

PROJECT SUMMARY (M/P+F/S)

Compiled Mar.1991
Revised Mar.1996

ASE PHIL/A 201B/89

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Philippines	1. SITE OR AREA	Entire Marinduque Main Island, Marinduque Province<M/P> Santa Cruz Area in Marinduque Island<F/S>		1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input checked="" type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Integrated Agricultural Development Project in Marinduque	2. PROJECT COST (US\$1,000)	M/P 1) 174,300 2) Local Cost	Foreign Cost	(Description) <M/P> The master plan was approved by the Provincial Government of Marinduque and the Accelerated Development of Agricultural Project (MADPP) was selected for the Japanese Grant Aid Program of FY1991. <F/S> It was formally agreed in June 1990 to implement the Accelerated Development of Agricultural Project (MADPP) as part of the Japanese Grant Aid Program. Apr. 1991 Preliminary Survey Mission Sep. 1991 - 1992 Basic Design Mission Jul. 1992 E/N signed Jan. 1993 Construction started (FY1993 Overseas Survey) A part of the Marinduque Agricultural Development and Promotion Project (MADPP), which is for Agricultural Development and Agricultural Infrastructure Improvement, for Tagum Angas District had been adopted for the Japanese Grant Aid Program and signed E/N on July, 1992. The construction works had been commenced from January, 1993. After that, the construction works were carried out very smoothly, and 85 percent of works were completed at the end of November, 1993 (89 percent at December, 1993), successfully. However, on 5th December, 1993, a big Typhoon (MONANG) attacked the Project Site and brought serious damages such as: (1) The lower reaches of random zone of Tagum Angas Irrigation Dam was collapsed and washed away more than 2,000 cubic meter, (2) Some of the construction equipments has also been washed away or submerged. After the investigation works for those disasters, the implementation works was going to start again on 28th December, 1993. But the Project was attacked by another Typhoon (AMAN) again on 5th January, 1994. So, actual implementation of the Project has been commenced after 6th January, 1993. At present, the works are carried on day and night, continuously. Originally, it was scheduled to complete the construction by March, 1993. However, it seems to delay three (3) months due to the disasters caused by two (2) Typhoons. (FY1994 Domestic Survey) The construction of this Project was completed in June, 1994. On November 1994, strong earthquake hit northern Mindro, and intensity 5 was recorded in Marinduque. However, no damage was observed on the facilities under this project. It is expected that the training, technology transfer on farming technology will be promoted. (FY1995 Domestic Survey) No additional information.	
3. SECTOR	Agriculture/(Agriculture in) General	F/S 1) 8,196 2) 3)	3. CONTENTS OF MAJOR PROJECT(S)			
4. REFERENCE NO.		<M/P> 1. <Agricultural Development (the entire island of 80,500ha)> Farm Technology and Management Development; Crop Protection Scheme; Animal Husbandry Development Plan; Agricultural Support Scheme; Marinduque Agricultural Development Promotion Farm (MADPP) 2. <Agricultural Infrastructure Improvement> Irrigation Plan 3,810ha; Drainage and Flood Protection 3,690ha; Rural Roads 930km; Village Water Supply 2 places 3. <Rural Infrastructure Improvement> Rural Water Supply 7 places; Mini-hydropower Development 4.4GwH; Rural Electrification; Transportation; Education and Welfare; Communications 4. <Fishery Development> Improvement of Brackish Water Fish Culture Demonstration Farm; Development of Fresh Water Fish culture; Culture Programme of Coconut Crabs 5. <Accelerated Development of Agricultural Project (MADPP)> Agricultural Development; Agricultural Infrastructural Development; Rural Infrastructural Development; Aquaculture Development <F/S> The short-term development plan was formulated for Tagum Angas District. 1. <Agricultural Development> -Strengthening of Marinduque Agricultural Development and Promotion Farm: 6.5ha -Rehabilitation of the cattle breeding center: 1,500 sq.m. -DA municipal nurseries: (0.5ha) -Demonstration Farms: irrigated 10ha, rainfed 2ha -Post harvest facilities for rice and corn: storage sheds, dryers, rice mills 2. <Agricultural Infrastructure Improvement> -Irrigation: area 630ha, canals 25km - Rural Road: 25km - Village water supply: 1 place, pipelines 25km 3. <Rural Infrastructure Improvement> -Rural electrification -Transportation system development -Improvement				
5. TYPE OF STUDY	M/P+F/S				6. COUNTERPART AGENCY	Marinduque Provincial Government
7. OBJECTIVES OF STUDY	Establishment of Master Plan on Agricultural Development in Marinduque Island<M/P> Pre-F/S study within the priority project areas<F/S>	8. DATE OF SAW	1988/7		4. FEASIBILITY AND ITS ASSUMPTIONS Feasibility: Yes EIRR1) 17.00 FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)	
9. CONSULTANT(S)	Sanyu Consultants Inc. Chuo Kaihatsu Cor.	10. STUDY TEAM	Imp. Period: 1991. -1992. Conditions and Development Impacts: <M/P> Development Benefits: (1) Increase of agricultural production The present farm income of typical farmers will improve from 9,255 pesos to 21,702 pesos. The project will create 44,000 jobs. (2) Reduction of Flood Damages (3) Improvement of rural road networks (4) Improvement of rural water supply (5) Improvement of rural electrification <F/S> <Conditions> - Expansion of effective irrigation (no new development) - Improvement of farming technologies - Project life of 30 years <Development Impacts> - Paddy production will increase from 829 tons to 3,955 tons. - Improvement of cattle and buffalo breeds and increase of livestock production - Increased traffic, including harvested agricultural produce Measureable benefits from the project will reach 82.9 million pesos . (agriculture 67.3 million, rural roads 4 million, rural water supply 1.3 million, rural electrification 1.7 million, fisheries 8.6 million)			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Topographic Survey, Qualitative Analysis of the Water	12. EXPENDITURE	Total 202,380 (¥'000) Contracted 151,037		2. MAJOR REASONS FOR PRESENT STATUS 3. PRINCIPAL SOURCE OF INFORMATION ①, ②, ③	

