, drainage canals

4.CONDITIONS AND DEVELOPMENT IMPACTS
Upon completion, the following impacts are expected.
- Additional rice production of 120,000 tons
- Improvement of living standards among the local inhabitants
- Correction of income disparities

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

III. PRESENT STATUS OF STUDY RESULTS

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

(Description)
Based on the study, the feasibility study on Karian multi-purpose dam was undertaken with JICA assistance.

(FY1994 Domestic Survey)(FY1995 Domestic Survey)
Refer to the Karian Multipurpose Dam Construction Project Summary(ASE IDN/S 326/85)

2.MAJOR REASONS FOR PRESENT STATUS
1, The major purpose of this project was the irrigation of rice fields. However, Indonesia attained self-supply of rice, so the project which aimed at increasing productivity of rice was postponed.
2, Any large projects were postponed in Indonesia.

3.PRINCIPAL SOURCE OF INFORMATION
①

和名 北バンテン水資源開発基本計画

{M/P,Basic Study,Other}

PROJECT SUMMARY (M/P)

Compiled Mar.1986
Revised Mar.1996

ASE IDN/S 112/83

I. OUTLINE OF STUDY

1.COUNTRY Indonesia

2.NAME OF STUDY
Urban Development Planning on Gerbangketosusila Region (Surabaya Metropolitan Area)

3.SECTOR
Social Infrastructu/Urben Planning & Land Development

4.REFERENCE NO.

5.TYPE OF STUDY M/P

6.COUNTERPART AGENCY
Directorate General Cipta Karya

7.OBJECTIVES OF STUDY
Urban planning

8.DATE OF S/W 1981/8

9.CONSULTANT(S)
Pacific Consultants International

10.STUDY TEAM

No.of Members 14
Period Nov.1981-Mar.1983(17 months)

Total M/M	Japan	Field
100.57	29.48	71.09

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY
None

12.EXPENDITURE

Total	271,768 (¥'000)
Contracted	257,867

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Surabaya and its vicinity

2.PROJECT COST

(US$1,000)		Total Cost	Local Cost	Foreign Cost
	1)	2,246,000		
(US$1=680Rp)	2)			

3.CONTENTS OF MAJOR PROJECT(S)
A master plan of Surabaya city was formulated for the target year 2000. Short term implementation program includes the following projects.

Middle Ring Road 41.5 km
New Transit System
Tandes Industrial Complex (1,200 ha)
Park Town Housing Complex (1,200 ha)

4.CONDITIONS AND DEVELOPMENT IMPACTS
This project is not materialized enough good for the judgement whether there is feasibility or not.

5.TECHNICAL TRANSFER
Overseas training of counterparts staff including Manager of urban planning division,Mr Budisanto, and Project officer.

III. PRESENT STATUS OF STUDY RESULTS

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

(Description)
(FY1993 Overseas Survey)
The Government used the main point of the M/P as "an essential reference" for the urban development at present. However, each project component has not been embodied yet. Sector loan, as follows, realized the component partially.

(FY1993 Domestic Survey)
(1) BAPDEDA of East Java adopted this M/P as a structure plan for Surabaya metropolitan area. So each secter of the development sprojects are based on the M/P.
(2) This M/P is utilized as basis of IUIDP (Integrated Urban Infrastructure Development Project) Surabaya planned by IBRD.
(3)
1) Intermediate Ringroad; The priority of this project grew up because East Java development project made rapid Mrgress. So F/S and D/D were undertaken with the OECF loan.
1999.9. OECF L/A signed (11.99 billion yen)*
*) Subprojects of the OECF loan.
a) Road improvement in South Sumatra and 5 seater in Java, with related consultant service.
b) E/S of Surabaya circle road.
2) Tandes industried complex;
SIER, Tandes and Greeik were appinted to industrial compiex area. Eagecialy construction of factories made progress in Tandes.
3) Outside ring road;
Radial toll road and intermediate ring road projects will be storted soon. So it is necessary to prepare this project as soon as possible. F/S for this ring road project has been requested as a high priority study.

(FY1994 Domestic Survey)
Although requested, F/S for this M/P was a pending project among proposed projects in 1995. The decision will be made after taking into account the result of the on-going Arterial Road System Development Study in Jakarta Metropolitan Area.

(FY1995 Domestic Survey)
"Arterial Road System Development Study in Jakarta Metropolitan Area" has been completed on 12th July, 1995. The preliminary study team was dispatched to carry out F/S from mid-September to mid-October.

2.MAJOR REASONS FOR PRESENT STATUS
By the notice dated 2nd August, 1995, it is planned to despatch a preliminary survey team on mid September to mid October.

3.PRINCIPAL SOURCE OF INFORMATION
①、③、④

和名 スラバヤ都市圏都市計画

{M/P,Basic Study,Other}

PROJECT SUMMARY (M/P)

Compiled Mar.1990
Revised Mar.1996

ASE IDN/S 111/83

I. OUTLINE OF STUDY

1.COUNTRY Indonesia

2.NAME OF STUDY
Electrification Project of Main Railway Lines in Java

3.SECTOR
Transportation/Railway

4.REFERENCE NO.

5.TYPE OF STUDY M/P

6.COUNTERPART AGENCY
Directorate General of Land Transport and Inland Waterways

7.OBJECTIVES OF STUDY
Drawing up of a M/P on electrification for trunk railway lines in Java

8.DATE OF S/W 1982/4

9.CONSULTANT(S)
Japan Railway Technical Service

10.STUDY TEAM

No.of Members 15
Period May.1982-Mar.1983(10 months)

Total M/M	Japan	Field
68.63	42.33	26.30

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY
None

12.EXPENDITURE

Total	177,075 (¥'000)
Contracted	168,810

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Java island trunk railway lines: Northern route Merak-Jakarta-Banyuwangi, Southern route Cikampek-Surabaya,Connecting route Cirebon-Kroya,etc

2.PROJECT COST

(US$1,000)
(US$1=260Yen=660Rp)

	Total Cost	Local Cost	Foreign Cost
1)	2,217,000	554,000	1,663,000
2)			

3.CONTENTS OF MAJOR PROJECT(S)
The main purpose of this study were as follows;
1) Calculating investment benefit and energy saving.
- The whole investment is estimated Rp.1,463 billion (Rp 49 billion/year) and IRR is caluculated more than 20% . Oil saving amount is expected about 84 million gollon per year. So this project of electrification (more than 2,500 km) is totally evaluated "feasible".
2) Selecting a section with highest priority
- Jakarta - Cirebon (195km) and Cikaupek - Bundung (90km) are selected.
Formulating long-term plan
- Above priority section would be completed at 1989. Work period is about 25 years. The pace of electrification is considered 100 km per year.
3) Studing a type of electrification suitable for Java island.
- Comparing several types, alternating electrification with 25kV commercial frequency is selected at the most suitably.
Various investments relating this electrification are considered in this study.

4.CONDITIONS AND DEVELOPMENT IMPACTS
1.Precondition
Practically feasible(IRR 20%-)
1) Exchange rate : US$1 = 280Yen = Rp.660
2) Inflation : not considered.
The project life is assumed 30 years. So if the expectation of inflation
rate is not proper, the economic analysis of this study would be no meaning.

2.Development impacts
1) Curtailment in oil use (84 X 1,000,000 gallon/year)
2) Improvement of road traffic and a reduction in road investment
3) Contribution towards the modernization and improvement of management of the Indonesian State Railways
4) Contribution to the economic development of Indonesia

5.TECHNICAL TRANSFER
Site investigations were jointly conducted with counterparts.

III. PRESENT STATUS OF STUDY RESULTS

1.PRESENT STATUS
- [x] In Progress or In Use
- [ ] Delayed
- [ ] Discontinued

(Description)

Following the study, the F/S proposed in the M/P was carried out from 1984 to 1985.

Special Note:
At present, transport improvement in the JABOTABEK area is receiving higher priority. As the upgrading of local trunk lines is to be conducted one after another in conjunction with the progress of the above improvement in JABOTABEK, it is estimated that much time will be needed before the proposed electrification is put to implementation.
At present, no discussion is being made on promoting electrification, because the situation of electric power supply is limited throughout the country and, for instance, introduction of private power generators is required in developing industrial parks and buildings.
Considering that the speed increase on trunk lines has been taken up as a future objective, it is necessary, before electrification, to take effective measures for preventing train delay and ensuring safety by improving facilities for operation control, such as signals.

(FY1994 Domestic Survey)(FY1995 Domestic Survey)
No additional information.

(FY1995 Overseas Survey)
Presently, the first priority on railway improvement in Java is not to put on the electrification, but on increasing speed through the following improvement items.
Reinforcement of tracks/Rehabilitation of bridges/Modernization of signals/Double tracking in partial/Supply of disel locomotive and passenger coaches.

2.MAJOR REASONS FOR PRESENT STATUS
1.Worsening of the situation of electric power supply
2.Necessity of enormous funds

3.PRINCIPAL SOURCE OF INFORMATION
①、②

和名 ジャワ島幹線鉄道電化計画

{M/P,Basic Study,Other}

PROJECT SUMMARY (M/P+F/S)

Compiled Mar.1986
Revised Mar.1996

ASE IDN/S 207B/83

I. OUTLINE OF STUDY

1.COUNTRY: Indonesia

2.NAME OF STUDY: Padang Area Flood Control Project

3.SECTOR: Social Infrastructu/River & Erosion Control

4.REFERENCE NO.:

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

6.COUNTERPART AGENCY: Directorate General of Water Resources Development

7.OBJECTIVES OF STUDY: To formulate a flood conrtol and drainage plan to protect Padang city and its surrounding area from the expected present and future flood damages.

8.DATE OF S/W: 1982/11

9.CONSULTANT(S): Nikken Consultants., Inc.

10.STUDY TEAM

No.of Members 11

Period Jan.1983-Oct.1983(8 months)

Total M/M	Japan	Field
63.92	13.68	50.24

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY: Topographic Survey

12.EXPENDITURE

Total	186,946 (¥'000)
Contracted	177,377

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA: Padang, West Sumatra Province

2.PROJECT COST (US$1,000) (US$1=240Yen=970Rp)

M/P	1)	77,000	Local Cost	30,000 Foreign Cost	47,600
	2)				
F/S	1)	46,654		15,346	31,307
	2)				
	3)				

3.CONTENTS OF MAJOR PROJECT(S)

<M/P>(1)Areu River Improvement Plan:1)Improvement of Main Stream(10.6km), Flood relief channel(6.7km), Jirak River(4.6km); 2)Reconstruction of Lubuk Begalung Diversion weir; 3)Reconstruciton of 3 bridges, 3 drainage culverts and 2 syphons.
(2)Kuranji River:1)Improvement of Main stream(13.5km), Balimbing River(9.7km),LarasRiver(4.2km); 2)Construction of Laras retarding basin, middle & lower Laras. 4)Reconstruction of 2 bridges.
(3)Air Dingin River(5.2km):1)Excavation; 2)Improvement of diking system at lower Air Dingin.
(4)Drainage:1)Improvement of main drains 43km; 2) 6 pump stations.
<F/S>(1) Araw River and Tirak River
1)excavation, dredging, embankment 2)wet masonry reventment
3)drain sluiceway 4)bridge 5)groundsill work
(2) Flood relief channel
1)excavation,dredging, embankment 2)wet & dry masonry reventment
3)drain sluiceway, pump station 4)drainage culvent, bridge, syshon, diversion weir 5)drainage improvement
(3) Kuranji, Balimbing, Laras River & Laras retarding basin
1)excavation, dredging, embankment 2)wet & dry masonry reventment
3)drain sluiceway 4)bridge 5)groundsill work
6)drainage improvement
(4) Air Dingin River
1)excavation, embankment 2)wet masonry, reventment
3)drain sluiceway 4)groundsill work

Imp. Period: 1984. -1991.

4.FEASIBILITY AND ITS ASSUMPTIONS

Feasibility: Yes

EIRR1)	14.70	FIRR1)	
EIRR2)		FIRR2)	
EIRR3)		FIRR3)	

Conditions and Development Impacts:

(Conditions) Benefit was based on the estimated amount of flood damage of private property, agricultural products, and public facilities. The development impact of the land, which can not be used during wet season, is also taken into consideration. The project life is 50 years.

(Impacts)
-Protection of land (2.64 ha) and houses (21,330) from floods.
-Enhancement of land use (840ha) from existing unsued land to residential area.
-Creation of employment opportunity to the local people.

5.TECHNICAL TRANSFER
- Technical meetings and on-the-job training
- Overseas training
- Effective utilization of local consultants

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)

Feb.1985 OECF E/S loan agreement signed (580 million yen)
Oct.1986 - Mar.1989 Detailed design and extension study undertaken
Dec.1990 OECF loan agreement signed (8,063 million yen)
Aug.1991 - Jul.1995: Procurement/construction supervision
Nov.1991 Construction started
Aug.1995 Construction to be completed

Oct.1986-Jan.1988 Detailed design(by OECF Loan)
1)Review of previous studies
2)Additional data collection, topographical surveys and soil-mechanics investigations
3)Detailed design for:
a)River channel improvement of the lower and middle reaches of the Arau, Kuranji and flood descharge of 25-year return period)
b)Improvement of major tributaries such as the Jirak and Balimbing river(for the flood discharge of 10-year return period)
c)New drainage pumping station and improvement of the lower reaches of major drainage channels(for the flood discharge of 10-year return period)
4)Preparation of implementation program and O&M manual
5)Transfer of knowledge to counterpart personnel
Oct.1988-Mar.1989 Additional detailed design(by OECF Loan)
Basic design of drainage channel improvement in the new urban area of about 1,500ha between the flood relief channel and the Air Dingin river.
Aug.1991-Aug.1995
1)River channel improvement of the Arau river, the flood relief channel and the Jirak river(13km)
2)Reconstruction of the Lubak Begalung diversion weir
3)Construction/reconstruction of such structures as drainage culverts, drop structures, siphons and road bridges
4)Urban drainage channel improvement(2km)
5)Construction supervision and transfer of knowledge to counterpart personnel

(FY1995 Domestic Survey)
May.1995 OECF Loan is decided to allocate for Padang Area Flood Control Project Phase-II.
The contents are as follows;
1) Improvement of the main tributary.

Kuranji River	6.7km
Air Dingin River	3.8km
Branch Streams	4.7km
Drainage Canal	7.8km

2.MAJOR REASONS FOR PRESENT STATUS

Due to importance of the area and urgency of project implementation.

3.PRINCIPAL SOURCE OF INFORMATION

①、④

和名 パダン治水計画

Continued on {M/P+F/S}

状況（要約表添付文書）

ASE IDN/S 207B/83 (M/P+F/S)

Name of Study: Padang Area Flood Control Project

Country: Indonesia

Type of Study: M/P+F/S

Sector: Social Infrastructu/River & Erosion Control

Present Status: Implementing

(Description)

Feb.1985 OECF E/S loan agreement signed (580 million yen)
Oct.1986 - Mar.1989 Detailed design and extension study undertaken
Dec.1990 OECF loan agreement signed (8,063 million yen)
Aug.1991 - Jul.1995: Procurement/construction supervision
Nov.1991 Construction started
Aug.1995 Construction to be completed

Oct.1986-Jan.1988 Detailed design(by OECF Loan)
1)Review of previous studies
2)Additional data collection, topographical surveys and soil-mechanics investigations
3)Detailed design for:
  a)River channel improvement of the lower and middle reaches of the
    Arau, Kuranji and flood descharge of 25-year return period)
  b)Improvement of major tributaries such as the Jirak and Balimbing
    river(for the flood discharge of 10-year return period)
  c)New drainage pumping station and improvement of the lower reaches
    of major drainage channels(for the flood discharge of 10-year
    return period)
4)Preparation of implementation program and O&M manual
5)Transfer of knowledge to counterpart personnel
Oct.1988-Mar.1989 Additional detailed design(by OECF Loan)
  Basic design of drainage channel improvement in the new urban area of about 1,500ha between the flood relief channel and the Air Dingin river.
Aug.1991-Aug.1995
1)River channel improvement of the Arau river, the flood relief channel and the Jirak river(13km)
2)Reconstruction of the Lubak Begalung diversion weir
3)Construction/reconstruction of such structures as drainage culverts, drop structures, siphons and road bridges
4)Urban drainage channel improvement(2km)
5)Construction supervision and transfer of knowledge to counterpart personnel

(FY1995 Domestic Survey)
May.1995 OECF Loan is decided to allocate for Padang Area Flood Control Project Phase-II.
The contents are as follows;
1) Improvement of the main tributary,

Kuranji River	6.7km
Air Dingin River	3.8km
Branch Streams	4.7km
Drainage Canal	7.8km
Total	23.0km

2) Renovation and new construction of the related structures
3) Installation of the station for Water-level observation
4) Designing works and the construction administration for above-mentioned works
5) Technical transfer

PROJECT SUMMARY (M/P+F/S)

Compiled Mar.1986
Revised Mar.1996

ASE IDN/S 206B/83

I. OUTLINE OF STUDY

1.COUNTRY: Indonesia

2.NAME OF STUDY
Development Project of Dumai Port

3.SECTOR
Transportation/Port

4.REFERENCE NO.

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

6.COUNTERPART AGENCY
Directorate General of Sea Communication

7.OBJECTIVES OF STUDY
M/P aiming the year 2000
Short-term development plan aiming the year 1985

8.DATE OF S/W: 1982/8

9.CONSULTANT(S)
Overseas Coastal Area Development Institute

10.STUDY TEAM
No.of Members 9
Period Oct.1982-Oct.1983(12 months)

Total M/M	Japan	Field
49.93	30.00	19.93

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY
None

12.EXPENDITURE

Total	129,134 (¥'000)
Contracted	120,609

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Sumatra,Riau Province

2.PROJECT COST (US$1,000)
US$1=250Yen=680Rp.=

		Local Cost	Foreign Cost	
M/P	1)	124,930		
	2)			
F/S	1)	55,820	23,741	32,079
	2)			
	3)			

3.CONTENTS OF MAJOR PROJECT(S)
<M/P> For the development of Dumai port, long-term plan aiming the year 2000
and short-term plan aiming the year 1990 are formulated.
Major projects in the long-term development plan are :
- Palm oil wharf(dolphin type):2berths -12m& -10m max. 35,000DWT
- Wharf for foreign trade:6berths, -10m,15,000DWT
- Wharf of passenger boats: 1berth, -8.5m,8,000GT
- Warehouse and storage
- Area for the storage and loading

Major projects in the short-term development plan are :
- Jetty berth : 500m
- Dolphin berth : 1 berth (-12m)
- New wharf : 3 berths (-10m)
- Warehouse : 2
- Development of open storage yard

<F/S> Reclamation: 2.8 million cu.m New wharf(-5, -8.5, -10m): 1910m
Dolphin(-10,-12m): 2 berth Road: 255,000sq.m
Revetment: 1,840m Pavement: 320,000sq.m Transit Shed:22,800sq.m
Building: 6,000sq.m
- Water supply, electric power, drainage
- Navigation aid construction

Imp. Period: 1985.9-1988.12

4.FEASIBILITY AND ITS ASSUMPTIONS
Feasibility: Yes

EIRR1)	15.00	FIRR1)	8.90
EIRR2)		FIRR2)	
EIRR3)		FIRR3)	

Conditions and Development Impacts:
<M/P> As a collector port under the Belawan port, this port will become the core port in the regional development of Riau province,hinterland of the port ,and also play a role as the transit port for feeder ports constructed under collector ports.
<F/S> Conditions:
- Future cargo volume is based on the demand forecast for the year 1990 and 2000.
- Main cargos are palm oil from plantation farms,sawn timber,plywood,etc.
- The function of the present crude oil export base will continue in the future.

Accrued Benefits:
(1) Reduced waiting time and starting costs of ships
(2) Reduced cargo handling costs through improved port efficiency
(3) Increased employment opportunities and higher regional income
(4) Regional development

5.TECHNICAL TRANSFER
Counterpart training:Training on methods of natural condition investigation and methods of F/S. Site visit to Japanese port was also carried out for 3 trainees.

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)

Mar.1984 OECF loan agreement signed (E/S 230 million yen)
During the basic design stage, the exports of palm oil did not grow as much as projected, and the plan to develop port facilities in Batam Island was announced.
1987 Detailed design completed by scaling down the size of the berth for palm oil from 35,000 DWT to 5,000 DWT
Dec.1989 OECF loan agreement signed (4,375 million yen)
Jan.1992 Construction started
Feb.1994 Construction to be completed

(FY1993 Overseas Survey)
No additional information.

(FY1994 Domestic Survey)(FY1995 Domestic Survey)
No additional information.

(FY1995 Overseas Survey)
Construction works completed on Nov.1994.

2.MAJOR REASONS FOR PRESENT STATUS

3.PRINCIPAL SOURCE OF INFORMATION
①、②、④

和名 ドマイ港整備計画

(M/P+F/S)

PROJECT SUMMARY (F/S)

Compiled Mar.1990
Revised Mar.1996

ASE IDN/A 309/83

I. OUTLINE OF STUDY

1.COUNTRY: Indonesia

2.NAME OF STUDY: K-C-C Irrigation Development Project

3.SECTOR: Agriculture/(Agriculture in)General

4.REFERENCE NO.:

5.TYPE OF STUDY: F/S

6.COUNTERPART AGENCY: Ministry of Public Works, Directorate General of Water Resources Development

7.OBJECTIVES OF STUDY: Irrigation development for the existing rainfall rice field

8.DATE OF S/W: 1982/0

9.CONSULTANT(S): Nippon Koei Co., Ltd.
Mitsui Consultants Co., Ltd.

10.STUDY TEAM
No.of Members 22
Period Jul.1982-Jun.1983(12 months)

Total M/M	Japan	Field
112.15	53.17	58.98

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY:

12.EXPENDITURE
Total 110,802 (¥'000)
Contracted 115,957

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA: Kopo, Cikande, Carenang Districts, eastern part of North Banten (Investigated area 11,500 ha, Population 43,000)

2.PROJECT COST (US$1,000) US$1=690Rp.

	Total Cost	Local Cost	Foreign Cost
1)	35,939	22,659	13,280
2)			
3)			

3.CONTENTS OF MAJOR PROJECT(S)
1.Irrigation Area : 3,500ha
2.Gadeg Dam : Zone type Rockfilldam
3.Head Reach : 9.6km, max. discharge 6.0cu.m/sec
4.Main/Secondary & Tertiary Canal : 13.0km/96.0km
5.Main Road : 14.8km

Imp. Period: 1984.4-1987.7

4.FEASIBILITY AND ITS ASSUMPTIONS — Feasibility: Yes

EIRR1)	17.40	FIRR1)	
EIRR2)		FIRR2)	
EIRR3)		FIRR3)	

Conditions and Development Impacts:
Conditions:
Benefit is estimated as the difference of net annual income from the agricultural production between with-project and without-project conditions
Development Impacts:
Increase of production of paddy rice and paddy second crop
Saving of foreign currency
Increase of employment opportunity

5.TECHNICAL TRANSFER: Transfer of technology to counterpart personnel through the implementation of feasibility study.

III. PRESENT STATUS OF STUDIED PROJECT

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

(Description)
- This project were absorbed into Karian multipurpose dam plan.
- This project was implemented with "North Banten Water Resources Development Project" as M/P and "K-C-C Irrigation Development Project " as F/S.

(FY1994 Domestic Survey)
The project has not been implemented after the feasibility study.

(FY1994 OVerseas Survey)
This project was later absorbed into Karian multipurpose dam plan, but the dam is not constucted yet. According to the interview, K-C-C district is fertile and most adequate for rice paddies. However since the district is located in the west Java, much farmland has been transformed into industrial sites. F/S of dam construction in the North Banten was undertaken in 1994, however, its main prupose is to provide water supply to Jakarta rather than agricultural use.

2.MAJOR REASONS FOR PRESENT STATUS:

3.PRINCIPAL SOURCE OF INFORMATION: ①、③

(F/S,D/D)

和名 K-C-C 地区灌漑開発計画

PROJECT SUMMARY (F/S)

Compiled Mar.1990
Revised Mar.1996

ASE IDN/S 321/83

I. OUTLINE OF STUDY

1.COUNTRY: Indonesia

2.NAME OF STUDY: Urban Renewal Housing Project in Jakarta

3.SECTOR: Social Infrastructu/Urben Planning & Land Development

4.REFERENCE NO.:

5.TYPE OF STUDY: F/S

6.COUNTERPART AGENCY: Directorate General of Housing, Building, Planning & Urban Development, Ministry of Public Works.

7.OBJECTIVES OF STUDY: Urban development plan.

8.DATE OF S/W: 1982/2

9.CONSULTANT(S): Pacific Consultants International
Nihon Sekkei Inc.

10.STUDY TEAM

No.of Members 16

Period Jul.1982-Dec.1983(18 months)

Total M/M	Japan	Field
73.30	8.24	65.06

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY: Topographic Survey

12.EXPENDITURE

Total	204,981 (¥'000)
Contracted	189,767

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA: Jakarta

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

	Total Cost	Local Cost	Foreign Cost
1)	87,300	45,000	
2)			
3)			

3.CONTENTS OF MAJOR PROJECT(S)

The objective of the project is to redevelop the site to be a city sub-centre forming the station-front plara as a nucleus.
Each project area(Manggarai and Kebon Melati) covers 45ha, population is 78,000.
Since Manggarai area includes Manggarai station,the project aims at renewing urban functions including railway plan as well as relocation of factories and housing redevelopment.

Imp. Period:

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

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

Conditions and Development Impacts:

Development Impact:
(1) Improvement of urban facilities (station front plaza,road)
(2) Renewal of urban functions
(3) Improvement of housing environments
(4) Establishment of urban development institutions/techniques
Redevelopment of kampungs (residential areas for low income people) which accounts for 60% of total area/population of the country can be a way to solve urgent city problems regarding urban facilities, housing and population.

5.TECHNICAL TRANSFER: Overseas training for counterpart staff.

III. PRESENT STATUS OF STUDIED PROJECT

1.PRESENT STATUS

- [ ] Completed or in Progress
  - ○ Completed
  - ○ Partially Completed
  - ○ Implementing
  - ○ Processing
- [ ] Promoting
- [ ] Delayed or Suspended
- [x] Discontinued or Cancelled

(Description)

The Government requested OECF for an E/S loan in 1983/84 and 1984/85, but did not get the approval.
Redevelopment is an important measure to solve the urban problems of Jakarta City, but because of the problem of relocating local population, the project was suspended.

(FY1993 Overseas Survey)
After the study, the project discontinued.
Increased squatters caused the land acquisition to a failure.
The Government has requested OECF for an E/S loan, but OECF did not select the project due to low priority.
Because the site is adjoining Manggarai Station, the plan, incorporating housing area, is not appropriate now. Such situation changed the original plan to a commercial zoned one. Then, the beneficiary of the plan is so limitted that it is difficult for OECF to loan it.

(FY1994 Domestic Survey)
No additional informaiton.

2.MAJOR REASONS FOR PRESENT STATUS

3.PRINCIPAL SOURCE OF INFORMATION: ①、③

和名 ジャカルタ住宅市街地再開発計画

[F/S,D/D]

PROJECT SUMMARY (M/P+F/S)

Compiled Mar.1988
Revised Mar.1996

ASE IDN/S 209B/84

I. OUTLINE OF STUDY

1.COUNTRY: Indonesia

2.NAME OF STUDY: Jakarta Water Supply Development Project

3.SECTOR: Public Utilities/Water Supply

4.REFERENCE NO.:

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

6.COUNTERPART AGENCY: Directorate Genaral of Human Settlement (Cipta Karya),Ministry of Public Works

7.OBJECTIVES OF STUDY: Water Supply implementation plan for the target year of 2005

8.DATE OF S/W: 1983/2

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

10.STUDY TEAM

No.of Members 9

Period Jun.1983-Mar.1984(18 months)
Jun.1984-Mar.1985

Total M/M	Japan	Field
59.00	34.00	25.00

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY: None

12.EXPENDITURE

Total	314,862 (¥'000)
Contracted	159,465

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA: Jakarta City(emergency portion & Stage 2-Phase1)

2.PROJECT COST (US$1,000) (US$1=224Yen=1,004R)

M/P	1)	1,854,000	Local Cost	995,000	Foreign Cost 856,000
	2)				
F/S	1)	365,000		178,000	187,000
	2)				
	3)				

3.CONTENTS OF MAJOR PROJECT(S)

<M/P>
1. Emergency Plan
1-1 Rehabilitaion & improvement construction project(1985-1990)
1) Replacement/installation of water meters
2) Rehabilitation of distribution pipelines to reduce the unaccounted-for-water 3) Leakage protection survey plan
1-2 Short term improvement plan/project(1985-1989)
1) Chlorine dosing facility improvement
2) Installation of distribution branch pipes
1-3 The Emergency plan/project
1) Construction of new water treatment plant and trunk main pipes to transmit water to existing service area
2. Expansion plan(3,000 l/s each)
2-1 West Tarum canal system 2-2 Cisadane river system
3. Project financed by the World Bank
3-1 Prompt execution of West Tarum canal expansion project
3-2 Prompt execution of transmission pipeline to convey water from new intake site to existing water treatment plant
<F/S>Intake/ Eastside West Tarum Canal 3.2cu.m/s; Westside Cisadane river 3.2cu.m/s Raw water pipe/ Westside D:1,500,16.5km
Treatment plant/ Eastside Buaran plant 3.0cu.m/s; Westside Lebadbulus plant 3.0cu.m/s Transmission main Eastside No.of pumps/ 6 pipe D:1,500-D:1,650 X 16.3km; Westside Gravity flow D:1,200 X 9.1km
Distribution/ Eastside Reservoir X 2, pump X 6, main pipe D:300-D:1,800 X 115.1km Westside Reservoir X 2, pump X 5, main pipe D:300-D:1,800 X 84.9km

Imp. Period: 1987.7-1993.12

4.FEASIBILITY AND ITS ASSUMPTIONS: Feasibility: Yes

EIRR1)	FIRR1)	5.80	
EIRR2)	FIRR2)		
EIRR3)	FIRR3)		

Conditions and Development Impacts:

<M/P>Based on the JABOTABEK Metropolitan Development Program, the Jakarta city development plan has been established. To meet the real condition of the city, M/P of water supply which was prepared in 1972 had to be revised based on the City development plan. The revised M/P proposes a water supply system for the future population of 12,000,000 at the target year of 2005,taking water not only from east side resources but also from west.
<F/S><Conditions for IRR.>
(1) 30 years starting from 1991(2) 1983's price level ; (3) Investment started in 1983 (4) Increase annually salable water rate to 75% in 2005 rate calculated
<Impacts>(1) Increased served population (2.4 - 5.4 mill persons)
(2) Water source for residents of the North-Par has been changed from groundwater/sales water to piped water; (3) Water pressure of the region has been increased; (4) Improved public health,sanitation and environmental condition; etc

5.TECHNICAL TRANSFER: Carried out a training program in Japan for one counterpart for one month.

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)

Feb.1985	OECF loan agreement on emergency plan (4,500 million yen), BUARAN-1
Dec.1985	OECF loan agreement (10,923 million yen), BUARAN-2
Jul.1987	D/D on emergency plan completed
Oct.1987	Construction of BUARAN Treatment Plant No.1 started
1988-89	D/D on the first phase completed
Dec.1990	Construction of Buaran Treatment Plant No.2 (phase I) started
Dec.1990	OECF loan agreement (6,446 million yen), Distribution Pipes Networks
May.1992	Construction of distribution pipes started
Jul.1992	BUARAN Plant No. 1 completed
Sep.1993	BUARAN Plant No. 2 to be completed
Jun.1996	Distribution pipes to be completed

(FY1993 Overseas Survey)
The construction of Buaran II is scheduled to complete in 1996.

(FY1994 Domestic Survey)
No additional information.

(FY1995 Domestic Survey)
It is decided that the management of the Waterworks Bureau of the City of Jakarta should be privatized dividing both eastern and western areas which are on the both side of Ciliwung River. The managing two(2) private companies are already decided.
Detail survey works will be carried out in shape of the Master Plan (reinvestigation) by JICA.

2.MAJOR REASONS FOR PRESENT STATUS

(1) Continuity: The daley of implementation of First phase plan(OECF loan 1975-82)resulted in the shortage of water which require urgent implementation of next phase.
(2) Priority: necessary to implement water supply facility urgently for the capacity.

3.PRINCIPAL SOURCE OF INFORMATION: ①、②

和名 ジャカルタ市水道整備計画

{M/P+F/S}

PROJECT SUMMARY (M/P+F/S)

ASE IDN/S 208B/84

Compiled Mar.1988
Revised Mar.1996

I. OUTLINE OF STUDY

1.COUNTRY: Indonesia

2.NAME OF STUDY:
Five-Year Plan for the Integrated Development of Radio and Television Broadcasting

3.SECTOR:
Communications & B/(Comms. & Broad. in)General

4.REFERENCE NO.:

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

6.COUNTERPART AGENCY:
Directorate Gneral of Radio, Television and Film (RTF)

7.OBJECTIVES OF STUDY:
Formulation of a long-term development plan through 2000 and identification and evaluation of short-term development projects

8.DATE OF S/W: 1983/4

9.CONSULTANT(S):
Integrated Technology Inc.

10.STUDY TEAM

No.of Members 33

Period Jul.1983-Dec.1984(17 months)

Total M/M	Japan	Field
68.83	49.43	19.40

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY:
Mapping of Topographic Sections

12.EXPENDITURE

Total	239,222 (¥000)
Contracted	174,933

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA:
The entire country

2.PROJECT COST (US$1,000) (US$1=233.6Yen=934. F/S

		Local Cost	Foreign Cost	
M/P	1)	923,600		
	2)			
F/S	1)	229,400	14,900	214,500
	2)			
	3)			

3.CONTENTS OF MAJOR PROJECT(S)

<M/P>1) TV Republic Indonesia (National TV Station)
2) Radio Republic Indonesia(National Radio Station)
<F/S>- Radio transmission (medium-wave, short-wave, FM):
54 new stations; rehabilitation of 23 stations; 26 sets of alternate equipment
- TV transmission
50 new stations; 10 sets of equipment for replacement
- Radio broadcasting facilities:
26 new studios; 99 studies for rehabilitation; OB van and 42-unit studio equipment 114 sets
- TV broadcasting facilities:
9 new studios; 8 studios for rehabilitation; OB van and 16-unit studio equipment 67 sets

Imp. Period: 1985. 1988.

4.FEASIBILITY AND ITS ASSUMPTIONS

Feasibility: Yes

EIRR1)	32.60	FIRR1)	
EIRR2)		FIRR2)	
EIRR3)		FIRR3)	

Conditions and Development Impacts:

Assumptions:<M/P,F/S>
(1) annual economic growth rate of 5.0% - 6.0% after 1985 (6.0% during 1979 - 84); (2) annual population growth rate of 1.7% and the population of 200 million in 2000; (3) per capita income of US$950 in 2000; and (4) No. of radio and TV sets in use is projected as follows:

	1983	1989	2000	
Radios	250	328	462	(million sets)
TV	50	84	189	(million sets)

Development impacts:<M/P,F/S>
(1) Closer integration of the population through increased access to broadcasting media; (2) Improvement of school education, adult education and vocational training and human resource development; (3) stimulation of economic activities

5.TECHNICAL TRANSFER
1)OJT; 2)Participation of the counterparts in the JICA training program; and 3)employment of local consultants

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 Government of Indonesia has formulated the Long-term Plan on broadcasting based on this M/P Study and is implementing several Projects as follows:

(1)Enhancement of Radio and Television Network (Phase-I):
Dec.1985 OECF L/A singed (6,507 million yen)
Dec.1990 construction completed
(2)Enhancement of Radio and Television Newtork (Phase-II):
Dec.1987 OECF L/A signed (8,603 million yen)
Dec.1992 Construction completed
Phase I:
Total cost US$31.5 million
of which, local cost US$4.2 million
Phase II:
Total cost US$55.5 million
foreign and local costs financed by OECF

(3)Television News and Program Total Editing and Dubbing System: Japanese Grant (502 MY), 1989 E/N, completed
(4)In addition to above Projects, three projects were completed and three projects are on-going by loans from USA, UK and Austria.

2.From 1988 to 1990, further JICA M/P and F/S were carried out in order to review the existing Long-term Plan and also work out Short-term Plan of the Repelita V.

(FY1993 Overseas Survey)
The rehabilitation of Phase-I has been implemented in 1993-1995.

(FY1994 Domestic Survey)(FY1995 Domestic Survey)
No additional information.

2.MAJOR REASONS FOR PRESENT STATUS

1.High priority: High priority has been given to the role of broadcasting to achieve the target of the National Development Plan.
2.Continuity: To continue the improvement of broadcasting with precedence of OECF finance in connection with previous projects in 1970s.

3.PRINCIPAL SOURCE OF INFORMATION
①、②、③、④

和名 ラジオ・テレビ放送総合開発５ヵ年計画

(M/P+F/S)

PROJECT SUMMARY (F/S)

ASE IDN/S 325/84

Compiled Mar.1988
Revised Mar.1996

I. OUTLINE OF STUDY

1.COUNTRY Indonesia

2.NAME OF STUDY
Volcanic Debris Control and Water Conservation Project in the Southeastern Slope of Mt.Semeru

3.SECTOR
Social Infrastructu/River & Erosion Control

4.REFERENCE NO.

5.TYPE OF STUDY F/S

6.COUNTERPART AGENCY
Directorate General of Water Resources Development,Ministry of Public Works

7.OBJECTIVES OF STUDY
F/S for the project to prevent the volcanic debris flow in the southeastern slope of Mt.Semer.

8.DATE OF S/W 1981/12

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

10.STUDY TEAM

No.of Members 18

Period Mar.1982-Dec.1984(34 months)

Total M/M	Japan	Field
173.53	93.87	79.66

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY
Preparation of Topographic Maps

12.EXPENDITURE

Total	528,821 (¥'000)
Contracted	512,040

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Lumajan, East Java

2.PROJECT COST

(US$1,000) (US$1=240Yen)		Total Cost	Local Cost	Foreign Cost
	1)	44,990	24,400	
	2)			
	3)			

3.CONTENTS OF MAJOR PROJECT(S)
(1)The First Priority Project
(A)Sediment Control Facility Project
Check Dam (3), Diversion channels(length of 1.3km)
Sand Pocket(1),Intake and channel(1)
(B)Debris Flow Warning System Project
- Information Collection System: 1 small radar raingauge station, 8 telemeter rainfall stations, 6 telemeter water level stations, 4 debris flow sensing stations, 2 debris flow visual measuring stations, 1 repeater station.
- Information Processing System: information processing center.
- Public Information System: 11 speaker station

(2)The Second Priority Project: Check Dam(6), Sand Pocket(2)
(3) Water conservation plan: Intake facilities, Groundwater Exploitation Facility, 2 Water Conveyance Facilities, Hydro-electric Power Station, Cultivated Paddy Field.

Imp. Period: 1987.4-1992.3

4.FEASIBILITY AND ITS ASSUMPTIONS Feasibility: Yes

EIRR1)	8.90	FIRR1)	
EIRR2)	5.30	FIRR2)	
EIRR3)	8.70	FIRR3)	

Conditions and Development Impacts:
Conditions:
Assumed damaged areas were classified into five phases and that the damage ratio was decided for the deposited sediment of each probability year. And agricultural production,living assets, production activities,public facilities,cost for removing sediment were counted as direct damage,and cost for urgent relief of sufferers as indirect damage.