和名 マリンデューケ農業総合開発計画

[M/P+F/S]

PROJECT SUMMARY (M/P+F/S)

Compiled Mar. 1991

Revised Mar. 1996

ASE PHIL/S 205B/89

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDIED PROJECT							
1. COUNTRY	Philippines	1. SITE OR AREA	13 towns in Panay Island (Malay, Ibaday, Bonga, Kalibo, Ivisan, Pontevedra, Pilar, Sara, Lambunao, Leon, Miagao, Jordan, New Washington)		1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input checked="" type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled						
2. NAME OF STUDY	Groundwater Development in Panay Island	2. PROJECT COST (US\$1,000)	M/P 1) 2) 3) F/S 1) 2) 3)	Local Cost 4,960 Foreign Cost	(Description) Part of the proposals are being implemented by the Japanese Grant Aid Program. Jul. 1990 E/N signed (Regional Environmental Public Health, 1 billion yen) Aug. 1991 E/N signed (Regional Environmental Public Health, 0.65 billion yen) (FY 1991 Overseas Survey) Ground water Development in Panay Island Some detailed design completed by LWUA. Out of 13 selected municipalities, Pontevedra has completed in 1991, Ibaday, Leon, Miagao, Jordan will have been completed in the mid 1994, New Washington in corporation with Kalibo will have been requested to the OECF finance for construction, Malay has under the re-study on water resource. Other municipalities have shown no communication with LWUA. Because neither the areas have satisfied at present nor do wish to establish a water district. (FY1995 Domestic Survey) No additional information.							
3. SECTOR	Social Infrastructure/Water Resource Development	3. CONTENTS OF MAJOR PROJECT(S)										
4. REFERENCE NO.		M/P and F/S (13 selected municipalities) 1) Analysis of water resource potentials 2) Estimate on water requirements 3) Water resource development plans 4) Conceptual facility designs 5) Malay: Repair of water pipes & rehabilitation of the water supply system 6) Ibaday: More detailed electric investigation necessary 7) New Washington: Diversion from Kalibo needed to supply water 8) Kalibo: Existing deep well to be used as a pilot well and a new deep well to be bored near Aguran River 9) Bonga: Immediate rehabilitation of existing facilities 10) Ivisan: Detailed surface investigation & horizontal boring needed 11) Pontevedra: Organization of water users' associations and formulation of a development plan 12) Pilar: Detailed surface investigation & horizontal boring needed 13) Sara: Horizontal boring needed to increase water supply 14) Lambunao: Infiltrated water of Urian River to be developed as a water source 15) Leon: Shibaron River to be developed as a water source 16) Miagao: A deep well to be bored near Tomaguboku River 17) Jordan: More detailed investigation necessary			(FY 1991 Overseas Survey) Ground water Development in Panay Island Some detailed design completed by LWUA. Out of 13 selected municipalities, Pontevedra has completed in 1991, Ibaday, Leon, Miagao, Jordan will have been completed in the mid 1994, New Washington in corporation with Kalibo will have been requested to the OECF finance for construction, Malay has under the re-study on water resource. Other municipalities have shown no communication with LWUA. Because neither the areas have satisfied at present nor do wish to establish a water district. (FY1995 Domestic Survey) No additional information.							
5. TYPE OF STUDY	M/P+F/S											
6. COUNTERPART AGENCY	Local Water Utilities Administration											
7. OBJECTIVES OF STUDY	Assessment of Dependable Yield of Groundwater for Water Supply											
8. DATE OF S/W	1987/12	Imp. Period: 1988. -1995.			2. MAJOR REASONS FOR PRESENT STATUS							
9. CONSULTANT(S)	Nippon Jogesuido Sekkei Co., Ltd.	4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes/No	EIRR1) EIRR2) EIRR3)			FIRR1) FIRR2) FIRR3)					
10. STUDY TEAM	No. of Members 6 Period Mar. 1988-Nov. 1989 (20 months)	Conditions and Development Impacts: Planning Conditions: 1) Primary water source should be groundwater, Springs and infiltrated river water are second best options. 2) A new water supply system is built for municipalities without any: only improvement and proposed for others 3) Target year is 1995 (as agreed upon by LWUA) 4) Water Districts will be formed in accordance with the Provincial Water Act 5) Central government subsidies or soft loans are available 6) More detailed F/S is needed for implementation Development Impacts: Stable and low-cost supply of safe drinking water will contribute to the social stability, improvement of health and reduction of housework related to water supply, and thereby to the increase of productivity.			3. PRINCIPAL SOURCE OF INFORMATION ①, ③							
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Total M/M</td> <td style="width: 30%;">Japan</td> <td style="width: 30%;">Field</td> </tr> <tr> <td style="text-align: center;">47.51</td> <td style="text-align: center;">17.05</td> <td style="text-align: center;">30.46</td> </tr> </table>		Total M/M	Japan	Field			47.51	17.05	30.46	5. TECHNICAL TRANSFER		
Total M/M	Japan	Field										
47.51	17.05	30.46										
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	None	12. EXPENDITURE										
		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Total</td> <td style="width: 30%;">269,387 (¥'000)</td> <td style="width: 30%;">Field</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">142,350</td> <td></td> </tr> </table>			Total	269,387 (¥'000)	Field	Contracted	142,350			
Total	269,387 (¥'000)	Field										
Contracted	142,350											

和名 パナイ島地下水開発計画

(M/P+F/S)

PROJECT SUMMARY (F/S)