Development impacts: The area of 25.29 sq.km would be mitigated from damage with the mitigated amount of 19,824 X 10 Rp.(price as of 1982) was expected. As far as lives of people concerned, 15,000 at project(1)A, 40,700 at project (1)B, and 19,000 at project(2) can be saved by these projects.

*EIRR 3) 8.7~16.2%

5.TECHNICAL TRANSFER
Accepted six trainees

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 is under implementation with the OECF financing.

Oct.1983 OECF loan agreement signed (2,808 million yen)
For emergency measures (river channel deepening 0.7 km, embankment 111 km, 2 check dams)
Apr.1990 Construction completed
Aug.1991 Additional construction completed

Total cost: US$21.18 million (US$1=230yen)
Local cost: US$ 8.97 million (US$1=Rp.650)

*Contents of OECF Loan
1.River Bed Excavation(0.7km)
2.Construction of river dyke(111km)
3.Construction of Sabo Dam(2 places)

(FY1994 Domestic Survey)
In Feb.1994, a large scale eruption of Mt.Semeru volcano gave a large amount of accumulation of earth and sand(about 14Mil.m3) at the upstream of Rivers Jari and kediri. In order to implement counter measures for this, the implementation plan of the OECF Loan Project has been preparing.

2.MAJOR REASONS FOR PRESENT STATUS
(1) Scale of effect: Debris flow disaster occurred in May 1981 in the project site
(2) Priority : Priority was paticularly high as a urgent measure against disaster
(3) Strength of propelling agency : Backed up by River Bureau,Ministry of Public Works

3.PRINCIPAL SOURCE OF INFORMATION
①、④

和名 スメル火山砂防・水資源保全計画

{F/S,D/D}

PROJECT SUMMARY (F/S)

ASE IDN/S 324/84

Compiled Mar.1986
Revised Mar.1996

I. OUTLINE OF STUDY

1.COUNTRY Indonesia

2.NAME OF STUDY
Grade Separated Crossing in Manggarai Station, Improvements on Merak Line and Track Addition and Other Improvements on Tangerang Line

3.SECTOR
Transportation/Railway

4.REFERENCE NO.

5.TYPE OF STUDY F/S

6.COUNTERPART AGENCY
Directorate General of Land Transport and Inland Waterways

7.OBJECTIVES OF STUDY
Grade separation of Manggarai station
Track addition of the Merak line
Track addition of the Tangerang line

8.DATE OF S/W 1982/7

9.CONSULTANT(S)
Japan Railway Technical Service

10.STUDY TEAM
No.of Members 17
Period Jul.1983-Jun.1984(11 months)

Total M/M	Japan	Field
58.75	32.28	26.47

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY
None

12.EXPENDITURE

Total	166,572 (¥'000)
Contracted	165,140

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
JABOTABEK area
(Around Manggarai station,regious along the Merak and Tangerang lines)

2.PROJECT COST
(US$1,000)
US$1=980Rp.

	Total Cost	Local Cost	Foreign Cost
1)	435,714	97,337	338,377
2)			
3)			

3.CONTENTS OF MAJOR PROJECT(S)
(1)Grade separation of Manggarai station:
1)Station Facilities: station building, passageway, platform, platform shed; 2)Railway Structure: reinforced concrete(RC) viaduct, RC box culvert, new bridge, embankment and RC retaining wall; 3)Drainage Facilities; 4)Electric, Signalling and Telecommunication facilities.
Track addition on (2) the Merak Line and (3) the Tangerang Line
1st Stage: Rehabilitation
- Rehabilitation of the track and road level crossings.
- Replacement of the R3 rail to R14A rail(Merak Line)
- Replacement of 25kg/m rail to UIC54 rail (Tangerang Line)
2nd Stage: Expansion
- Improvement of electric, signalling and telecommunication.
3rd Stage:Track Doubling
- Track addition and completion of rehabilitation work.
- Improvement of access roads to the stations and station front plazas.

Imp. Period: 1987. -1989.

4.FEASIBILITY AND ITS ASSUMPTIONS
Feasibility: Yes

EIRR1)	37.20	FIRR1)	
EIRR2)	24.80	FIRR2)	
EIRR3)	23.20	FIRR3)	

Conditions and Development Impacts:
[Preconditions]
In accordance with the master plan for JABOTABEK railway improvement, the level crossings of the Central line and the Eastern and the Western lines are to be removed. The demand forecast for the years up to 2000 and the train planning are based on the M/P.
[Development impacts]
(1)An increase in the number of trains and promotion of railway improvement.
(2)The track addition of the Merak and Tangerang lines can become a main power for promoting the development of the regions along the routes.
(3)Reduction of travel time.
(4)Alleviation of road traffic congestion due to frequent services of the railway system.

5.TECHNICAL TRANSFER
(1)OJT: Investigations were conducted together with counterparts.
(2)Two trainees were received.
(3)Explanation of the results to concerned persons.

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) Grade separation of Manggarai station
After the completion of the F/S, the D/D was carried out in 1988 using OECF funds. Although efforts are being made to procure funds for starting the construction, the final decision has not yet been made concerning the financing. This project is an important element of the JABOTABEK Project. However, because the objective of the entire project has been scaled down, implementation of this project has been delayed.
2) Track addition of the Merak line
After the completion of the F/S, D/D was carried out in 1987 by using the fund from France. Line reinforcement (signalling, electrification, etc.) under the single-track system is now in progress, while track improvement was completed.
3) Track addition of the Tangerang line
Like the case of 2) above, D/D was carried out in 1987 by using the fund from France. As for the construction, installation of new signal track along the existing track with electrification and electronic signalling system is programmed.

(FY1993 Overseas Survey)
The construction is schedule to complete in 1991.

(FY1994 Domestic Survey)
•Track addition of the Merak line
The test run by electric railcar was conducted on May.1994. The actual operation service, however, is not started yet due to the incomplete status of signalling system. The construction of the system is now underway and is planned to be completed by 1995.
•Track addition of the Tangerang line
The program to develop a new single track with electrification as well as automatic signalling system along the existing track, is now under progress. The procurement of the materials for this is to be done through French fund. Their installation is to be completed by 1997 using the government budget.

(FY1995 Overseas Survey)
Track addition of the Merak line:
Procurement of materials was completed in May, 1994 and installation of those materials was completed in October, 1995.
Track addition of the Tangerang line:
Installation of materials is scheduled to be completed in January, 1997.

2.MAJOR REASONS FOR PRESENT STATUS
(1)Size of project impact
(2)Continuous factors over time and relationship with other projects: This is an essential project for increasing the number of trains.
(3)The progressing development at the area along the lines

3.PRINCIPAL SOURCE OF INFORMATION
①、②、④

和名 ジャカルタ大都市圏鉄道輸送計画（マンガライ駅立体交差化、メラク線タンゲラン線改良

(F/S,D/D)

PROJECT SUMMARY (F/S)

ASE IDN/S 323/84

Compiled Mar.1990
Revised Mar.1996

I. OUTLINE OF STUDY

1.COUNTRY: Indonesia

2.NAME OF STUDY: New Railway Line for Cengkareng Airport

3.SECTOR: Transportation/Railway

4.REFERENCE NO.:

5.TYPE OF STUDY: F/S

6.COUNTERPART AGENCY: Directorate General of Land Transport and Inland Waterways

7.OBJECTIVES OF STUDY: Construction project for a new railway line between Cengkareng Airport and the center of Jakarta.

8.DATE OF S/W: 1982/7

9.CONSULTANT(S): Japan Railway Technical Service

10.STUDY TEAM

No.of Members 18

Period Jul.1982-Aug.1984(24 months)

Total M/M	Japan	Field
80.38	45.63	34.75

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY: D/D

12.EXPENDITURE

Total	802,886 (Y'000)
Contracted	803,484

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA: Section between the center of Jakarta and Cengkareng Airport

2.PROJECT COST (US$1,000)

	Total Cost	Local Cost	Foreign Cost
1)	205,620	88,393	117,227
2)			
3)			

3.CONTENTS OF MAJOR PROJECT(S)

New Railway Line for the airport (Route A:19.8km):
It will be constructed between Cenkareng Airport and Jakarta station.
(Detailed route;the airport -through the northwest Jakarta City - Kotaintan station-Pass over the being line around Kata Station - connect the central line at Jakarta station.)
Construction cost:35,503 million yen. Rolliy stock cost ... 12,242 million yen.
1) Engeneering/Truck construction:Base, elevated bridge, truck
2) Electrification:substation, distribution wire, lighting and electrie facilities.
3) Signally and telecommunication construction:railroad crossing, lighting instrument, lighting line, truck circuit, telecommunication instrument, telecommunication line.
4) Station facilities: station, signal station
5) Airport station: Engeneering, bridge, platform, building, truck
6) Compensation for removals.

Imp. Period: 1987. -1991. 1987. -2006.

4.FEASIBILITY AND ITS ASSUMPTIONS: Feasibility: Yes

EIRR1)	14.30	FIRR1)	
EIRR2)		FIRR2)	
EIRR3)		FIRR3)	

Conditions and Development Impacts:
(1) Preconditions
-The foreign - currency portion is financed with overseas loans at 6% (with payments to begin after a 7-year deferral over a 20-year period in equal amounts).
-The local-currency portion is financed with the national budget or loans in terms of rupees at 13.5% (with payments to begin after a 4-year deferral over a 6-year period in equal annual amounts).
(2) Development impacts -Reduction in travel time to the airport via the new railway line.
-Alleviation of road traffic congestion, resulting in time and fuel savings for road users.

5.TECHNICAL TRANSFER: Site investigations were conducted with the cooperation of counterparts. Enough explanation of the results to counterparts and concerned personnels.

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)

This project is included in the JABOTABEK Project which is steadily in progress under the guidance of JARTS. Since the immediate objective of the JABOTABEK Project is the completion of a commuter railway, the implementation of this project including new line construction is behind the schedule. However, since this project is related to future plans of the Jakarta Kota area, it is necessary to harmonize with these plans especially the timing of respective implementation, in future.

(FY1993 Overseas Survey)
No additional information.

(FY1994 Domestic Survey)
Meanwhile, the Government of Indonesia is expecting that this new line construction project will be invested by private sector due to the fact that it has become possible for private sector to invest the railway development by the new railway Law revised in 1992. However, actual plan is not desclosed as yet.

(FY1995 Domestic Survey)
No additional information.

(FY1995 Overseas Survey)
At present, the toll road, which is going to be fully connected with the airport, is under construction. It is projected that this toll road will be enough as access transport means for the time being. If the toll road would become congested, the necessity of new railway line construction would arise.

2.MAJOR REASONS FOR PRESENT STATUS:

3.PRINCIPAL SOURCE OF INFORMATION: ①, ②

PROJECT SUMMARY (F/S)

Compiled Mar.1986
Revised Mar.1996

ASE IDN/S 322/84

I. OUTLINE OF STUDY

1.COUNTRY: Indonesia

2.NAME OF STUDY
Nusa Tenggara Area Terrestrial Transmission Network Project

3.SECTOR
Communications & B/Telecommunication

4.REFERENCE NO.:

5.TYPE OF STUDY: F/S

6.COUNTERPART AGENCY
Ditjen Postel

7.OBJECTIVES OF STUDY
To formulate the Nusa Tenggara Area Terrestrial Transmission Network Construction plan and evaluate its feasibility

8.DATE OF S/W: 1983/4

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

10.STUDY TEAM

	Total M/M	Japan	Field
No.of Members 13			
Period Aug.1983-Feb.1984(6 months)		21.90	14.99

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY
None

12.EXPENDITURE

Total	91,955 (¥'000)
Contracted	83,601

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Nusa Tenggara Area

2.PROJECT COST

(US$1,000)		Total Cost	Local Cost	Foreign Cost
	1)	26,154	3,345	22,809
(US$1=235Yen) (US$1=985R)	2)			
	3)			

3.CONTENTS OF MAJOR PROJECT(S)
1.Main microwave system (1) 6GHz: 960ch-60Mbit/s
Transmission system (2) 2GHz: 60ch/120ch-4/8Mbit/s
2.Spur microwave system (1) 800MHz,120ch analog
Transmission system (2) 400MHz,analog
construction

Imp. Period: 1986. -1995.

4.FEASIBILITY AND ITS ASSUMPTIONS

Feasibility: Yes

EIRR1)		FIRR1)	17.70
EIRR2)		FIRR2)	
EIRR3)		FIRR3)	

Conditions and Development Impacts:
Construction works: Turn key system
Development Impacts:For the system to satisfy circuit requirement expected in the year 2010.
1)Financial Analysis
Surface Transmission Lines Construction:
IRR;6.9%(PlanA),10.0%(PlanB),5.7%(PlanC)
Profit Rates of Owned Capital; 12.5%(PlanA),17.7%(PlanB)
Notes)PlanA(Project Life of 15years),PlanB(20years),PlanC(Submarine cable)
Therefore,PlanB seems to have feasibility from the financial viewpoints as the value is better compare with the case that PERUMTEL borrows loan from the local institutions.
2)Economic Analysis
EIRR of PlanB is 10.7% which shows that this Project has feasibility from economical viewpoint. And taking into consideration that the influencial economic effectiveness of the Project,the implementation of this Project will contribute quite a lot for the economic development of this Area.

5.TECHNICAL TRANSFER
On-job-training was conducted for the counterpart staff of PERUMTEL.

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)
Suspended after the completion of F/S.
In view of the delayed implementation of the transmission system between Java and Bali which has the higher priority than this project, the Indonesian government put off its request for OECF financing.

(FY1993 Overseas Survey)
No additional information.

(FY1994 Domestic Survey)
No additional information.

(FY1994 Overseas Survey)
Being implemented by French loan as a part of WB Telecom IV.
French constructor uses this JICA study as a reference for their D/D.
French project includes Bali-Nusa Tenggara section (this section is not included in JICA study)
1992 France L/A signed (145.0mFF)
1995 Construction to be completed

(FY1995 Domestic Survey)
No additional information.

2.MAJOR REASONS FOR PRESENT STATUS
Delay of related project; concrete project- Jawa-Bali terrestrial transmission project,Trans-Sumatra terrestrial project,Trans Sulawesi terrestrial project-relation of this project.
High Priority than this project.

3.PRINCIPAL SOURCE OF INFORMATION
①、②、③

和名 メサテンガラ電気通信網整備計画

{F/S,D/D}

PROJECT SUMMARY (M/P)

Compiled Mar.1988
Revised Mar.1996

ASE IDN/S 117/85

I. OUTLINE OF STUDY

1.COUNTRY: Indonesia

2.NAME OF STUDY
Rural Telecommunications Network

3.SECTOR
Communications & B/Telecommunication

4.REFERENCE NO.

5.TYPE OF STUDY: M/P

6.COUNTERPART AGENCY
POSTEL, PERUMTEL

7.OBJECTIVES OF STUDY
To establish long term plan for the Rural Telecommunication Network

8.DATE OF S/W: 1984/3

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

10.STUDY TEAM
No.of Members 17
Period Jun.1984-Aug.1985(14 months)

Total M/M	Japan	Field
	42.34	30.30

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY
None

12.EXPENDITURE

Total	191,396 (¥'000)
Contracted	175,738

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Whole country

2.PROJECT COST

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	5,200,000		
2)	10,746,363		

3.CONTENTS OF MAJOR PROJECT(S)

Facilitation of new telephone exchanges of 947,500 units.
- Remaining from Phase III 194,500 units
- Planning for Phase IV 750,000 units

Facilitation of new telex exchanges of 19,450 units.
- Remaining from Phase III 3,400 units
- Planning for Phase IV 16,050 units

4.CONDITIONS AND DEVELOPMENT IMPACTS
(1) The telephone demand in the year 2000 is estimated to be 1,364,000 L.U. in Kabupatens, and 3,534,000 L.U. in urban areas (Kotamadya).
(2) The network improvement and expansion in Phase 2 (Repelita V: 1989-1993)will be in some 140 Kabupatens covering IKK and Kecamatans.
(3) During Repelitas VI and VII, the network improvement and expansion will be carried out in the remaining 246 Kabupatens covering IKK and Kecamatans and also villages.

5.TECHNICAL TRANSFER
(1) 2 counterparts were invited to Japan for the training in general telecommunication and radio systems.
(2) On the job training (PERUMTEL counterparts)

III. PRESENT STATUS OF STUDY RESULTS

1.PRESENT STATUS
- [x] In Progress or In Use
- [ ] Delayed
- [ ] Discontinued

(Description)
Based on the master plan, a JICA study on the 6th five-year plan for telecommunication development was undertaken in 1992.

(FY1993 Overseas Survey)
- This M/P is reffered for Replita V through VI. It was also used as basic data of demand foreseeing.

(FY1994 Overseas Survey)
This study was used as a reference for planning of the 5th five-year plan and also provided the basic principal for the projects (ADB Telecom I, II, WB Telecom III, IV) which were implemented at the same period. Moreover, this principal will be used for the 6th five-year plan for telecommunication development (JICA Development Study).

(FY1995 Domestic Survey)
No additional information.

2.MAJOR REASONS FOR PRESENT STATUS

3.PRINCIPAL SOURCE OF INFORMATION
①、②、③

和名 地方電気通信網整備計画

{M/P,Basic Study,Other}

PROJECT SUMMARY (M/P)

Compiled Mar.1988
Revised Mar.1996

ASE IDN/S 116/85

I. OUTLINE OF STUDY

1.COUNTRY Indonesia

2.NAME OF STUDY
Lower Asahan River Basin Development

3.SECTOR
Social Infrastructu/Water Resource Development

4.REFERENCE NO.

5.TYPE OF STUDY M/P

6.COUNTERPART AGENCY
IPU

7.OBJECTIVES OF STUDY
Flood Control

8.DATE OF S/W 1984/6

9.CONSULTANT(S)
Nippon Koei Co., Ltd.
Yachiyo Engineering Co., Ltd.
Nikken Consultants., Inc.

10.STUDY TEAM
No.of Members 15
Period Oct.1984-Sep.1985(12 months)

Total M/M	Japan	Field
61.42	10.03	51.39

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY
None

12.EXPENDITURE

Total	287,881 (¥'000)
Contracted	187,300

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
North Sumatra

2.PROJECT COST

(US$1,000)		Total Cost	Local Cost	Foreign Cost
(US$1=250Yen)	1)	33,200	8,450	24,750
	2)			

3.CONTENTS OF MAJOR PROJECT(S)

In Land and water resources is the lower Asahan river basin, master plan for flood control sector was firelty formulated. Secondly irrigation development plan were formulated under the condition of completion of flood control works.
(1)Master plans of flood control sector
Bunut project:34km of channel improvement, Rp 12,600 M of Const cost Asaham/Silau project:64km of channel improvement, 18km of new dyke Rp 63,500M const cost.
Kualuh project: 46km of channel improvement, Rp 20,500M
(2)Urgent flood control project (for 10 year design flood)
Asahan / Silau project:57km of channel improvement, Rp 36,500M of const cost.
(3)Sila-Bunut rehabilitation irrigation project
Net irrigation area:10,300 ha
Const cost:RP.157,310M
(const. cost was estimated at 1985 price)

4.CONDITIONS AND DEVELOPMENT IMPACTS

Flood control of lower reaches of the Asahan river
Expected benefit and internal rate of return for the projects are as shown below:
(1) Master plans of flood control sector

	floud cont benefit (Million Rp.)	IRR (%)
Bunut Flood cont. project	12,600	11.9
Asahan / Silau Flood cont project	63,500	14.3
Kualuh flood cont. project	20,500	12.3

(2) Urgent flood control project

	flood cont beenefit (Million Rp)	IRR (%)
asahan / Silau Flood cont. project	5,100	12.4

(3) Silan-Bunut rehabilitation irrigation project
Irrigation benefit (Rp.M) : 15,600
Flood control benefit (Rp.M) : 7,970
Negatire benefit (Rp.M) : 665
IRR(%) : 13.2
(Benefit was estimated at 1985 price)

(FY 1993 Domestic Survey)

5.TECHNICAL TRANSFER
The report was proposed by both Japanese consultants and Indonesian consultants

III. PRESENT STATUS OF STUDY RESULTS

1.PRESENT STATUS
- [x] In Progress or In Use
- [ ] Delayed
- [ ] Discontinued

(Description)
Jan.1987 OECF loan agreement signed (E/S, 628 million yen)
Mar.1988-Feb.1990 E/S completed.