Compiled Mar.1991
Revised Mar.1996

ASE PHL/S 322/89

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																									
1. COUNTRY	Philippines	1. SITE OR AREA				I. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input checked="" type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled																								
2. NAME OF STUDY		Lozon Samar and Leyte islands (Pan-Philippine HWY, Manila North Road)																													
Rehabilitation and Maintenance of Bridges along Arterial Roads		2. PROJECT COST (US\$1,000)		Total Cost	Local Cost	Foreign Cost																									
				1) 43,101	13,982	29,119																									
				2)																											
				3)																											
3. SECTOR		3. CONTENTS OF MAJOR PROJECT(S)				(Description) (FY1992 Overseas Survey) At the OECF Appraisal Mission in June 1989, it was decided to avoid overlapping with another OECF-financed project (Pan-Philippine Highway Improvement), and the number of bridges was reduced from 52 to 41. Feb.1990 16th OECF Loan (PH-P104) L/A signed (Rehab. of Bridges along Arterial Roads (I) 2,079 million yen) Project: Reconstruction of 7 bridges, replacement of 13 bridges, and repair of 17 bridges. Nov.1990 - Apr.1992 Detailed design completed (Nippon Koei, Katahira & Engineers, TCGI) Total investment 694.7 million pesos (foreign currency 306.8 million, local currency 387.9 million) Apr.1992 Construction of six bridges commenced (scheduled to be completed in July 1994) Jul.1991 17th OECF Loan (PH-P115) L/A signed (Rehab. of Bridges along Arterial Roads (II) 2,065 million yen) Project: Reconstruction and widening of 4 bridges located between northern Metro Manila and La Union Province. Apr.1992 - Jun.1992 Detailed design completed (Nippon Koei, Katahira & Engineers, TCGI) Total investment 699.3 million pesos (foreign currency 340.0 million, local currency 359.3 million) Jun.1992 Construction commenced (scheduled to be completed in June 1994) (FY1993 Overseas Survey) The proposed projects have been under implementation with OECF finance. 1) Phase 1: 36 bridges, including rehabilitation/reconstruction of 10 bridges and repair of 17 bridges. D/D conducted during Nov.1990 - Apr.1992, and construction began in Apr.1992 to be completed in July 1994. Total investment cost: 731.4 million pesos (foreign currency 272.4 million pesos equiv.; local currency 459 million pesos) 2) Phase 2: Reconstruction of 3 bridges D/D conducted during Apr. - July 1992, and construction began in July 1992 to be completed in Feb.1995. Total investment cost: 612.3 million pesos (foreign currency 183.9 million pesos equiv.; local currency 428.4 million pesos) 3) Phase 3: Construction of 9 bridges out of 20 candidates. Now under consideration for the 19th Yen Credit application. Construction to start in May 1994 and to be completed in May 1996. Total investment cost: 1,478.87 million pesos (foreign currency 1,203.65 million pesos equiv.; local currency 275.22 million pesos) (FY1994 Domestic Survey) For Phase-1, ten bridges were accepted for implementation, eight bridges were completed or under construction, two bridges are ready for implementation. For Phase-2, three bridges were accepted for implementation, one bridge was completed and other two bridges were commenced recently. For Phase-3, nine bridges were confirmed for implementation. Loan																									
Transportation/Road		52 bridges are selected among 99 bridges, taking the technical conditions and socio-economic circumstances into consideration.																													
4. REFERENCE NO.		1. Reconstruction 12																													
5. TYPE OF STUDY		2. Replacement of Superstructure 15																													
F/S		3. Repair 25																													
6. COUNTERPART AGENCY		total 52 Brs.																													
Department of Public Works and Highways (DPWH)		- The bridge type and length are as follows:																													
		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Bridge Type</th> <th>Unit</th> <th>length(m)</th> </tr> </thead> <tbody> <tr> <td>Steel Bridge</td> <td>Truss</td> <td>10 3,220</td> </tr> <tr> <td></td> <td>SIB</td> <td>13 1,088</td> </tr> <tr> <td></td> <td>Steel box</td> <td>1 177</td> </tr> <tr> <td>Concrete Bridge</td> <td>RCDG</td> <td>13 300</td> </tr> <tr> <td></td> <td>FCDG</td> <td>11 1,291</td> </tr> <tr> <td></td> <td>Concrete Slab</td> <td>4 77</td> </tr> <tr> <td></td> <td>Total</td> <td>52 6,153</td> </tr> </tbody> </table>						Bridge Type	Unit	length(m)	Steel Bridge	Truss	10 3,220		SIB	13 1,088		Steel box	1 177	Concrete Bridge	RCDG	13 300		FCDG	11 1,291		Concrete Slab	4 77		Total	52 6,153
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7. OBJECTIVES OF STUDY		Bridge Rehabilitation program Bridge Data Base Bridge Inspection and Maintenance																													
8. DATE OF SAW		Imp. Period: 1990.12-1995.12																													
1987/4		4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 55.69	FIRR1)																									
9. CONSULTANT(S)					EIRR2)	FIRR2)																									
Nippon Koei Co., Ltd.					EIRR3)	FIRR3)																									
ALMEC Corporation		Conditions and Development Impacts: [Conditions] - Traffic forecast is based on review of the survey results carried out by DPWH in 1986. - Design criteria such as design line loads and structural specification are in accordance with NSCP. [Development Impacts] - Prevent the existing bridge from river flood damage - Improve junctioning and durability of bridge, then prevent bridge collapse - Maintain traffic network - Establish systematic organization																													
10. STUDY TEAM																															
No. of Members 9																															
Period Nov.1987-Jun.1989 (19.5 months)																															
Total M/M		Japan		Field																											
68.08		20.62		47.46																											
11. ASSOCIATED AND/OR SUBTRACTED STUDY		5. TECHNICAL TRANSFER																													
1. Topographic Survey, 1988		1. Trainee, Mr. Matanguihan Edwin Cuervas, Bureau of Design, DPWH, Participated in the training course of bridge engineering in Japan. (1988.8.17 - 1988.11.4)																													
2. Geotechnical Survey, 1988		2. Lecture concerning bridge data base and its operation was carried out																													
3. Scaffolding, 1988																															
12. EXPENDITURE		3. PRINCIPAL SOURCE OF INFORMATION																													
Total 214,117 (Y'000)		①, ②, ③, ④																													
Contracted 208,344																															

状況 (要約表添付文書)

ASE PHIL/S 322/89	(F/S)
Name of Rehabilitation and Maintenance of Bridges along Arterial Roads Study	
Country	Philippines
Type of Study	F/S
Sector	Transportation/Road
Present Status: Partially Completed	
(Description)	
<p>(FY1992 Overseas Survey) At the OECF Appraisal Mission in June 1989, it was decided to avoid overlapping with another OECF-financed project (Pan-Philippine Highway Improvement), and the number of bridges was reduced from 52 to 41. Feb.1990 16th OECF Loan (PH-P104) L/A signed (Rehab. of Bridges along Arterial Roads (I) 2,079 million yen) Project: Reconstruction of 7 bridges, replacement of 13 bridges, and repair of 17 bridges. Nov.1990 - Apr.1992 Detailed design completed (Nippon Koei, Katahira & Engineers, TCGI) Total investment 694.7 million pesos (foreign currency 306.8 million, local currency 387.9 million) Apr.1992 Construction of six bridges commenced (scheduled to be completed in July 1994) Jul.1991 17th OECF Loan (PH-P115) L/A signed (Rehab. of Bridges along Arterial Roads (II) 2,065 million yen) Project: Reconstruction and widening of 4 bridges located between northern Metro Manila and La Union Province. Apr.1992 - Jun.1992 Detailed design completed (Nippon Koei, Katahira & Engineers, TCGI) Total investment 699.3 million pesos (foreign currency 340.0 million, local currency 359.3 million) Jun.1992 Construction commenced (scheduled to be completed in June 1994)</p> <p>(FY1993 Overseas Survey) The proposed projects have been under implementation with OECF finance. 1) Phase 1: 36 bridges, including rehabilitation/reconstruction of 10 bridges and repair of 17 bridges. D/D conducted during Nov.1990 - Apr.1992, and construction began in Apr.1992 to be completed in July 1994. Total investment cost: 731.4 million pesos (foreign currency 272.4 million pesos equiv.; local currency 459 million pesos) 2) Phase 2: Reconstruction of 3 bridges D/D conducted during Apr. - July 1992, and construction began in July 1992 to be completed in Feb.1995. Total investment cost: 612.3 million pesos (foreign currency 183.9 million pesos equiv.; local currency 428.4 million pesos) 3) Phase 3: Construction of 9 bridges out of 20 candidates Now under consideration for the 19th Yen Credit application. Construction to start in May 1994 and to be completed in May 1996. Total investment cost: 1,478.87 million pesos (foreign currency 1,203.65 million pesos equiv.; local currency 275.22 million pesos)</p> <p>(FY1994 Domestic Survey) For Phase-1, ten bridges were accepted for implementation, eight bridges were completed or under construction, two bridges are ready for implementation. For Phase-2, three bridges were accepted for implementation, one bridge was completed and other two bridges were commenced recently. For Phase-3, nine bridges were confirmed for implementation, Loan Agreement (L/A) was signed by GOP and OECF on 22 Feb.1994.</p> <p>(FY1995 Domestic Survey) Phase-I and II are now implementing and expected to complete all of the works on Mar., 1996. Detail Designing for Phase-III will be commenced within 1996.</p>	