Note: This study is the Phase I of the lower Asahan River basin development. The study on Phase II (irrigation development) was already completed by JICA (Agriculture, Forestry and Fisheries Development Programme). The Phase I project was included in the application list for the FY1991 OECF Yen Credit, but not approved.

(FY1993 Overseas Survey)
1. Physical implementation of the project has not been conducted yet. Japanese Government would like to see promulgation of land use and spatial planning first before proceed to finance the project.

2. Signiticat decreasing of Toba Lake water level about 10.0 meters in 1986 due to lesser inflow with larger out flow are importune. A review study should be cacucted to identify. The extent the water level devreasing. The plan may probably charge.

3. Bapperhas (National Planning Board) suggested to re-evaluate and postpone this project.

(FY1994 Domestic Survey)
The government of North Sumatra Province started the preparatory work for land acquisition.

(FY1995 Domestic Survey)
No additional information.

2.MAJOR REASONS FOR PRESENT STATUS
Early implementation has been not realized owing to the financial condition.

3.PRINCIPAL SOURCE OF INFORMATION
①、③、④

和名 アサハン河下流域開発計画

{M/P,Basic Study,Other}

PROJECT SUMMARY (M/P)

Compiled Mar.1988
Revised Mar.1996

ASE IDN/S 115/85

I. OUTLINE OF STUDY

1.COUNTRY Indonesia

2.NAME OF STUDY
Master Plan on the Development of Aids to Navigation System

3.SECTOR
Transportation/Marine Transportation & Ships

4.REFERENCE NO.

5.TYPE OF STUDY M/P

6.COUNTERPART AGENCY
Directorate General of Sea Communications

7.OBJECTIVES OF STUDY
Formulation of a long-term development plan through 2000 and identification of short-term projects through 1989

8.DATE OF S/W 1983/7

9.CONSULTANT(S)
Japan Association for Aids to Navigation

10.STUDY TEAM

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

Total M/M	Japan	Field
77.44	62.50	14.94

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY
None

12.EXPENDITURE

Total	233,087 (¥'000)
Contracted	177,574

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
the entire country

2.PROJECT COST

(US$1,000)		Total Cost	Local Cost	Foreign Cost
	1)	464,741	106,283	358,458
(US$1=230Yen)	2)			

3.CONTENTS OF MAJOR PROJECT(S)

	Long-term	Short-term
Light-wave signals		
Lighthouses(land)	190	69 (35)
Floating lighthouses(sea)	11	2
light signals	335	131 (81)
Floating-type light signals	18	8
Floats	350	249 (222)
Radio-wave signals		
Medium-wave beacon stations	39	17
Radar beacon stations	67	28 (8)

Note:(1)Figures in parentheses indicate the units which were being installed during the study.
(2) ( ) in above table show the planned number to be installed before this survey works carried out.

4.CONDITIONS AND DEVELOPMENT IMPACTS
The project will ensure the safe passage of vessels, raise the efficiency of ship operations, reduce marine accidents and thereby contribute to the growth of shipping industry and fisheries.

5.TECHNICAL TRANSFER
Participation of the counterparts in the JICA training program (40persons)

III. PRESENT STATUS OF STUDY RESULTS

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

(Description)
1) Several of lighthouses and floating signals were installed by the fund provided by the British Government
2) Radio-wave signals were installed by the fund provided by the United States(35 beacon stations in addition to the on-going installations)

(FY1993 Overseas Survey)
The plan has been implemented as follows:
- Completed The Maritime Telecommunication System Project Phase I in 1985.
- Completed The Maritime Telecommunication System Project Phase II in 1989.
- Completed The Maritime SAR-Communication System Project Phase I in 1991.
- The Maritime Telecommunication System Development Project Phase III under construction and expected to be completed in 1995.

(FY1995 Domestic Survey)

As of March, 1994,	JICA's long-term plan	Installed No. after 1986
[Light-wave signal]		
Light house	201	45
Light signal (incl. floating type)	353	233
Float	350	222
[Radio-wave signal]		
Medium-wave beacon station	39	18
Radar beacon station	67	65
Differential Omega Station	--	5

The contries which will provide the aid of light-wave signals are U.K., France, U.S., Spain and Japan. The aid which had been made by the Government of Japan were consisted of the automation of light-wave signals of other lighthouses, warning system for putting out the lights, improvement of warehouses, construction of the boats for signal installation, and so on. The contries which will be able to provide the aid of the radio wave signals are France, U.S. and Japan.
France : Differential Omega station.
U.S. : Radar beacon station, and
Japan : Medium-wave beacon station.

(FY1995 Overseas Survey)
At present, 30 light houses, 134 light beacons and 109 light buoys were installed by means of leans from Spain, France and Japan.
It is necessary to inspect and renovate in each five years in future.

2.MAJOR REASONS FOR PRESENT STATUS
1)The 4th national development plan gave high priority on the development of sea communication and related infrastructure.
2)After M/P, total achievement ratio of light-wave signal installation is about 60%, and the radar beacon installation is nearly 100% except old-fashioned medium-wave beacon. Taking into the consideration that the recent economical progress of Indonesia and the needs to keep the security of maritime transport, it is demanded to reinvestigate the whole of the M/P.

3.PRINCIPAL SOURCE OF INFORMATION
①, ②

和名 航行援助施設整備基本計画

{M/P,Basic Study,Other}

PROJECT SUMMARY (Basic Study)

Compiled Mar.1991
Revised Mar.1996

ASE IDN/A 502/85

I. OUTLINE OF STUDY

1.COUNTRY Indonesia

2.NAME OF STUDY
Mosaic Photomap Project of the Downstream Area of the Negara River Basin in South Kalimantan

3.SECTOR
Agriculture/(Agriculture in)General

4.REFERENCE NO.

5.TYPE OF STUDY Basic Study

6.COUNTERPART AGENCY
Directorate General of Water Resources Development, Ministry of Public Works

7.OBJECTIVES OF STUDY
Preparation of master plan for agricultual development

8.DATE OF S/W 1983/4

9.CONSULTANT(S)

10.STUDY TEAM

No.of Members 21
Period Jul.1983-Jul.1986(33 months)

Total M/M	Japan	Field
72.87	14.76	58.11

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY
None

12.EXPENDITURE

Total	376,764 (¥'000)
Contracted	373,813

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Kalimantan Island, downstream area of the Negara River Basin in South Kalimantan

2.PROJECT COST

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

3.CONTENTS OF MAJOR PROJECT(S)
Following works were done as basic data for establishing Agricultural Development Plan in downstream area of the Negara River Basin.
1.Taking air photos of those area 6,300 sq.m (1/20,000)
2.Mosaic photomap of Amuntai area (about 1,200 sq.km (1/10,000)

4.CONDITIONS AND DEVELOPMENT IMPACTS
Negara River, the tributary of Barito River where development works have been done on the small scale, remains undeveloped. Indonasian Government recognizes that establishing agricultural development plan is indispensable to facilities development of those areas. This study is basic data for it.

5.TECHNICAL TRANSFER
Transfer of technology in aerial photogrammetric mapping

III. PRESENT STATUS OF STUDY RESULTS

1.PRESENT STATUS
- [x] In Progress or In Use
- [ ] Delayed
- [ ] Discontinued

(Description)

A master plan study on Negara River basin overall irrigation development was undertaken by JICA during 1987-1989.

(FY1994 Domestic Survey)
No additional information.

(FY1994 Overseas Survey)
This study was to make a mosaic photo map for the study of develment project of the Negara River Baisn. The Negara River Basin Overall Irrigation Plan (M/P) was undertaken from 1987 to 1989.

(FY1995 Domestic Survey)
The feasibility study for irrigation project at this area has been officially requested to Japan by the Government of Indonesia.

2.MAJOR REASONS FOR PRESENT STATUS
This study started for the purpose of establishing agricultural development plan, however, Indonesian Government was reluctant to hand over topographical maps abroad. Therefore this study concluded as photo map project

3.PRINCIPAL SOURCE OF INFORMATION
①、③

和名 南カリマンタン州ネガラ河下流域写真図作成調査

{M/P,Basic Study,Other}

PROJECT SUMMARY (Basic Study)

Compiled Mar.1988
Revised Mar.1996

ASE IDN/S 502/85

I. OUTLINE OF STUDY

1.COUNTRY: Indonesia

2.NAME OF STUDY:
Topographic Mapping Project for Upper Stream Area of Negara Basin, South Kalimantan

3.SECTOR:
Social Infrastructu/Survey & Mapping

4.REFERENCE NO.:

5.TYPE OF STUDY: Basic Study

6.COUNTERPART AGENCY:
Directorate of Planning and Programming, Directorate General of Water Resource Development, Ministry of Public Works

7.OBJECTIVES OF STUDY:
To prepare the 1:50,000 topographic maps covering an area of 6,500 sq.km in upper stream of Negara river basin

8.DATE OF S/W: 1983/2

9.CONSULTANT(S):
International Engineering Consultants Association

10.STUDY TEAM

No.of Members 23
Period Feb.1983-Jan.1986(30 months)

Total M/M	Japan	Field
29.00	10.50	18.50

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY:
None

12.EXPENDITURE

Total	336,955 (¥'000)
Contracted	169,795

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA:
The upstream basin of River Negara in South Kalimantan (6,500 sq.km for mapping)

2.PROJECT COST

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

3.CONTENTS OF MAJOR PROJECT(S):
Preparation of national base maps (scale: 1/50,000 9 plates)

4.CONDITIONS AND DEVELOPMENT IMPACTS:
The prepared maps are indispensable to water resource development planning in the basin area. The maps will be useful to a feasibility study on agricultural development scheduled soon to begin in the downstream area.

5.TECHNICAL TRANSFER:
1)Participation of the counterparts in the JICA training program
2)Employment of local consultants
3)OJT for the counterparts on aerophotography

III. PRESENT STATUS OF STUDY RESULTS

1.PRESENT STATUS:
- [■] In Progress or In Use
- [ ] Delayed
- [ ] Discontinued

(Description)

The Negara River basin has large development potentials such as water resource development in the upstream and agricultural development in the midstream and downstream. The maps will be basic to such development planning.

(FY1994 Domestic Survey)(FY1995 Domestic Survey)
No additional information.

2.MAJOR REASONS FOR PRESENT STATUS:

3.PRINCIPAL SOURCE OF INFORMATION:
①

和名 カリマンタン州ネガラ河上流域地図作成事業

{M/P,Basic Study,Other}

PROJECT SUMMARY (M/P+F/S)

ASE IDN/S 211B/85

Compiled Mar.1988
Revised Mar.1996

I. OUTLINE OF STUDY

1.COUNTRY Indonesia

2.NAME OF STUDY
Widas Flood Control and Drainage Project

3.SECTOR
Social Infrastructu/Water Resource Development

4.REFERENCE NO.

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

6.COUNTERPART AGENCY
Ministry of Public Works, Directorate General of Water Resources Development, Directorate of Rivers

7.OBJECTIVES OF STUDY
Water supply
Flood control
Water management

8.DATE OF S/W 1984/2

9.CONSULTANT(S)
Nippon Koei Co., Ltd.
Nikken Consultants., Inc.

10.STUDY TEAM
No.of Members 16
Period Jul.1984-Mar.1986(21 months)

Total M/M	Japan	Field
123.97	25.58	98.39

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY
None

12.EXPENDITURE

Total	337,764 (¥'000)
Contracted	323,985

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Brantas River Basin in East Java Province<M/P>
Nganjuk District, East Java Province<F/S>

2.PROJECT COST (US$1,000) (US$1=1,100Rp)

		Local Cost	Foreign Cost	
M/P	1)	2,493,929		
	2)			
F/S	1)	22,700	10,100	12,600
	2)	56,900	29,900	27,000
	3)			

3.CONTENTS OF MAJOR PROJECT(S)

<M/P>
(1)Irrigated agriculture development
(2)Water supply
(3)Flood control
(4)Dam and hydropower
(5)Water shed conservation
(6)Water management
16 projects are recommended

<F/S>

Irrigation	
Net irrigation area	2,599ha
Main canal/2nd and 3rd canal	8km/98km
Storage dam	/place
Flood Control	
Catchment area	1,538 sq.km
Design Flood	25year flood
Stretches to be improved	81.8km in total
Retarding basin	3 places(23.5MCM)
Short-cut	1 place (2.9 km)

Cost 1) pertains to irrigation and Cost 2) to flood control

Imp. Period: 1988.7-1994.6

4.FEASIBILITY AND ITS ASSUMPTIONS Feasibility: Yes

EIRR1)	10.60	FIRR1)	
EIRR2)	12.00	FIRR2)	
EIRR3)		FIRR3)	

Conditions and Development Impacts:

<M/P>
The Brantas river basin is one of the highly developed river basins in Indonesia, as a result of continuous technical and financial aid from Japan.
The development, however, has brought increasing complexity of the needs and problems in the region.
It is desired that technical and financial assistance be continued in the future as a model of river basin development in developing countries.

<F/S>
Irrigation development will increase crop production and improve farmers' living condition.
Flood control by river channel improvement will decrease flood damage, stabilize the social condition and enhance the land use.

5.TECHNICAL TRANSFER
(1)OJT and seminars

III. PRESENT STATUS OF STUDIED PROJECT

1.PRESENT STATUS

- [x] Completed or in Progress
  - ○ Completed
  - ● Partially Completed
  - ○ Implementing
  - ○ Processing
- [ ] Promoting
- [ ] Delayed or Suspended
- [ ] Discontinued or Cancelled

(Description)

<M/P>A feasibility study was subsequently undertaken.
The Wonorejo multi-purpose dam proposed in the master plan study is under implementation with OECF financing.

Sep.1991 OECF L/A (B/S 241 million yen)
Jul.1992 D/D started (to be completed in May 1993)

<F/S>After F/S, the project was suspended.
Note:
The project will be taken up following the middle Reaches River Improvement project and Surabaya River Improvement Project are completed.
A part of flood control works (Kedungsoko river and Lower Widas) was completed in 1991 by the ADB loan for Waru-Tori Irrigation Rehabilitation Project.

(FY1993 Overseas Survey)
D/D stage has been done by Sinotech Consultant Limited of Taiwan, funded by the Asian Development Bank.
The construction stage has not be implemented.

(FY1994 Domestic Survey)
Situation of the project is same as that of FY1993 survey.

(FY1995 Domestic Survey)
No additional information.

2.MAJOR REASONS FOR PRESENT STATUS
The project was decided by OECF, Japan.
Shortage of fund.

3.PRINCIPAL SOURCE OF INFORMATION
①、③

和名 ウィダス川流域開発計画

PROJECT SUMMARY (M/P+F/S)

Compiled Mar.1988
Revised Mar.1996

ASE IDN/S 210B/85

I. OUTLINE OF STUDY

1.COUNTRY Indonesia

2.NAME OF STUDY
Ujung Pandang Water Supply Development Project

3.SECTOR
Public Utilities/Water Supply

4.REFERENCE NO.

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

6.COUNTERPART AGENCY
Directorate General of Human Settlement (Cipta Karya), Ministry of Public Works

7.OBJECTIVES OF STUDY
M/P with target year of 2005,and F/S for one phase of two phases

8.DATE OF S/W 1984/3

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

10.STUDY TEAM

No.of Members 8
Period Jul.1984-Oct.1985(15 months)

Total M/M	Japan	Field
137.50	47.50	89.50

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY
None

12.EXPENDITURE

Total	224,197 (¥'000)
Contracted	387,627

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Ujung Pandang

2.PROJECT COST (US$1,000) (US$1=250.6Yen=1,11

		Local Cost	Foreign Cost
M/P	1)	233,000	120,000
	2)		
F/S	1)	72,000	35,000
	2)		
	3)		

3.CONTENTS OF MAJOR PROJECT(S)

<M/P>First phase plan: two 500 l/s water treatment plants taking raw water from Jeneberang river, transmission/distribution pipes,and rehabilitation.
Second phase plan: two 1,000 l/s water treatment plants taking raw water from Bili Bili Dam to be constructed in the future, as well as transmission/distribution pipes.

<F/S>Contents	Size
Intake facility (intake,grit chamber, raw-trans-pipe)	1.1cu.m/s,pipe-dl,100X20.5km
Treatment facility (new water treatment plant,receiving well,sedimentation tank, filtration basin,water reservoir)	1cu.m/s,
Distribution facility (distribution pump, main/branch pipes)	No,of pump:6 Pipe D300-D1,000X51km D150-D250X82km D50-D100X255km Total 338km,public tap 1,600
Rehabilitation	Transmission canal,treatment plant, distribution pipes

Imp. Period: 1987.10-1992.12

4.FEASIBILITY AND ITS ASSUMPTIONS

Feasibility: Yes

EIRR1)		FIRR1)	6.00
EIRR2)		FIRR2)	12.30
EIRR3)		FIRR3)	

Conditions and Development Impacts:

<Conditions>
<M/P>

[Year]	1983	1990	1995	2000	2005
Population (x1,000)	768	927	1,050	1,171	1,285
Served population (x1,000)	262	695	840	935	1,157
Water Requirements (1,000 cu.m/day)	17	70	107	146	188

<F/S>IRR was calculated considering:
(1) 30 years of operation period of plant starting from 1992(1st phase) (2) Use the present water tariff (3) Salable water rate of 80% in 1990 increased from 50% in 1985 (4) Investment for rehabilitation started in 1986
<Impact><M/P,F/S>(1) Most of people can rely on water system(will increase the served population to 800,000 from the present of 300,000)
(2) Enhance the development of industries,harbors and others
(3) Improvement of health/sanitation/environmental condition
(4) Increase of employment opportunity

5.TECHNICAL TRANSFER
Carried out a training program for two counterparts for the subjects of water intake, treatment and leakage detection

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)

Feb.1987 OECF E/S loan agreement (701 million yen)
Jun.1987-May 1988 D/D of the first phase completed
Jul.1988 OECF loan agreement on rehabilitaion (1,364 million yen)
Jul.1990 Rehabilitation started
Sep.1992 Rehabilitation completed

(FY1993 Overseas Survey)
- Design capacity was changed from 500 l/s to 1000 l/s. In order to meet the water demand repidlyincreaseed.
- Location of treatment plant was changed from Manggasa to Somba Opu due to the soil condition.
- Implementaton of raw water transmission pipeline was shifted to the Bili-Bili Multipurpose dam project under the Dir.Gen. of Raw Water Resources to avoid the heavy burden for PDAM Ujung Pandang.

(FY1994 Domestic Survey)
Construction supervision works started in Nov.1994.

(FY1995 Domestic Survey)
The construction work of new Samba Opo water treatment was commenced.

2.MAJOR REASONS FOR PRESENT STATUS

<M/P>1. Priority was high as the city has been developing as center of industry and commerce in the Sulawesi region.
2. Water supply is a basic human needs for improvement of sanitary and environmental condition.
<F/S>High priority: Promotion of industrial location through sufficient supply of industrial water.

3.PRINCIPAL SOURCE OF INFORMATION
①、②、④

和名 ウジュンパンダン市水道整備計画

[M/P+F/S]

PROJECT SUMMARY (F/S)

Compiled Mar.1988
Revised Mar.1996

ASE IDN/S 330/85

I. OUTLINE OF STUDY

1.COUNTRY: Indonesia

2.NAME OF STUDY
Improvement Project of Telephone Network in Medan, Semarang and Solo

3.SECTOR
Communications & B/Telecommunication

4.REFERENCE NO.:

5.TYPE OF STUDY: F/S

6.COUNTERPART AGENCY
POSTEL, PERUMTEL

7.OBJECTIVES OF STUDY
To formulate long-term telephone network plans for three cities of Medan, Semarang and Solo with 2005 as final year.

8.DATE OF S/W: 1984/6

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

10.STUDY TEAM

No.of Members 18

Period Nov.1984-Oct.1985(13 months)

Total M/M	Japan	Field
81.21	34.67	46.54

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY
None

12.EXPENDITURE

Total	192,347 (¥'000)
Contracted	121,348

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Medan, Semarang and Solo

2.PROJECT COST (US$1,000) (US$1=250Yen)

	Total Cost	Local Cost	Foreign Cost
1)	156,211	139,803	16,408
2)			
3)			

3.CONTENTS OF MAJOR PROJECT(S)
Number of Telephone to be installed (for the year 2005)
(1)Medan 254,900 L.U.
(2)Semarang 165,800 L.U.
(3)Solo 52,800 L.U.
The facility plan on this survey is the study of the development of cable network for customers and intermediate cable network, and the new facilitation of degital transmission facility to the intermediate line network, among the facility plans for REPELITA-IV.

Imp. Period: 1985. -1990.

4.FEASIBILITY AND ITS ASSUMPTIONS
Feasibility: Yes

EIRR1)		FIRR1)	20.93
EIRR2)		FIRR2)	
EIRR3)		FIRR3)	

Conditions and Development Impacts:
[Preconditions]
(1) Installation work be executed on a turn key bases.
(2) Consultant be employed to expedite smooth progress of project implementation including detail design examination, bid evaluation, work supervision and acceptance inspection.
(3) Cost of training for operation and maintenance of the facilities installed by this project be included in project cost
(4) Rate of exchange to be used in cost calculation be US$1=1,100 Rp.= 250 Yen

[Development Impacts]
Popularize the telephone from 0.27/100 persons to 1.56/100 persons.
FIRR in each district expected as : in Medan 21.75%, in Semarang 20.90% and in Solo 18.42%, respectively.

5.TECHNICAL TRANSFER
(1) Trainee acceptance; 2 counterparts invited to Japan,and Training for a month.
(2) On the job training (PERUMTEL 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)

Following the proposals of the study, 2 or 3 new exchanges were established.
OECF Loan was not approved, but based on the study.
"Local Cable Network Expansion Project in Seven Cities" was identified with World Bank assistance during 1987-1989.
This project includes Medan and Semarang.
Medan: ADB finance
Semarang: IBRD and own finance
Solo: IBRD finance for the project to be scheduled.

(FY1993 Overseas Survey)
No additional information.

(FY1994 Domestic Survey)
No additional information.

(FY1994 Overseas Survey)
Mar.1992 ADB L/A signed (Telecom I (Total 318mUSD))
1997 Construction to be completed
Aug.1998 ADB L/A signed (Telecom I (Total 610mUSD))
Mar.1990 WB L/A signed (Telecom III (Total 698mUSD ,350by WB loan)
1994 Construction to be completed
Jul.1992 WB L/A signed (Telecom III (Total more than 571mUSD. 375 by WB loan)
1998 Constuction to be completed
The detail design of this proposal was implemented in "Local Cable Network Expansion Project in Seven Cities" of WB. The Medan area part is undertaken as ADB Telecom I and the Semarang and Solo area parts are undertaken as WB Telecom III and IV. These projects are underway now.

(FY1995 Domestic Survey)
No additional information.

2.MAJOR REASONS FOR PRESENT STATUS
1, Effectiveness
2, High priority of this project progressed the project.

3.PRINCIPAL SOURCE OF INFORMATION
①、②、③

和名 メダン・スマラン・ソロ電話網整備計画

{F/S,D/D}

PROJECT SUMMARY (F/S)

Compiled Mar.1988
Revised Mar.1996

ASE IDN/S 326/85

I. OUTLINE OF STUDY

1.COUNTRY: Indonesia

2.NAME OF STUDY
Karian Multipurpose Dam Construction Project

3.SECTOR
Social Infrastructu/Water Resource Development

4.REFERENCE NO.

5.TYPE OF STUDY: F/S

6.COUNTERPART AGENCY
Directorate Planning & Programming, Directorate General of Water Resources Development, Ministry of Public Works

7.OBJECTIVES OF STUDY
Optimum use of limited water resources

8.DATE OF S/W: 1984/3

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

10.STUDY TEAM
No.of Members 17
Period Jul.1984-Jul.1985(13 months)

Total M/M	Japan	Field
79.35	26.04	53.31

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY
Analysis of water samples, Topographic Survey and Mapping, Core Boring, Material Tests, Elasticity Tests

12.EXPENDITURE

Total	200,442 (¥'000)
Contracted	200,692

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Banten area,West Java Province

2.PROJECT COST (US$1,000) US$1=1,050Rp

	Total Cost	Local Cost	Foreign Cost
1)	282,000	169,470	112,530
2)			
3)			

3.CONTENTS OF MAJOR PROJECT(S)
Karian dam,60.5m high,rockfill 219 X 1000000 cu.m in off cap.
Cilawan dam 36m high, rockfill 62 X 1000000 cu.m in off cap.
Trans-basin tunnel,Karian-Cibeureum 1.5km long, 8cu.m/s in cap
Trans-basin tunnel,Cilawan-Cicinta 1.9km long, 2.7cu.m/s in cap
K-C-C irrigation facilities 10,300 ha
River training 26km

Imp. Period: 1988.7-1993.3

4.FEASIBILITY AND ITS ASSUMPTIONS — Feasibility: Yes

EIRR1)	14.30	FIRR1)
EIRR2)		FIRR2)
EIRR3)		FIRR3)

Conditions and Development Impacts:
[Conditions]
Cost Conversion factor : 0.92
Privileges : economy, agriculture (with-without), flood control, water suppliment for urban and industry.
Project life : 50 years (including 2 years for designing and 6 years for construction)

[Development Impacts]
Development of Cinjing, Cilawan and K-C-C irrigation area (with a total area of 35,000ha).
Water supply for the cities nearby and flood control of lower reach of Cinjing River.

5.TECHNICAL TRANSFER
1)OJT
2)Use of local consultants in the field of topographic survey and core boring.

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 Indonesian government requested the OECF financing but did not get the approval.

Special Note:
Cisadane River Basin Development Project, which is located to the east of the proposed Karian Multipurpose Dam, was implemented by the World Bank finance. Owing to the growing need to supply water to Jakarta, the possibility of sending raw water from Karian to Jakarta via Cisadane is now being reconsidered. JICA has agreed to undertake a feasibility study (Integrated Water Resource Development Project in Ciujung and Cidolian), starting from June 1993. The construction of the Karian Dam is being planned after the completion of the study.

(FY1993 Overseas Survey)
- The main object of this project is irrigation of target area 35,000ha, but about 10,000ha within it were developed as industrial and housing area. So drastic review of landuer policy should be considered.
- The above JICA's study (Ciujing - Cidurian Integrated Water Resources Development Study) is in progress. But a main object of the project is to supply water for industrial use to west Jakarta, Bugor and Tangerang (Jabatabeck)/

(FY1994 Domestic Survey)
The proposed project has been reviewed by the Government considering the present economic situation in the study area. As a result, purpose of Karian and Cilawan dams has been changed from agricultural development in KCC area to municipal and industrial water supply in the north Banten and Jabotak areas. DGWR-D is carrying out the Ciujing-Cidurian IWR-D study in order to review and update the past plan.

(FY1995 Domestic Survey)
Based on the results of the Cinjing-Cidurian Integrated Water Resources Development Study, it is recommended to conduct the Karian Dam in order to supply water for Sekung and Tangulang provinces as for its main target until the year of 2002.

2.MAJOR REASONS FOR PRESENT STATUS
This project has been greatly changed : due to unforeseenable rapid industrialization at the area.

3.PRINCIPAL SOURCE OF INFORMATION
①、③

和名 カリアン多目的ダム建設計画 (F/S,D/D)

PROJECT SUMMARY (F/S)

Compiled Mar.1988
Revised Mar.1996

ASE IDN/S 328/85

I. OUTLINE OF STUDY

1.COUNTRY: Indonesia

2.NAME OF STUDY:
Electrification Project of Main Line in Java

3.SECTOR:
Transportation/Railway

4.REFERENCE NO.:

5.TYPE OF STUDY: F/S

6.COUNTERPART AGENCY:
Directorate General of Land Transport and Inland Waterways

7.OBJECTIVES OF STUDY:
AC electrification project betweeen Jakarta and Cirebon and Between Cikampek and Bandung

8.DATE OF S/W: 1984/7

9.CONSULTANT(S):
Japan Railway Technical Service

10.STUDY TEAM

No.of Members 15

Period Dec.1984-Feb.1986(13 months)

Total M/M	Japan	Field
53.88	31.61	22.27

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY:
None

12.EXPENDITURE

Total 165,264 (¥'000)

Contracted

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA:
Sections between Jakarta and Cirebon and between Jakarta and Bandung,
western Java island

2.PROJECT COST

(US$1,000) (US$1=259Yen)		Total Cost	Local Cost	Foreign Cost
	1)	189,500	44,500	145,000
	2)			
	3)			

3.CONTENTS OF MAJOR PROJECT(S)

Railway electrification
Bekasi - Cirebon 195km
Cikampek - Bandung 90km
Electric locomotives, passenger cars, freight cars --- 58,107,478 (respectively)
Substations --- 3 places
Signalling
Bekasi - Cirebon --- Signal automation
Cikampek - Bandung --- Introduction of a token-less system

Imp. Period: 1988.4-1997.3

4.FEASIBILITY AND ITS ASSUMPTIONS

Feasibility: Yes

EIRR1)	21.00	FIRR1)	18.50
EIRR2)		FIRR2)	
EIRR3)		FIRR3)	

Conditions and Development Impacts:

(1) Preconditions
Future traffic was estimated for the years 1992,1997,2000, and 2007, considering increase in speed from railway electrification.
Increase in speed in road transport via expressway construction was also considered; however,the travel speed of ships was assumed to be the same as the present level.
Fares were assumed to remain at their present level for the train,road,and shipping transport modes.

(2) Development Impacts
Railway electrification will greatly increase train speed and the number of passenger and freight traffic, resulting in an improvement of the financial condition of the Indonesian State Railways and greatly contributing to the economic development of Indonesia.

5.TECHNICAL TRANSFER:
Two counterparts received training from JICA.

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 suspended after completion of the F/S.
At present,transport improvement in the JABOTABEK area is receiving high priority, because the upgrading of local trunk lines is to be conducted with the progress of the JABOTABEK project, it will take some time before the project implementation.

At present, no discusison is being made on promoting electrification, becuase the situation of electric poewr supply is limited throughout the country and, for instance, introduction of private power generators is required in developing industrial parks and buildings.

Considering that the speed increase on trunk lines has been taken up as a future objective, it is necessary, before electrification, to take effective measures for preventing train delay and ensuring safety by improving facilities for operation control, such as signals.

(FY1993 Overseas Survey)
The number of passengers of these trunk lines has rapidly increased in recent year.
Moreover, Indonesia welcomes the fifieth anniversary of independence in the 1995. So, Indonesian Government has decided to increase transport capability without electrification facilities between Jakarta and Surabaya by 1995 to serve to Indonesian nation.
At present we have a plan to change the track gage from narrow gage-1076mm to standard gage-1435mm in same section. Consequently, we would consider to revive the proposed project (electrification) at the same time when the plan of the gage widening would be concretely realized.

(FY1994 Domestic Survey)(FY1995 Domestic Survey)
No additional information.

(FY1995 overseas Survey)
Presently the first priority on railway improvement in Java is not to put on electrification but on increasing speed through the following improvement items. Therefore, no preparation for the implementation of this project has been arranged.
Reinforcement of tracks/Rehabilitation of bridges/Modernization of signals/Double tracking in partial/Supply of disel locomotive and passenger coaches.

2.MAJOR REASONS FOR PRESENT STATUS

(1) Worsening of the situation of electric power supply
(2) Necessity of enormous funds

3.PRINCIPAL SOURCE OF INFORMATION

①、②

和名 ジャワ島幹線鉄道電化計画

{F/S,D/D}

PROJECT SUMMARY (F/S)

ASE IDN/S 327/85

Compiled Mar.1988
Revised Mar.1996

I. OUTLINE OF STUDY

1.COUNTRY: Indonesia

2.NAME OF STUDY:
Railway Improvement in Kampung Bandan Station Area

3.SECTOR:
Transportation/Railway

4.REFERENCE NO.:

5.TYPE OF STUDY: F/S

6.COUNTERPART AGENCY:
Directorate General of Land Transport and Inland Waterways

7.OBJECTIVES OF STUDY:
Railway improvement in the Kampung Bandan station area

8.DATE OF S/W: 1982/7

9.CONSULTANT(S):
Japan Railway Technical Service

10.STUDY TEAM

No.of Members 11

Period Oct.1984-Jan.1986(15 months)

Total M/M	Japan	Field
44.19	16.60	27.59

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY:
None

12.EXPENDITURE

Total	125,819 (¥'000)
Contracted	124,527

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA:
JABOTABEK area(In and around the Kampung Bandan station area)

2.PROJECT COST (US$1,000) (US$1=1,088Rp)

	Total Cost	Local Cost	Foreign Cost
1)	6,600	1,900	4,700
2)			
3)			

3.CONTENTS OF MAJOR PROJECT(S)
(1) Shortcut line construction between the Eastern and the Western lines -- about 400m
(2) Station construction --- about 650sq.m
(3) Rearrangement of track alignment
(4) Track raising in the project area: 50cm
(5) Construction of station facilities, including a station building station plaza, platforms, and passageways
(6) Related civil work, including drainage installation, and embankment reshaping.
(7) Signalling:automatic block devices, color light signal system, relay interlocking devices.
(8) Telecommunication:automatic exchange telephones, block telephones, public address equipment.
(9) Electrification
(10)Warehouse Removal

Imp. Period: 1986. -1989.

4.FEASIBILITY AND ITS ASSUMPTIONS — Feasibility: Yes

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

Conditions and Development Impacts:
Preconditions:
Traffic was estimated for the years 1990,1995 and 2005 with the construction planned for 1988 & 1989. The start of the service was fixed for 1990.

Development Impacts:
(1) Reduce the number of rolling stock required.

(2) Distribute radial line passengers to their ultimate destinations. (i.e. densely populated city centers, of which many are located along the Eastern and the Western Lines).

(3) Contribute to balanced city growth by encouraging development of the western and the eastern parts of the JABOTABEK area.

5.TECHNICAL TRANSFER
(1)OJT: Guidance was rendered for each relevant technical field at site investigations.
(2)Four counterparts received training in Japan.
(3)Explanation of Study results to concerned persons.

III. PRESENT STATUS OF STUDIED PROJECT

1.PRESENT STATUS
- [x] Completed or in Progress
  - ○ Completed
  - ● Partially Completed
  - ○ Implementing
  - ○ Processing
- [ ] Promoting
- [ ] Delayed or Suspended
- [ ] Discontinued or Cancelled

(Description)
After the completion of the F/S, the D/D was carried out in 1988 by using OECF fund. Construction started in January 1991 by OECF financing. Because this project aims at creating a commuter transport route and is indispensable to the loop operation, the organizations concerned are promoting its implementation by recognizing its importance.

Mar.1987 OECF loan agreement (27,661 million yen)
For the central line elevation (B Section) and the electrification of the Bekasi line, the improvement of theKampung Pandang Station, and the purchase of two rolling stock

(FY1993 Overseas Survey)
This project are under construction.

(FY1994 Domestic Survey)
The construction to connect the Eastern and the Western lines was completed on Dec.1992. The signalling improvement work was also underway to be completed by March,1994. But its work still continues due to the flood intervention, aiming at tis completion by Feb.1995.

(FY1995 Domestic Survey)
Above-mentioned construction works for the new signals were completed on Feb., 1995 and waiting to be utilized.

(FY1995 Overseas Survey)
No additional information.

2.MAJOR REASONS FOR PRESENT STATUS
(1)Significance of effects
(2)Solid arrangements to promote the project:The indonesian government established the PMO(an organization similar to the Japanese JRCPC),and JARTS is supporting the project.
(3)Special service consultants are also supporting the executing authorities.
(4)This is one of indispendable subprojcts in the JABOTABEK Railway Project whici are required for establishment of modernized comuter

3.PRINCIPAL SOURCE OF INFORMATION
①、②、④

PROJECT SUMMARY (F/S)

Compiled Mar.1988
Revised Mar.1996

ASE IDN/S 329/85

I. OUTLINE OF STUDY

1.COUNTRY: Indonesia

2.NAME OF STUDY
Local Road Development

3.SECTOR
Transportation/Road

4.REFERENCE NO.

5.TYPE OF STUDY: F/S

6.COUNTERPART AGENCY
Ministry of Public Works, Directorate General of Highways

7.OBJECTIVES OF STUDY
Road plan Formulation

8.DATE OF S/W: 1984/6

9.CONSULTANT(S)
Pacific Consultants International
Kyowa Engineering Consultants Co., Ltd.

10.STUDY TEAM

No.of Members 8
Period Oct.1984-Mar.1986(18 months)

Total M/M	Japan	Field
75.34	5.51	69.83

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY
None

12.EXPENDITURE

Total	230,874 (¥'000)
Contracted	258,430

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
38 Provinces in 10 states(19,000km in road length)

2.PROJECT COST (US$1,000) (US$1=1,110Rp)

	Total Cost	Local Cost	Foreign Cost
1)	140,000	80,000	
2)			
3)			

3.CONTENTS OF MAJOR PROJECT(S)
- Road Works
(1) Earthwork, Site clearing, Common excavation, Embankment, Fill in swampy area and Subgrade preparation
(2) Sub-base and Base courses, Cement stabilized base course
(3) Surface course, Shoulder, Drainage.

The road links proposed to be improved: 606 Links,
Total length: 6,977km

The road links finally to be maintained: 1,111 Links,
Total length: 8,683km

- Construction of bridges and other structures

Imp. Period: 1988. -1993.

4.FEASIBILITY AND ITS ASSUMPTIONS — Feasibility: Yes

EIRR1)	10.00	FIRR1)	
EIRR2)		FIRR2)	
EIRR3)		FIRR3)	

Conditions and Development Impacts:
Feasible road projects should,in principle yield over 10% IRR, and the priority order is to be determined by the size of NPV.
Economic evaluation was conducted for the 1988-1993 five year period and for the 1988-1998 ten-year period.
Road improvement is an important component of the Fourth Development plan. This project is expected to increase regional production and marketing, and to increase the proportion of regional paved roads from the present 12% to 26%.

5.TECHNICAL TRANSFER
Donation of two microcomputers and training on computer operation and data management

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 proposals of the study are being implemented as follows.

Phase I: Improvement of 2,727km (89 kabupatens in 10 provinces)
Dec.1987 OECF L/A signed (12,882 million yen)
Aug.1991 Construction completed

Phase II: Improvement (1,190km) and rehabilitation (3,760km)
Dec.1990 OECF L/A signed (16,772 million yen)
9,000 million yen is used for the Phase II construction
Sep.1991 Construction started
Dec.1992 Construction completed

Phase III:
The location of the construction financed by OECF may be adjusted in coordination with ADB and IBRD loans.

(FY1994 Domestic Survey)
Phase 2 has completed on July,1994.
Phase 3 is not planned to implement.

(FY1995 Domestic Survey)
No additional information.