PROJECT SUMMARY (M/P)

Compiled Mar. 1992

Revised Mar. 1996

ASE PHL/A 106/90

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS																				
1. COUNTRY	Philippines	1. SITE OR AREA	Southern Tarlac Province			1. PRESENT STATUS	<input type="checkbox"/> In Progress or In Use <input checked="" type="checkbox"/> Delayed <input type="checkbox"/> Discontinued																		
2. NAME OF STUDY	Improvement of Communal Irrigation Systems through Physical and Institutional Development and Rural Development in Southern Tarlac Province	2. PROJECT COST				<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%; text-align: center;">(US\$1,000)</td> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">Total Cost</td> <td style="width: 15%; text-align: center;">Local Cost</td> <td style="width: 15%; text-align: center;">Foreign Cost</td> </tr> <tr> <td></td> <td style="text-align: center;">1)</td> <td style="text-align: center;">32,000</td> <td style="text-align: center;">12,600</td> <td style="text-align: center;">19,400</td> </tr> <tr> <td></td> <td style="text-align: center;">2)</td> <td></td> <td></td> <td></td> </tr> </table>			(US\$1,000)		Total Cost	Local Cost	Foreign Cost		1)	32,000	12,600	19,400		2)				(Description) In June 1990, when M/P and F/S were completed and priority components were being prepared for implementation, the eruption of Mt. Pinatubo buried the rivers and neighboring areas were covered by ashes to a depth of 10 - 20cm. (FY1991 Overseas Survey) The Study Area was affected by the eruption, and Bamban River as the major source of water for irrigation was buried under the debris. The NIA is keen to construct the groundwater collection conduits, and hoping for a re-study by JICA. JICA is preparing an assistance project for the restoration of the eruption-affected areas, but with emphasis on potable water supply facilities rather than irrigation development. (FY1993 Overseas Survey) In June, 1990, when M/P and F/S were completed and the priority components were being prepared for implementation, as the effect of Lahar caused by the eruption of Mt. Pinatubo, the rivers, which will be the water sources for the Project, have been buried and almost of the surrounding areas were also covered by volcanic ashes to a depth of 10 to 20 cm. As the Bamban River, which is the proposed water source for irrigation of this Project area, has been buried, it became an urgent necessity to find out and secure the other water source. As the result of survey works carried out at the site after Lahar, it is considered to establish underground reservoirs by means of underground dams (continuous subterranean walls) as one of the measures. At present, various assistance works are carried on in order to recover the disaster caused by the eruption of the volcano. In 1994, 1,600 sets of shallow well portable pumps have been granted as for an emergency measure. A part of these pumps will be expected to use at this Project Site. Since the water shortage at this Project Area is perpetual, during the dry season when it becomes more serious, the water distribution used to be administrated by the National Water Resources Board, and for the drinking water of the inhabitants used to be given higher priority than the water for irrigation. (FY1994 Domestic Survey) Also in this year, Lahar caused damage on Bamban River which is the proposed water source of this project area. The implementation of the project will not possible until such time that no danger of Lahar will be observed. (FY1995 Domestic Survey) No additional information.	
(US\$1,000)		Total Cost	Local Cost	Foreign Cost																					
	1)	32,000	12,600	19,400																					
	2)																								
3. SECTOR	Agriculture/(Agriculture in) General	3. CONTENTS OF MAJOR PROJECT(S)	1) Agricultural Infrastructure Improvement a) Irrigation Facilities Improvement Canals 37km, Diversion Dam Improvement 10 units, Groundwater Collecting Conduits 4 units, Shallow Wells 271 units b) Drainage Development 4km 2) Farm Road Improvement Barangay Roads 53km, Farm-to-Market Roads 58km 3) Agricultural Development Farming Technology Demonstration Farm : 11 farms Seed Multiplication Station : 1 station 4) Institutional Development (farmers' organizations) Supports for Strengthening IAs Supports for MFPIAs, FIAs and CISS			2. MAJOR REASONS FOR PRESENT STATUS																			
4. REFERENCE NO.		4. CONDITIONS AND DEVELOPMENT IMPACTS						- The rivers in the Study Area have no watershed management and erosion control. - Annual rainfall in the Study Area is 1,900mm and the precipitation is mostly concentrated in the wet season. - Inundation occurs often in the flat areas, particularly in the Eastern-most area along Chico River. - By introducing water collecting conduits and pumps for shallow wells, the cropping intensity of 172% can be realized over 9,800ha of farm land. - By establishing post-harvest facilities for paddy, the prevailing loss ratio of 16.5% could be reduced to 10.5% only. - The improvement of farm roads will reduce transportation costs. - IRR is calculated at 18%.																	
5. TYPE OF STUDY	M/P	6. COUNTERPART AGENCY	National Irrigation Administration			3. PRINCIPAL SOURCE OF INFORMATION ①, ②, ③																			
7. OBJECTIVES OF STUDY	Master Plan Study on Improvement of Communal Irrigation Systems	8. DATE OF SAW						1989/2																	
9. CONSULTANT(S)	Sanyu Consultants Inc. Nippon Giken Inc.	10. STUDY TEAM	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">No. of Members</td> <td style="width: 15%; text-align: center;">10</td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> </tr> <tr> <td>Period</td> <td colspan="4" style="text-align: center;">Aug. 1989-Aug. 1990 (13 months)</td> </tr> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> <td colspan="2"></td> </tr> <tr> <td style="text-align: center;">50.90</td> <td style="text-align: center;">23.75</td> <td style="text-align: center;">27.15</td> <td colspan="2"></td> </tr> </table>			No. of Members	10				Period	Aug. 1989-Aug. 1990 (13 months)				Total M/M	Japan	Field			50.90	23.75	27.15		
No. of Members	10																								
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Total M/M	Japan	Field																							
50.90	23.75	27.15																							
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Inventory, Field Survey, Installation of Water Level Gage	12. EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">156,075 (¥'000)</td> <td colspan="2"></td> </tr> <tr> <td style="text-align: center;">Total</td> <td></td> <td></td> <td colspan="2"></td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td></td> <td style="text-align: center;">142,164</td> <td colspan="2"></td> </tr> </table>					156,075 (¥'000)			Total					Contracted		142,164			5. TECHNICAL TRANSFER Through the field survey, transfer was achieved especially on the survey investigation and planning method for project formulation.				
		156,075 (¥'000)																							
Total																									
Contracted		142,164																							