2.MAJOR REASONS FOR PRESENT STATUS
(1) Promotion of regional production and non-oil exports
(2) ADB,IBRD funding in addition to OECF
(3) Priority component of Development Plan
(4) Powerful counterpart agency

3.PRINCIPAL SOURCE OF INFORMATION
①

和名 地方道路整備計画

{F/S,D/D}

PROJECT SUMMARY (M/P)

ASE IDN/S 118/86

Compiled Mar.1990
Revised Mar.1996

I. OUTLINE OF STUDY

1.COUNTRY Indonesia

2.NAME OF STUDY
Long Term Planning for Development of Telecommunications System

3.SECTOR
Communications & B/(Comms. & Bread. in)General

4.REFERENCE NO.

5.TYPE OF STUDY M/P

6.COUNTERPART AGENCY
POSTEL, PERUMTEL

7.OBJECTIVES OF STUDY
Development of the telecommunication network and services up to the year 2004.

8.DATE OF S/W 1985/11

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

10.STUDY TEAM
No.of Members 17
Period Jan.1986-Feb.1987(14 months)

Total M/M	Japan	Field
	38.27	49.04

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY
None

12.EXPENDITURE

Total	227,029 (¥000)
Contracted	221,931

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
The entire country

2.PROJECT COST

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	346,283	314,623	31,660
2)			

3.CONTENTS OF MAJOR PROJECT(S)
(1) Formulation of development goals up to the year 2004 (the ending year of the 7th national development plan) and identification of development strategies
(2) Formulation of the basic plan on the scale of development
(3) Financial and economic evaluation of the plan and project formation

4.CONDITIONS AND DEVELOPMENT IMPACTS
The proposed plan and projects will support the national economic and social development of the country by improving telecommunication services and the profitability of the telecommunication operations.

5.TECHNICAL TRANSFER
(1) 2 counterparts were invited to Japan for the training on long-term telecommunication development planning
(2) On the job training (PERUMTEL counterparts)

III. PRESENT STATUS OF STUDY RESULTS

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

(Description)

Based on the recommendations of the study, the master plan study was undertaken by the JICA team on the long-term and medium-term plan for telecommunications network in Jabotabek area of Jakarta during 1988 - 1989.

Based on the master plan study, a JICA study on the 6th five-year plan for telcommunication development was undertakn in 1992.

(FY1994 Overseas Survey)
Used as a reference for planning of REPELITA V, ADB Telecom I,II,WB Telecom III,IV.
Used as a reference for planning of M/P parts of two JICA development studies (Long Term and Medium Term Plan for Telecom. Network in Jabotabek Area Long Term and Medium Tern Plan for Telecom. Network in Surabaya and Surrounding Areas)

(FY1995 Domestic Survey)
No additional information.

2.MAJOR REASONS FOR PRESENT STATUS
(1) High priority
(2) Effectiveness

3.PRINCIPAL SOURCE OF INFORMATION
①、③、④

和名 電気通信システム長期開発計画

{M/P,Basic Study,Other}

PROJECT SUMMARY (M/P+F/S)

Compiled Mar.1990
Revised Mar.1996

ASE IDN/S 213B/86

I. OUTLINE OF STUDY

1.COUNTRY: Indonesia

2.NAME OF STUDY: Airport Development Project in Central Java and Jogyakarta

3.SECTOR: Transportation/Air Transportaion & Airport

4.REFERENCE NO.:

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

6.COUNTERPART AGENCY: Directorate General of Air communication

7.OBJECTIVES OF STUDY: Airport facilities

8.DATE OF S/W: 1985/2

9.CONSULTANT(S): Pacific Consultants International

10.STUDY TEAM

No.of Members 11

Period Aug.1985-Nov.1986(16 months)

Total M/M	Japan	Field
77.12	41.42	35.70

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY: None

12.EXPENDITURE

Total	233,054 (¥'000)
Contracted	221,324

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA: 1) Yogyakarta, 2) Surakarta

2.PROJECT COST (US$1,000) (US$1=200Yen)

		Local Cost	Foreign Cost
M/P	1)		
	2)		
F/S	1)	92,000	3,600
	2)	47,000	1,300
	3)		

3.CONTENTS OF MAJOR PROJECT(S)

<M/P,F/S>	1) Jogyakarta	2) Surakarta
Runway	2,500m X 45m (New construction)	390 X 45m(Extension)
Apron	41,000sq.m	20,000sq.m
Passenger Terminal	12,000sq.m	7,700sq.m

Air Navigation(ILS CAT-1),Supply Management facilities Systems

Imp. Period: 1991. -1994. 1990. -1993.

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

EIRR1)	13.90	FIRR1)	
EIRR2)	14.00	FIRR2)	
EIRR3)		FIRR3)	

Conditions and Development Impacts:

<M/P>Impacts:
Trunk line network which connects several regions will be developed by improving Yogyakarta and Surakarta airports as one of transportation facilities improvement plan in Central Java region especially in the Southern area, where transport network requires improvement.
<F/S>IRR Calculation: Future traffic volume was forecast for the target year 2000 and 2010.
Project life is estimated for 15 years after commencement of the construction up to 2010
Impact: Trunk line network which connects several regions will be developed by improving Yogyakarta and Surakarta airports as one of transportation facilities improvement plan in Central Java region especially in the southern area,where transport network requires improvement.

5.TECHNICAL TRANSFER

(1) Demand forecast techinique,seminar on using computer
(2) Training on excecution method of air passenger flow survey
(3) Overseas training on airport planning
(4) Employment of local Consultants for soil/topo survey work

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)
Suspended after the completion of F/S, and future prospects uncertain.

(FY1993 Overseas Survey)
Because land acquisition of proposed site for Jogyakarta Airport is difficult, Surakarta Airport will be developed as an international airport.
Surakarta and Jogyakarta will be connected by a toll road.
Surakarta Airport will be developed as Central Java Airport.

(FY1994 Domestic Survey)(FY1995 Domestic Survey)
No additional information.

(FY1995 Overseas Survey)
Because the construction of Jogyakarta Airport was decided to be impossible, the government of Indonesia determined to develop Solo airport as an international airport. D/D was already carried out by a local investor and also the construction will be financed by a local investor as well.

2.MAJOR REASONS FOR PRESENT STATUS

3.PRINCIPAL SOURCE OF INFORMATION

①, ②

和名 中部ジャリ・ジョグジャカルタ空港整備計画

{M/P+F/S}

PROJECT SUMMARY (M/P+F/S)

Compiled Mar.1990
Revised Mar.1996

ASE IDN/S 212B/86

I. OUTLINE OF STUDY

1.COUNTRY Indonesia

2.NAME OF STUDY
Development Plan of the Port of Semarang(Phase-2)

3.SECTOR
Transportation/Port

4.REFERENCE NO.

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

6.COUNTERPART AGENCY
Directorate General of Sea Communication

7.OBJECTIVES OF STUDY
F/S on the long-term and short-term development plan of Semarang Port

8.DATE OF S/W 1984/12

9.CONSULTANT(S)
Overseas Coastal Area Development Institute

10.STUDY TEAM

No.of Members 9

Period May.1985-Aug.1986(16 months)

Total M/M	Japan	Field
61.15	35.60	25.55

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY
Investigation for natural conditions

12.EXPENDITURE

Total	176,495 (¥'000)
Contracted	172,629

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Semarang, and its environs, Java Province

2.PROJECT COST (US$1,000)

		Local Cost	Foreign Cost	
M/P	1)			
	2)			
F/S	1)	142,340	53,362	88,978
	2)			
	3)			

3.CONTENTS OF MAJOR PROJECT(S)

<M/P>The target year of this master plan for the following plans is 2005.
1.Land use plan
1)For Cargo Movement; International Terminal: 57.2 ha,
Domestic Public Wharf: 64.8 ha, Distribution Area: 55.4 ha
2)For Industrial Activities
Littoral Industry: 73.2 ha, Manufacturing Industry: 169.1 ha
3)For Business and Government Area
Government Area:26.6 ha, Business Area: 13.6 ha
4)Others; Railway road area; 13.6 ha
2.Plan for improvement of facilities; General cargo berth 3,000 m,
Container berth 280 m, Berth for iron & steel and scrap 400 m
Widening and deepening of west channel. New center and east channel
<F/S>Urgent Development Plan toward 1990.
(1)Required Berths
- wharf for foreign trade
-10m wharf: 345m
-7.5m wharf: 100m
- Passenger terminal: 150m (multi-purpose)
- coal wharf: 150m
- Fertilizer wharf: 150m
- Wharf for steel materials: 100m
(2)total required area; 199 ha (including new reclaimed land area 120ha)
* the above cost is as of May 1991. A yen credit of about 8.9 billion yen(=US$6.4 million) has been granted by OECF.

Imp. Period: 1988.3-1990.10

4.FEASIBILITY AND ITS ASSUMPTIONS Feasibility: Yes

EIRR1)	28.10	FIRR1)	3.80
EIRR2)		FIRR2)	
EIRR3)		FIRR3)	

Conditions and Development Impacts:

<M/P>Semarang Port will be developed as a development center in the middle Java province, and industrial and economic development of the area will be promoted.

<F/S>Conditions:
1)the project life is for 30 years from 1985 to 2014.
2)future cost includes port management and operation cost for phase I project.
Development Impacts:
1)Reduction in Transportation Cost:
a)Saving Vessel's Waiting cost
b)Saving Transshipment cost from Offshore Anchorage
c)Saving Landhaul Cost from the Neighbouring Provinces
2)Saving Energy Cost by Changing from Petroleum to Coal
3)Development of regional economy of hinterland.

5.TECHNICAL TRANSFER

Counterpart training:
Counterpart training on the methods of F/S, and visits to similar ports was conducted for three 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)
The project is under implementation with OECF loans.

Mar.1987 OECF E/S loan agreement (545 million yen)
1987 Part of the western breakwater (part of the Phase I project) was destroyed by high waves.
Dec.1987 OECF loan agreement for emergency fortification of the western breakwater(726 million yen)
Nov.1989 E/S of the Phase II completed.
Sep.1991 OECF loan agreement Package 1, Phase II (7,530 million yen, excluding handling equipment)
Oct.1992 OECF loan agreement Package 2, Phase II (3,590 million yen)
Oct.1993 Package 1 (Phase II) construction to be started
To be completed in Dec. 1995
Sep.1994 Package 2 (Phase II) construction to be started
To be completed in Feb. 1996

(FY1994 Domestic Survey)(FY1995 Domestic Survey)
No additional information.

(FY1995 Overseas Survey)
It is implementing by means of yen credit to comlete on Aug.1996.

2.MAJOR REASONS FOR PRESENT STATUS

3.PRINCIPAL SOURCE OF INFORMATION
①、②、④

和名 スマラン港整備計画 (フェーズII)

[M/P+F/S]

PROJECT SUMMARY (F/S)

Compiled Mar.1990
Revised Mar.1996

ASE IDN/S 331/86

I. OUTLINE OF STUDY

1.COUNTRY Indonesia

2.NAME OF STUDY
Surabaya-Banjarmasin Submarine Cable Project

3.SECTOR
Communications & B/Telecommunication

4.REFERENCE NO.

5.TYPE OF STUDY F/S

6.COUNTERPART AGENCY
POSTEL, PERUMTEL

7.OBJECTIVES OF STUDY
To examine technical and economical/financial Feasibilities of Surabaya-Banjarmasin submarine cable project

8.DATE OF S/W 1985/2

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

10.STUDY TEAM
No.of Members 30
Period Dec.1985-Aug.1986(9 months)

Total M/M	Japan	Field
48.42	21.13	27.29

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY
None

12.EXPENDITURE

Total	247,184 (¥'000)
Contracted	236,165

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Surabaya and Banjarmasin

2.PROJECT COST
(US$1,000)
(US$1=125Yen)

	Total Cost	Local Cost	Foreign Cost
1)	57,000	2,000	55,000
2)			
3)			

3.CONTENTS OF MAJOR PROJECT(S)
(1) Optical Fiber Submarine Cable System(280M bit/s)
Optical fiber submarine cable(390 km), submersible repeaters, Terminal equipment, power supply equipment
(2) Digital Microwave Radio System
(3) Power Supply Equipment
Engine generator for large capacity, three disel engine generators
(4) Buildings and Site Land

	[Station Buid.]	[Site Land]	[Access Road]
Bumi Anyar	104sq.m	1,200sq.m	not necessary
Murbulangan	15sq.m	300sq.m	Ground leveling for about 50m is necessary.
Takisung	104sq.m	1200sq.m	not necessary

(5) Ocean Earthing
(6) Stacking

Imp. Period: 1984.4-1996.12

4.FEASIBILITY AND ITS ASSUMPTIONS
Feasibility: Yes

EIRR1)	18.90	FIRR1)	17.10
EIRR2)		FIRR2)	
EIRR3)		FIRR3)	

Conditions and Development Impacts:
Conditions: IRR calculated based on:
(1) 3,960 ch(280 Mbps) Submarine cable system
(2) System life time; 25 years

Development Impacts:
(1) Improvement in toll traffic between Kalimantan and Jawa Island.
(2) Expansion of ground transmission system.
(3) Introduction of new technology.
(4) Improvement and expansion of telecommunication system.

5.TECHNICAL TRANSFER
(1) Trainee acceptance; 2 counterparts studied marine cable system
(2) On the job training (PERUMTEL counterparts)

III. PRESENT STATUS OF STUDIED PROJECT

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

(Description)

Jan.1987	OECF loan agreement (7,946 million yen) Detailed design undertaken by KDD.
Dec.1989	Construction contract signed
May 1990	Construction started
Feb.1992	Construction completed

(FY1993 Overseas Survey)
Completed.

2.MAJOR REASONS FOR PRESENT STATUS
(1) Alternative route for Kalimantan-Java
(2) Digitalization and expansion of 2nd Java-Bali Route

3.PRINCIPAL SOURCE OF INFORMATION
①、②、③、④

和名 スラバヤ－バンジャルマシン海底ケーブル建設計画

(F/S,D/D)

PROJECT SUMMARY (M/P)

Compiled Mar.1991
Revised Mar.1996

ASE IDN/A 103/87

I. OUTLINE OF STUDY

1.COUNTRY Indonesia

2.NAME OF STUDY
Multiplication and Distribution of Improved Soybeen Seed and Seed Potato

3.SECTOR
Agriculture/(Agriculture in)General

4.REFERENCE NO.

5.TYPE OF STUDY M/P

6.COUNTERPART AGENCY
Crop production Bureau, Ministry of Agriculture

7.OBJECTIVES OF STUDY
Multiplication and distribution of improved Soybean Seed and Seed Potato

8.DATE OF S/W 1987/3

9.CONSULTANT(S)
Overseas Merchandise Inspection Co., Ltd.

10.STUDY TEAM

No.of Members 6
Period Jul.1987-Sep.1987(3 months)

Total M/M	Japan	Field
24.24	8.49	15.75

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY
None

12.EXPENDITURE
Total 73,445 (¥'000)
Contracted

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Soybean ------- East Java Potato ------- West Java

2.PROJECT COST

(US$1,000)		Total Cost	Local Cost	Foreign Cost
(US$1=148 yen in 1987)	1)	4,730		
	2)	11,486		

3.CONTENTS OF MAJOR PROJECT(S)
To reinforce followings in order to produce seeds for soybeans and potatos 1.Fostering seed producing farmers 2.Improving seed processing and storage facilities 3.Promoting seed distribution 4.Strengthening administration system for seed multiplication and distribution
1) Field for foundation seed/registered seed
2) Seed inspection
3) Training activities
(Note) Cost1) is for soybeans and Cost 2 for potatoes

4.CONDITIONS AND DEVELOPMENT IMPACTS
Conditions: 1.Pertinent organization and disposition of personnel 2.Financial assistance(Raise operating fund) 3.Administrative Coordination(Research & Administration) 4.Securing necessary land Development Impacts: 1.Increase of agricultural production and resultant increase of farmers' income by the introduction of better seeds and their stable supply (ordinary farmers and seed prducing farmers) 2.Contribute to the self-sufficiency of food

5.TECHNICAL TRANSFER
(1)OJT
(2)Training in Japan
(3)Seminars/Lectures

III. PRESENT STATUS OF STUDY RESULTS

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

(Description)
Improvement of the farm for foundation seed potatoes was completed with the FY1992 grant aid of Japan.
The Ministry of Agriculture has been keen to implement the soybean seed project by Japanese assistance. A JICA expert has been examining the necessary steps toward implementation.

(FY1993 Overseas Survey)
The outputs of the masterplan is utilized as basic cocepts for the next step of project formulation/preparation Oct. 1993. Preliminary study for the Multiplication and Distribution of High Quality Soybean Seed (JICA)

Jan. 1994 Study for the Multiplication and Distribution of High Quality Soybean Seed (JICA)

(FY1994 Domestic Survey)
No information.

(FY1994 Overseas Survey)
[potatos]
Japanese Grant Aid:Pilot project of better seed multiplication and distribution(E/N 1990).
Project Type Technical Cooperation:Training project of Indonesian seed multiplication.
[soybeans]
1994:Basic design study for soybean project.
The Indonesian government requested Soybean Project. Responding to the request, the Japanee government dispatched a JICA expert, a preliminary-study mission for multiplication and distribution of high-quality soybean seed in October 1993, and the study mission in January 1994. A basic design study for the Soybean Project has been conducted since November 1994.

(FY1995 Domestic Survey)
No additional information.

2.MAJOR REASONS FOR PRESENT STATUS
As the result of this study, the project for potatoes started ahead soybeans. After its completion the project for modernization of soybean seed production is to start.

3.PRINCIPAL SOURCE OF INFORMATION
①、②、③

和名 主要食用作物生産振興計画

{M/P,Basic Study,Other}

PROJECT SUMMARY (M/P)

Compiled Mar.1990
Revised Mar.1996

ASE IDN/S 120/87

I. OUTLINE OF STUDY

1.COUNTRY Indonesia

2.NAME OF STUDY
Regional Development Project in the Western Part of Java

3.SECTOR
Tourism/(Tourism in)General

4.REFERENCE NO.

5.TYPE OF STUDY M/P

6.COUNTERPART AGENCY
Development of Tourism, Post and Telecommunication, Directorate General of Tourism

7.OBJECTIVES OF STUDY
Formulation of a Master Plan of tourism projects to promote regional development

8.DATE OF S/W 1986/2

9.CONSULTANT(S)
Nippon Koei Co., Ltd.
Mitsubishi Research Institute

10.STUDY TEAM

No.of Members 12
Period Jul.1986-Feb.1988(20 months)

Total M/M	Japan	Field
89.94	39.66	50.28

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY
Investigation of present situations of the tourism

12.EXPENDITURE

Total	273,586 (¥'000)
Contracted	265,285

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Two Kabupatens of Serang and Pandeglang and the Krakatau Islands of Kab.Lampung Selatan

2.PROJECT COST

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	7,000	6,150	850
2)	133,700	96,600	37,100

3.CONTENTS OF MAJOR PROJECT(S)

Following six(6) projects were proposed as promising tourism projects for the period through 2010.
(1) Old Banten Site (Priority project)
- Main facilities: Restoration of the old moats, Museum, Bird sanctuary, Heritage garden, etc.
- Construction cost: Rp. 11.5 billion

(2) Beach Resort(priority project)
- Main facilities: Marina, International standard hotels & condominiums, Golf ground, etc.
- Development cost: Rp.219 billion (total) (Stage 1: Rp.115 billion/ Stage 2: Rp.104 billion)

(3) Tropical Marine Park
- Main facilities: Aquarium, Dolphin show pool, Maritime museum, etc.

(4) Ujung Kulon and Krakatan Islands
- Main facilities: Guest house, Jetties, Observation towers, Camping grounds, Sea garden, etc.

(5) Country park
- Main facilities: Camping site, Sports fields, Gymnasium, Model farm, etc.

(6) Kur Park
- Main facilities: Hotel & Restaurant, Swimming pool, Open air theater, etc.

4.CONDITIONS AND DEVELOPMENT IMPACTS

Development Impacts:
(1)Foreign exchange earning,
(2)Recreational benefits for people,
(3)Improvement of living standard of the people.

Old Banten Site
-Foreign exchange earning: Rp.5.4 million (in the operation year of 1994)
Rp.8 million (in the target year of 2010)
-Job opportunity: About 1 million men-days (construction period)
273 persons (operation period)
-Multiplier effects: Rp.20 billion (investment inducing effects)
Rp.76.1 billion (income generating effects)

Beach Resort
-Foreign exchange earning: US$9.2 million (1995)
US$68.4 million (2010)
-Job opportunity: 7 million men-days (construction period)
2,443 persons (operation period)
-Multiplier effects: Rp.374.6 billion (investment inducing effects)
Rp.6,923.0 billion (income generating effects)

5.TECHNICAL TRANSFER
(1) On the job training for local counterparts
(2) Training in Japan for 4 principal counterparts
(3) Conduct of tourism resources survey by entrusting it to the local

III. PRESENT STATUS OF STUDY RESULTS

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

(Description)

The Directorate General of Tourism(DGT) is examining the possibility of obtaining OECF financing and/or private sector investments. Actually, small-scale tourism development projects are carried out by private investors.

(FY1993 Overseas Survey)
Difficulty in land preparation caused delay of tourist resort development.
Based on the study, the government has continued to develop in frastructure in these areas. (access road and electricity).

(FY1994 Domestic Survey)
Car parking, open picnic space, community hall and commercial facilities, etc. were developed by the Indonesian Government budget and private investment.

(FY1995 Domestic Survey) No additional information.

(FY1995 Overseas Survey) No additional information.

2.MAJOR REASONS FOR PRESENT STATUS
In the original plan of Repelita V prepared by the Department of Tourism, the top priority are given to the present projects.

3.PRINCIPAL SOURCE OF INFORMATION
①、②

和名 ジャワ西部地域開発計画

{M/P,Basic Study,Other}

PROJECT SUMMARY (M/P)

Compiled Mar.1990
Revised Mar.1996

ASE IDN/S 121/87

I. OUTLINE OF STUDY

1.COUNTRY Indonesia

2.NAME OF STUDY
Future Demand of the Inter-Island Traffic

3.SECTOR
Transportation/Air Transportaion & Airport

4.REFERENCE NO.

5.TYPE OF STUDY M/P

6.COUNTERPART AGENCY
Assessment and Application of Technology (BBTP)

7.OBJECTIVES OF STUDY
Preliminary estimation of the demands of Air Transport for 7 provinces of whole country.

8.DATE OF S/W 1986/6

9.CONSULTANT(S)
Nippon Koei Co., Ltd.
Central Consultant, Inc.

10.STUDY TEAM

No.of Members 11
Period Dec.1986-Mar.1988(16 months)

Total M/M	Japan	Field
61.14	14.10	47.04

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY
None

12.EXPENDITURE

Total	218,319 (¥000)
Contracted	171,077

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Whole country of Indonasia

2.PROJECT COST

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	800		
2)			

3.CONTENTS OF MAJOR PROJECT(S)

Indonesia was divided into 7 regions (primary zones) in order to forecast inter-regional traffic demand. The main objective is to derive and present the future development project and the direction for introduction of appropriate aircraft types. To this end, a methodology was used that the primary zones were subdivided into 181 zones to make a detailed demand forecast.

According to this detailed demand forecast, realistic new-air routes were extracted and incorporated with the existing air network to forecast the future air passenger traffic. At the same time, the study incorporated the study of airport facilities, air navigational system, telecommunication system as well as fundamental specifications into the analysis of demand forecast of appropriate aircraft(seat number, operational cost, airports to be used and routes distance) were carried out and fed back to the future air traffic demand forecast, taking into account the characteristics of the air routes.

4.CONDITIONS AND DEVELOPMENT IMPACTS

10 routes for 1994 and 10 for 2004 as the realistic new trunk routes and 13 routes for 1994 and 19 routes for 2004 as the realistic new feeder routes were selected by extracting the O-D data for passengers and cargo of major airports, local airports, trunk routes and feeder routes.

It is the first time for Indonesia to conduct such a soft-ware study as this kind, and the Study was appreciated to be attributable to the development plan for an aeronautical system as a whole.

Since this kind of study is essential prior to plan to develop an airport, the Study would have a great impact on the other transport system than the air.

It is assumed that more soft-ware projects of this kind will be generated in future.

5.TECHNICAL TRANSFER

Counterparts of BBIP, IPTN and DGCA positively joined in the study work in the process of the work. The trainees were sent to Japan at the BBTP's expence in addition to JICA C/P training.

III. PRESENT STATUS OF STUDY RESULTS

1.PRESENT STATUS

- [■] In Progress or In Use
- [ ] Delayed
- [ ] Discontinued

(Description)

Based on the findings of the study, the Directorate General of Air Communication (DGAC) requested to the Japanese Government a M/P study on the rehabilitation of major airports and the study was completed in 1991.

Other related requests were as follows.
- DGAC requested a master plan study on national telecommunication system development.
- DGAC requested OECF for the study on Ujung Pandang Airport Development.
- BBTP and IPTN (an Indonesian airplane manufacturer) are considering to request a study on feeder air routes.
- DGAC requested OECF for the study on Surabaya Airport Development.
- OECF signed L/A on Engineering Services for Surabaya Airport Construction Project. (519 million yen) in Nov.1992.

By this loan, engineering services on terminal, guidance approach and flight assistance facility are conducted.

(FY1993 Overseas Survey)
Following 3 airports are in execution
- Surabaya
- Balikpapan
- Vjun Pandang

(FY1994 Domestic Survey)
The situation is same as FY1993.

(FY1995 Domestic Survey)
The situation is same as before.

(FY1995 Overseas Survey)
The study results were expanded into "Integrated Air Transport Study" in 1993 and were taken into account in formulating "Second Long-term National Development Program".

2.MAJOR REASONS FOR PRESENT STATUS

It has been a common practice for any developed country in the world to plan an aeronautical development under a basic plan in view of soft-ware study before carrying out development of an airport.
It is assumed that there become a tendency also in Indonesia to carry out a development project under such a concept.

3.PRINCIPAL SOURCE OF INFORMATION
①、②

和名 島嶼間交通需要予測

{M/P,Basic Study,Other}

PROJECT SUMMARY (M/P)

Compiled Mar.1990
Revised Mar.1996

ASE IDN/S 119/87

I. OUTLINE OF STUDY

1.COUNTRY: Indonesia

2.NAME OF STUDY:
Arterial Road System Development Study in Jakarta Metropolitan Area

3.SECTOR:
Transportation/Road

4.REFERENCE NO.:

5.TYPE OF STUDY: M/P

6.COUNTERPART AGENCY:
Ministry of Public Works

7.OBJECTIVES OF STUDY:
Arterial Road Sustem Development Study in Jakarta Metropolitan Area.

8.DATE OF S/W: 1984/6

9.CONSULTANT(S):
Pacific Consultants International

10.STUDY TEAM

No.of Members 15

Period Nov.1984-Sep.1987(35 months)

Total M/M	Japan	Field
265.66	95.19	170.47

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY:
Person Trip Survey

12.EXPENDITURE

Total	798,675 (¥'000)
Contracted	791,363

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA:
Jakarta metropolitan area

2.PROJECT COST

(US$1,000)	Total Cost	Local Cost	Foreign Cost
US$1=1,648Rp.	1)		
	2)		

3.CONTENTS OF MAJOR PROJECT(S)

7 types of arterial road development programs were recommended from the viewpoint of future urban formulation and transportation development strategies.

1) Medium/Mass Transportation Corridor Development Program
   6 routes (595,560 million)
2) Major Arterial Street Development Program:
   7 routes (240,957 million)
3) Arterial Street Development Program in the Newly Urbanized Area
   22 routes (18,424 million)
4) Present Traffic Problem Oriented Program:12 routes (354,454 million)
5) East-West Connection Improvement Program: 2 routes (38,363 million)
6) North-South Axis Strengthening Program: 2 routes (40,685 million)
7) Freeway Development Program: 5 routes (1,665,089 million)

Total Cost: 3,253.5 billion Rupiah

Note: Investment costs are in 1987 price.

4.CONDITIONS AND DEVELOPMENT IMPACTS

Development Impacts:
1) The east-west corridor including medium/mass transit would establish the desirable urban structure.
2) Increasing transportation capacity of the north-south axis, which is congested with excessive traffic demand, would increase transportation efficiency.
3) Giving higher accessibility between C.B.D. and activity centers would enchance center development.
4) Proper arrangement of arterial streets/collector streets/local streets would form desirable urban units.

5.TECHNICAL TRANSFER

(1) JICA's training for counterpart staff on urban traffic planning;
(2) Ministry of Public Works employed most of the graduate students who worked for the survey

III. PRESENT STATUS OF STUDY RESULTS

1.PRESENT STATUS

- [■] In Progress or In Use
- [ ] Delayed
- [ ] Discontinued

(Description)

Japanese Government mission visited Indonesia in 1988 and agreed to carry out a feasibility study.

The JICA contact mission was to be sent in Feb.1989, but the formal request from the Indonesian Government had been held up awaiting the adjustment between the Ministry of Public Works and the municipal government of Jakarta City and the clearance on the project's relationship with the on-going mass transit system development.

The Indonesian Government requested JICA for the feasibility study in 1992, and the F/S on the East-West corridor and the North-South corridor began in March, 1993.

(FY1993 Overseas Survey)
(1) The local government refers the study to prepare the detailed plan.
(2) Arterial Road proposals were putinto the feesibility study level.
(3) Related agencies have intergrated mass transportation syste proposals into total proposal.
(4) IBRD and other govenment agencies utilized data and development concepts for other transportation project.
(5) Private sector utilized the study result for its MRT proposals.

(FY1994 Domestic Survey)
F/S study by JICA has completed in Jan.1995.

(FY1995 Domestic Survey)
No additional information.

2.MAJOR REASONS FOR PRESENT STATUS

3.PRINCIPAL SOURCE OF INFORMATION

①、②

和名 ジャカルタ首都圏幹線道路網整備計画

{M/P,Basic Study,Other}

PROJECT SUMMARY (F/S)

Compiled Mar.1990
Revised Mar.1996

ASE IDN/S 333/87

I. OUTLINE OF STUDY

1.COUNTRY: Indonesia

2.NAME OF STUDY
Trans-Sumatra Terrestrial Digital Transmission System

3.SECTOR
Communications & B/Telecommunication

4.REFERENCE NO.:

5.TYPE OF STUDY: F/S

6.COUNTERPART AGENCY
POSTEL, PT. TELKOM

7.OBJECTIVES OF STUDY
To verify technical and economic feasibility for trans-Sumatra Terrestrial Digital Transmission System and links major cities in Sumatra island and Jakarta

8.DATE OF S/W: 1986/11

9.CONSULTANT(S)
Nippon Telecommunication Consulting Co., Ltd.
Yachiyo Engineering Co., Ltd.
Nippon Sogo Architects and Engineers

10.STUDY TEAM
No.of Members 13
Period Jan.1987-Mar.1988(14 months)

Total M/M	Japan	Field
	39.39	17.16

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY
None

12.EXPENDITURE
Total 145,950 (¥'000)
Contracted 140,023

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Jakarta and Padang, Medan and Banda Aceh

2.PROJECT COST (US$1,000) (US$1=125Yen)

	Total Cost	Local Cost	Foreign Cost
1)	61,000	100	60,900
2)			
3)			

3.CONTENTS OF MAJOR PROJECT(S)

Contents	Scale
Digitalization of Switching system	2.690 L.U.(1994)
Digitalization of Transmission system	same above

For this Project,it seems to be better to implement the digitaliging of the basic transmission link in Sumatera deviding into the following tasks:
*The section connecting Jakarta-Padan-Medan:the service started on 1975.Before the life exhausted, a number of circuits will be lack:required number of circuits upto 1994 was 2,690. All of existing analog circuit lines should be displaced to degital circuits until 1994:required number of circuits will be 5,125 until the year of 1999.
*The section connecting Medan and Banda Aceh:the service started on 1982.In the past few years, there were no shortage of circuits.The life of the system seems to be much longer.
*To duplicate the routes.

Imp. Period: 1989. -1991.

4.FEASIBILITY AND ITS ASSUMPTIONS
Feasibility: Yes

EIRR1)	23.00	FIRR1)	25.00
EIRR2)		FIRR2)	
EIRR3)		FIRR3)	

Conditions and Development Impacts:
Assumption is to put practical use of existing route, JKT-MDN(1994) and MDN-BNA.
The digitalization of telecommunication network for Sumatra island corresponds to possible all new services.
In order to plan the duplex routes,following natters should be considered: 1)Accessibility from the viewpoint of transportation, 2)Accessibility from the viewpoint of exchanging stations, and 3)Geographic conditions,Both of Eastern and Western routes have been planned aiming to fulfil above mentioned conditions. However,in case of the Western Route,it may not be able to pick up easily the exchanges better than aforementioned secondary center(SC). The Eastern Route has inferior accessibility of transportation, and have unfavourable geographical conditions. Additionally,both Routes may need tremendous amount of investment. By means of duplication of the routes.
1)the liability of the network will be improved.
2)It becomes possible to distribute traffics to the high usage rings and the duplicated routes.
After the completion of digitalization of the existing systems, the duplication works should be carried on prior for the routes in the sections which have a large bulk of the subscriker long distance dialing (SLDD)traffic.

5.TECHNICAL TRANSFER
(1)Trainee Acceptance: 3 counterparts studied in Japan on digitalization telecommunications Network.
(2)On the job training(PERUMTEL 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)
After the completion of the study, the Government of Indonesia did not apply to an OECF loan.
The project is being implemented by French financing.

(FY1994 Overseas Survey)
Being implemented by French loan (Jakarta-Medan)
Jul.1993 Construction completed

(FY1995 Domestic Survey)
No additional information.

2.MAJOR REASONS FOR PRESENT STATUS
(1)Effectiveness
(2)High priority

3.PRINCIPAL SOURCE OF INFORMATION
①、②、③

和名 スマトラ縦断幹線伝送路整備計画

[F/S,D/D]

PROJECT SUMMARY (F/S)

ASE IDN/S 332/87

Compiled Mar.1990
Revised Mar.1996

I. OUTLINE OF STUDY

1.COUNTRY Indonesia

2.NAME OF STUDY
Solid Waste Management System Improvement Project in the City of Jakarta

3.SECTOR
Public Utilities/Urban Sanitation

4.REFERENCE NO.

5.TYPE OF STUDY F/S

6.COUNTERPART AGENCY
Ministry of Public Works,Jakarta
Municipality, Department of Human Settlements

7.OBJECTIVES OF STUDY
Master plan for improvement of solid waster management system,and feasibility study for the first priority project

8.DATE OF S/W 1984/9

9.CONSULTANT(S)
Yachiyo Engineering Co., Ltd.
EX Cor.

10.STUDY TEAM

No.of Members 13

Period Dec.1985-Nov.1987(24 months)

Total M/M	Japan	Field
97.93	36.90	61.03

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY
Topographic survey
analysis for specimen
arrangement of equipment for collection

12.EXPENDITURE

Total	286,706 (¥'000)
Contracted	279,747

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Central District of Jakarta City

2.PROJECT COST
(US$1,000)
US$1=1,620Rp=162yen

	Total Cost	Local Cost	Foreign Cost
1)	46,900	12,100	34,800
2)			
3)			

3.CONTENTS OF MAJOR PROJECT(S)

1)Collection Improvement (F.cost Rp7.1 bill., L.cost Rp4.8 bill.)
The proposed improvement system consolidates the current 7 collection systems into 4 by full mechanization in the collection system. 8 existing depots will be improved and 9 depots will be newly constructed for the depot-container system.
2)Street Sweeping Plan (F.cost Rp0.5 bill., L.cost Rp0.1 bill.)
Introduction of mechanical sweepers and appropriate distribution of manpower
3)Transfer station in Sunter (F:Rp.23.3 bill.,L:Rp.6.8bill)
The transfer station (1,730 t/day) is equipped with 6 large compactors, 64 containers (40 cu.m capacity), and 32 tractors. A tractor will carry containers to Bakasi three times a day.
4)Final disposal site in Bekasi (F.cost Rp10.7 bill., L.cost Rp8.7 bill.)
34.4 ha of land has been prepared for the final disposal site in Bekasi. The site is divided into two blocks, consisting of east side(A) and west side(B). The total amount of disposal is 5.3 million tons, over 7 years.
5)Sub-workshop (F.cost Rp1.4 bill., L.cost Rp1.1 bill.)
A sub-workshop primarily for preventive maintenance will be constructed in order to maintain the effective operation of collection vehicles in Jakarta Pusat.

Imp. Period: 1990.4-1992.3

4.FEASIBILITY AND ITS ASSUMPTIONS
Feasibility: Yes

EIRR1)	6.30	FIRR1)	
EIRR2)		FIRR2)	
EIRR3)		FIRR3)	

Conditions and Development Impacts:

Conditions:
1)Population of Jakarta Pusat will increase from 1,390,000 in 1985 to 1,400,000 in 1995 and 1,410,000 in 2005. The land use will not basically change in the future. 2)Wastes for collection will amount to 1,120 tons/day in 1995 and 1,470 tons/day in 2005,excluding wastes of P.D. Pasar and other wastes hauled by other bodies. The final disposal site in Bekasi will be constructed in three stages. The total wastes for disposal will be 5,300,000 tons during 1992-1997(the 1st stage),including wastes from Bekasi and part of Jakarta Utara. 3)The waste handled at the transfer station is 1,730 ton/day,including the waste hauled by other sectors. A two-hectare plot is needed in Sunter for the station. 4)The final disposal site is Bantar Gebang Bekasi,35km from the center of Jakarta.
Development impacts:
The collection cost will drop from the present RP10,570/t to Rp8,690/t. The development of the final disposal site will make it easier to regulate small disposal plots in Jakarta Pusat and to improve the living environment. The transfer station will save costs of waste transportation. Development of appropriate technology of sanitary landfilling in Jakarta will before long benefit other cities.

5.TECHNICAL TRANSFER
(1)Training on waste disposal technology in Japan for four counterparts;
(2)Lessons were given on large drying furnace for waste quality analysis and method for waste quality 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)

OECF agreed to the E/S Loan IP-365 (L/A in Dec. 1990 for 270 million yen). However, the site for the solid waste transfer station was reassigned for housing development. As of Dec. 1990, the city authorities of Jakarta is still looking for an alternative site for the station, delaying the start of E/S.

The Engineering Services on the Jakarta Solid Waste Management System Improvement Project was started by the consultant who was employed by the Indonesian Government under the OECF Loan from December 1991.

The site for the solid waste transfer station is designated in Kelurahan Sunter, North Jakarta. The site is approximately 70m width and 900m length. The solid waste final disposal site is designated in Zone 2 of the Bekasi disposal site in Bander Gebang, Bekasi. The Ministry of Public Works has asked through BAPPENAS to obtain an OECF loan for the project implementation in the 1992/93 fiscal year.

OECF signed L/A on Solid Waste Treatment Project in the City of Jakarta (3,863 million yen) in Nov. 1993. This loan is to purchase garbage wagons, to construct transfer station and to expand final disposal site.

(FY1994 Domestic Survey)
The Gov't of Indonesia has been selecting the Consultant firm so as to commence the job in Jan.1995.

(FY1995 Domestic Survey)
The agreement with a consultant had been signed on March, 1995, and now the Government of Indonesia is selecting the contractors. It is planned to commence the procurement of garbage wagons within this fiscal year.

2.MAJOR REASONS FOR PRESENT STATUS

Although the procedures for E/S loan for fiscal year 1988 was prepared, the application was not made due to the financial situation of Indonesia.
The E/S for the Project was financed under OECF Loan in fiscal year of 1990/91. E/S, LA OECF Loan IP-366 in December 1990. 271 million yen.

3.PRINCIPAL SOURCE OF INFORMATION

①、④

和名 ジャカルタ市都市廃棄物整備計画

(F/S,D/D)

PROJECT SUMMARY (M/P)

ASE IDN/S 122/88

Compiled Mar.1990
Revised Mar.1996

I. OUTLINE OF STUDY

1.COUNTRY: Indonesia

2.NAME OF STUDY
Ujung Pandang Area Highway Development Study

3.SECTOR
Transportation/Urban Transportaion

4.REFERENCE NO.

5.TYPE OF STUDY: M/P

6.COUNTERPART AGENCY
Directorate General of Highways, Ministry of Public Works

7.OBJECTIVES OF STUDY
Road network development

8.DATE OF S/W: 1987/6

9.CONSULTANT(S)
Central Consultant, Inc.
Chodai Co., Ltd.

10.STUDY TEAM

No.of Members 9
Period Nov.1987-Mar.1989(16 months)

Total M/M	Japan	Field
50.39	8.24	42.15

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY
None

12.EXPENDITURE

Total	167,217 (¥'000)
Contracted	160,498

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Ujung Pandang City and its adjacent area, South Sulawesi

2.PROJECT COST

(US$1,000)		Total Cost	Local Cost	Foreign Cost
US$1=Rp1,731	1)	144,194		
	2)			

3.CONTENTS OF MAJOR PROJECT(S)

The study proposed a master plan for traffic control in Ujung Pandang City and the development of radial roads.

1. Short-term Plan (total cost Rp19,261 million)
Road Widening (15,850m); Intersction Imprv.(19 locations); Road Rehab.(14 routes);
Pedestrian Facilities Imprv.(29 routes); Bus Facilities Imprv.(196 locations);
Becak Transport Imprv.(2 routes); and Traffic Regulation Imprv.(4 locations)

2. Long-term Plan 1st Stage (up to 1994) (total cost Rp58,395 million)
Inner Ring Road Constr.(9.95km); Jl. Gowa Jaya Widening (27km); Jl. Gowa Raya
Widening (6.55km); Jl. Toll Road Widening (11.5km); and Industrial Access Road
Constr. (3.25km) (Total 58.25km)

3. Long-term Plan, 2ndt Stage (up to 2009) (total cost Rp171,944 million)
Inner Ring Road Constr.(9.95km); Middle Ring Road Constr.(12.95km); Outer Ring
Road Constr.(17.1km); Central Radial Road Constr.(8.75km); South Radial

4.CONDITIONS AND DEVELOPMENT IMPACTS

The residential areas have been sprawling toward the outlying areas of the city, but the development of necessary infrastructure has been inadequate relative to the rapid increase of the population. The proposed project will contribute effectively to the development of residential areas. The project will also provide the functional linkages between the port, the industrial estate and the airport, thereby contributing the growth of the Ujung Pandang area.

5.TECHNICAL TRANSFER

On-the-job training for the counterparts on the computerized method of traffic demand projection.

III. PRESENT STATUS OF STUDY RESULTS

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

(Description)
Road rehabilitation in Ujung Pandang City area was included in the project list for the loan of OECF in 1991. Indonesian Government ranks the project low in priority.

(FY1993 Overseas Survey)
The priority of the project has been low.

(FY1994 Domestic Survey)(FY1995 Domestic Survey)
No additional information.

2.MAJOR REASONS FOR PRESENT STATUS
Indonesian Government ranked low with this project.

3.PRINCIPAL SOURCE OF INFORMATION
①、②

和名 ウジュンパンダン都市圏道路網整備計画

{M/P,Basic Study,Other}

PROJECT SUMMARY (M/P)

Compiled Mar.1990
Revised Mar.1996

ASE IDN/S 123/88

I. OUTLINE OF STUDY

1.COUNTRY Indonesia

2.NAME OF STUDY
Maritime Safety Plan Concerning Search and Rescue

3.SECTOR
Transportation/Marine Transportation & Ships

4.REFERENCE NO.

5.TYPE OF STUDY M/P

6.COUNTERPART AGENCY
Directorate General of Sea Communications, Ministry of Communications

7.OBJECTIVES OF STUDY
Development of the maritime safety and search and rescue system

8.DATE OF S/W 1987/2

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

10.STUDY TEAM

No.of Members 11
Period Oct.1987-Dec.1988(15 months)

Total M/M	Japan	Field
67.60	36.90	30.70

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY
None

12.EXPENDITURE

Total	210,629 (¥'000)
Contracted	197,260

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
The entire sea around Indonesia and major ports

2.PROJECT COST

(US$1,000)	Total Cost	Local Cost	Foreign Cost
1)	643,500		
2)			

3.CONTENTS OF MAJOR PROJECT(S)
- Procurement of search and rescue vessels and establishment of telecommunication between the vessels and coastal stations
- Establishment of a training center
- Improvement of port traffic control systems (Jakarta and Surabaya)

4.CONDITIONS AND DEVELOPMENT IMPACTS
With the introduction of search and rescue boats, the improvement of communication and manpower training, the project will increase the country's capability of coping with maritime accidents. The better port traffic control
will considerably reduce the occurrence of maritime accidents.

5.TECHNICAL TRANSFER

III. PRESENT STATUS OF STUDY RESULTS

1.PRESENT STATUS
- [x] In Progress or In Use
- [ ] Delayed
- [ ] Discontinued

(Description)
(FY1993 Overseas Survey)
1.SPECIAL RESCUE TEAM
Special Rescue Team have been formed at five bases:
- Jakarta
- Tanjung Uban
- Surabaya
- Bitung
- Ambon

The number of personnel has not been enough yet.

2.COMMAND AND CONTROL OF MARINE SAFETY SYSTEM
(OPERATIONS OFFICE SYSTEM)
The Operation Room have been established at DGSC and 10 KANWIL using the SAR Communication System.

3.PROCUREMENT OF MARITIME SAFETY RESCUE SHIP
a. 2 (two) CLASS I Ships
b. 5 (five) CLASS III Ships
Above projects were proposed to ADB in 1993.

4.MARITIME SAFETY TRAINNING CENTRE (MSTC)
The project of MSTC was proposed in 1989 but has not been procured yet, but the land for it was ready at Ancol/Kalijapat, Tanjung Priok.

5.REPELITA VI
Search and Rescue Program in REPELITA VI (1994 - 1998) was drafted based on the Maritime Safety Plan COncerning Search And Rescue.

(FY1994 Domestic Survey)(FY1995 Domestic Survey)
No additional information.

(FY1995 Overseas Survey)
- The rescue teams are disposed at 5 main ports such as Jakarta, Surabaja, Ambon, etc. And 12 rescue commanding systems are established in all over the country.
- L/A regarding to two of the first class maritime disaster protecting boats had been signed and the official request of establishment of the training center of maritime desaster rescue, and the procurement of 3 SAR vessels also had submitted.
- At present, the techological and financial assistances are being requested to the government of Japan, continuously.
- Possible measurement for the accident to flow out the cruda oil into the ocean has also been requested to assist for JICA.

2.MAJOR REASONS FOR PRESENT STATUS

3.PRINCIPAL SOURCE OF INFORMATION
①、②

和名 海難捜索救助並びに海難予防体制整備計画

{M/P,Basic Study,Other}

PROJECT SUMMARY (M/P+F/S)

Compiled Mar.1990
Revised Mar.1996

ASE IDN/S 214B/88

I. OUTLINE OF STUDY

1.COUNTRY: Indonesia

2.NAME OF STUDY: Flood Control Plan of the Upper Citarum Basin

3.SECTOR: Social Infrastructu/River & Erosion Control

4.REFERENCE NO.:

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

6.COUNTERPART AGENCY: Directorate of Rivers(DOR), Directorate General of Water Resource Development (DGWRD)

7.OBJECTIVES OF STUDY: Formulation of a master plan through 2005 and identification and evaluation of urgent flood control projects

8.DATE OF S/W: 1986/12

9.CONSULTANT(S): Pacific Consultants International

10.STUDY TEAM

No.of Members 11

Period May.1987-Dec.1988(20 months)

Total M/M	Japan	Field
57.44	17.13	40.31

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY: Geological survey
Installation of hydrological meters

12.EXPENDITURE

Total	203,741 (¥'000)
Contracted	187,711

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA: Bandung (study area of 1,771 sq.km)

2.PROJECT COST (US$1,000) US$1=Rp.2014=133.5y

M/P	1)	72,868 Local Cost	18,161 Foreign Cost	54,707
	2)			
F/S	1)			
	2)	90,321	45,923	44,399
	3)			

3.CONTENTS OF MAJOR PROJECT(S)

<M/P>1. Outline of the Plan: River improvement by dredging/excavation was proposed for the Citarum River system, from Curug Jompong Fall(downstream end) to the upstream end of the maximum flood area in 1986, including the Cisangkuy, Citarik and Cikeruh rivers. 2. Short Term Program(1992~1995) (Rp. 101.7 billion). An urgent project including the river improvements of Citarum River from Curug Jompong to Sapan(center of flood area) and Cisangkuy River with the design flood of 5 years return period, land use regulation and flood forecasting / warnning system was proposed.
3. Long Term Program(1996~2005),(Rp.150 Billion)
River improvement of the all rivers, with the design flood of 20 years return period, from Curug Jompong to upstream end of the flood area was proposed.
<F/S>-River improvement of the Citarum and Cisangkuy rivers from Curug Jampong to Sapan in order to reduce the flood damage in the area from Dayeuh Kolot to Sapan where properties concentrate.
- Flood forecasting/ warnning system for the remaining flood risk area.
The major project works, according to the detailed design results made in September 1992, are as follows:
1) River Improvement Works(Citarum River 30.6km, Cisangkug River 6.9km)
- Dredging/excavation : 6,030,000 cu.m - Bank protection : 7.9 km
- Bridge : 11 places - Inspection/maintenance road : 71 km
- Land acquisition : 169 ha - Compensation : 634 houses
2)Telemetering System Works
- Six telemetering station at the existing water level gauging stations.
- One master station - Monitoring equipment in the exsiting station.

Imp. Period: 1990. -1995.

4.FEASIBILITY AND ITS ASSUMPTIONS: Feasibility: Yes

EIRR1)	14.10	FIRR1)	
EIRR2)		FIRR2)	
EIRR3)		FIRR3)	

Conditions and Development Impacts:

<Conditions>1. Benefit is flood damage reduction by lowering flood water level and expressed by the differnce in flood damage between without and withthe river improvement. 2. Tangible benefits include the flood damage reduction in house, factory, commercial building, paddy field, fish pond, public facility, etc. 3. Base costs are expressed under the socio-economic conditions prevailed in Nov 1991(M/P),and 1987(F/S). 4. Annual O/M cost is assumed to be 0.5% of the construction cost for 50 years after completion of the project works.
<Effects> By the river improvement, the maximum flood area of 7,249 ha (by 1.5 year flood) is expected to be reduced to 900 ha by 20 years and to 3,160 ha by 5 year flood. The results are as follows:
EIRR: 11.6%, B/C : 1.18, NPV : Rp.131 billion(M/P)
EIRR: 15.3%, B/C : 1.96, NPV : Rp.121.5 billion(F/S)
Average annual flood damage reduction is estimated to be Rp.42.9 billion.

5.TECHNICAL TRANSFER
1) Participation of 3 counterparts in the JICA training program
2) OJT and a seminar

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)

Dec.1990 OECF loan agreement signed (21.5 billion yen)
Part of the loan to be used for engineering services.
Jul.1991 - Sep. 1992 D/D undertaken
Nov.1992 I/P for construction prepared.
Nov.1993 OECF L/A signed (3,165 million yen)
(Flood control Project of the Upper Citarum Basin (I)
This loan is to be used for flood control and consulting services.

(FY1993 Overseas Survey)
The above project is planned to be started from August 1994. Then after the project is implemented, Jatiluhur Authority (Perum Otorita Jatiluhur) is planned to maintain and operate it.

(FY1994 Domestic Survey)
The implementation of the project has been started by means of above-mentioned OECF loan.
Jun.1994, a consultant is carrying out the administration of construction works and the detail design for the part of upper stream of the river.

(FY1995 Domestic Survey)
With reference to abovementioned matters, it was planned to assign Jatluhur Authority for the administration and maintenance works at that time. However, the organizations concerned has been reorganized and a Governmental office named "Citarum Basin Control Project" has been established for the administration/maintenance of this project. Jun.1995, detailed designing works were completed, and the construction administration works are going on.

2.MAJOR REASONS FOR PRESENT STATUS

3.PRINCIPAL SOURCE OF INFORMATION
①、③、④

和名 チタルム川上流域洪水防御計画

[M/P+F/S]

PROJECT SUMMARY (F/S)

Compiled Mar.1990
Revised Mar.1996

ASE IDN/A 310/88

I. OUTLINE OF STUDY

1.COUNTRY: Indonesia

2.NAME OF STUDY:
Batang Kumu Irrigation Project in Riau Province

3.SECTOR:
Agriculture/(Agriculture in)General

4.REFERENCE NO.:

5.TYPE OF STUDY: F/S

6.COUNTERPART AGENCY:
Directorate General of Water Resources Development, Ministry of Public Works

7.OBJECTIVES OF STUDY:
F/S

8.DATE OF S/W: 1984/11

9.CONSULTANT(S):
Japan Irrigation and Reclamation Consultants Co,

10.STUDY TEAM

No.of Members 18

Period Jun.1985-Mar.1986(14 months)
May.1988-Jan.1989

Total M/M	Japan	Field
56.00	22.00	34.00

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY:
Topographic Survey Geological Survey

12.EXPENDITURE

Total	212,093 (¥'000)
Contracted	171,000

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA:
Tambusai District, Kampar Regency, Riau Province, Sumatra Island

2.PROJECT COST (US$1,000)

	Total Cost	Local Cost	Foreign Cost
1)	43,000	18,600	23,900
2)			
3)			

3.CONTENTS OF MAJOR PROJECT(S)

Wet season paddy:	7,300	ha
Dry season paddy:	3,100	ha
Upland crops in dry season:	2,700	ha

The following facilities will be constructed to attain the foregoing target.

Head Work:	W=50m, H=5.5m	
Flood gate:	14m x 3 nos	
Head reach:	2.6	km
Main canal:	25.6	km
Secondary canal:	50.1	km
Secondary drainage canal:	56.5	km
Tertiary canal:	486	km
Tertiary drain:	102	km,
Farm road:	146	km

Imp. Period: 1992. -1996.

4.FEASIBILITY AND ITS ASSUMPTIONS — Feasibility: Yes

EIRR1)	12.70	FIRR1)	
EIRR2)		FIRR2)	
EIRR3)		FIRR3)	

Conditions and Development Impacts:
It is expected that the project will stabilize the regional economy in the project area including transmigration area settled since 1981, by introducing irrigation facilities and will also support the transmigration program and regional development in the province. In addition, the project will contribute to the increase of self-sufficiency of rice in the province.

5.TECHNICAL TRANSFER
(1) On the Job Training (2) Overseas Training

III. PRESENT STATUS OF STUDIED PROJECT

1.PRESENT STATUS

- [ ] Completed or in Progress
  - ○ Completed
  - ○ Partially Completed
  - ○ Implementing
  - ○ Processing
- [x] Promoting
- [ ] Delayed or Suspended
- [ ] Discontinued or Cancelled

(Description)

(FY1994 Domestic Survey)
No additional information.

(FY1994 Overseas Survey)
Indonesia started an assessment of environment impact study in the project area and requested D/D to the Japanese government in 1990. The project was rethought later because of an addition of the transmigration plan. Then D/D and the first-stage construction were requested again to Japan. Indonesia also applied to the World Bank in 1994.

(FY1995 Domestic Survey)
As the project promoting survey for the fiscal year of 1995 is planned to carry on Nov., 1995 by the Department of International Cooperation, Ministry of Agriculture, Forestry and Fisheries, it is expected to become a project financed by OECF.

2.MAJOR REASONS FOR PRESENT STATUS
To promote the transmigration scheme and to maintain national self-sufficiency of rice.

3.PRINCIPAL SOURCE OF INFORMATION
①, ③

和名 パタンクハ農業開発計画

{F/S,D/D}

PROJECT SUMMARY (F/S)

Compiled Mar.1990
Revised Mar.1996

ASE IDN/S 336/88

I. OUTLINE OF STUDY

1.COUNTRY: Indonesia

2.NAME OF STUDY
Implementaion of Intra-City Digital Microwave Subscriber System

3.SECTOR
Communications & B/Telecommunication

4.REFERENCE NO.

5.TYPE OF STUDY: F/S

6.COUNTERPART AGENCY
Directorate General of Post and Telecommunications

7.OBJECTIVES OF STUDY
Services for the subscribers

8.DATE OF S/W: 1987/11

9.CONSULTANT(S)
NTT International Corporation

10.STUDY TEAM

No.of Members 7

Period Mar.1988-Jan.1989(11 months)

Total M/M	Japan	Field
48.70	23.80	24.90

11.ASSOCIATED AND/OR SUBCONTRACTED STUDY
None

12.EXPENDITURE

Total	121,796 (¥'000)
Contracted	116,438

II. SUMMARY OF STUDY RESULTS

1.SITE OR AREA
Jakarta City

2.PROJECT COST (US$1,000)
US$1=126yen

	Total Cost	Local Cost	Foreign Cost
1)	20,635	3,175	17,460
2)			
3)			

3.CONTENTS OF MAJOR PROJECT(S)

1) To meet the rapidly increasing demand in Jakarta, digital microwave subscriber systems are proposed to be introduced for large/important subscribers.

2) Contents of Project
- Subject areas: 18 areas in Jakarta
- Subject subscribers: approx. 200 subscribers
- Subject lines: approx. 15,000 lines.

3) Establishment of a new maintenance system.

Imp. Period: 1989.1-1994.12

4.FEASIBILITY AND ITS ASSUMPTIONS

Feasibility: Yes

EIRR1)	36.90	FIRR1)	24.90
EIRR2)		FIRR2)	
EIRR3)		FIRR3)	

Conditions and Development Impacts:
- The digital microwave subscriber system will service high-density users housed in multi-story buildings in the CBD of Jakarta.
- The system will be able to provide high-quality service to the high-density demand.
- 50% of the waiting applications (as of 1989) for all subscriber stations will be serviced by the system.
- The system will improve 1,500 mal-functioning circuits.
- The system will secure the emergency communication system for important subscriber stations.
- The system will facilitate the activation of business activities
- The system will be able to respond to contingent/ emergency circuits.

5.TECHNICAL TRANSFER
OJT on digital microwave transmission and demand projection

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)

After the completion of the study, the cable expansion project financed by World Bank made rapid progress for implementation, while developers of building/estates began to install necessary telephone facilities by themselves. In this situation, request of yen loan for this project is currently reviewed by Indonesian Government. Consequently, the Government decided not to apply the project for an OECF loan.

In areas where the cable installatio is difficult or impossibl, the microwave subscriber system is effective. The project may be revivedby delimiting suitable areas.

(FY1993 Overseas Survey)
The government put its priority on cable and optic fiber cable rather than micro wave.

(FY1994 Domestic Survey)
No additional information.

(FY1994 Overseas Survey)
Plan of providing 106,000 subscribers lines by microwave are being processed by PT. Telkom, but it is not directly related this F/S.

(FY1995 Domestic Survey)
No additional information.

2.MAJOR REASONS FOR PRESENT STATUS

Influenced by the progress of other projects and the change of other circumstances, requet of yen loan is delayed. Under the latest circumstances, review of applicable area to this project is necessary.

3.PRINCIPAL SOURCE OF INFORMATION
①、②、③

和名 都市加入者マイクロ波網整備計画

{F/S,D/D}