PROJECT SUMMARY (F/S)

Compiled Mar. 1992
Revised Mar. 1996

ASE PHL/A 315/90

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Philippines	1. SITE OR AREA				1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Integrated Jala-Jala Rural Development Project	Jala Jala Municipality (4,930ha) of Rizal Province, located 75km southeast of Manila					
3. SECTOR	Agriculture/(Agriculture in)General	2. PROJECT COST		Total Cost	Local Cost	Foreign Cost	
4. REFERENCE NO.		(US\$1,000)	1) 27,400	11,000	6,400	(Description) The project cost estimated by the JICA study exceeded the cost ceiling for the Japanese grant aid program. Subsequently, GOP prioritized project components for the grant approval. Oct. 1991-Mar. 1992 Basic design study completed Oct. 1992 E/N signed (39.32 million yen) Oct.-Nov. 1992 D/D completed (Final total project cost 1.137 million yen) Mar. 1993-Mar. 1994 Construction scheduled (FY1993 Overseas Survey) The Gov't of Japan adopted the high priority component among various activities as the Japan's Grant Aid Project and agreed the E/N in Oct. 1992. The construction works for FY1993 was commenced in Apr. 1993 and will be completed in Mar. 1994. The contents of FY1993 are constructions of irrigation drainage system, rice mills, rural water supply system and reformations of rural electrification facilities and rural development. Around 70% of such works has been completed until Dec. 1993. Furthermore, in terms of the construction works for FY1994, the E/N was agreed in Jul. 1993 and the construction will be commenced in Apr. 1994. The department of Agrarian Reform has been putting emphasis on the development of rural area, therefore, has been expecting the future output from this model project. (FY1994 Domestic Survey) Jul. 1993 E/N for phase II construction signed (900 mil. yen) Jul. Oct. 1993 D/D for phase II completed (Final total project cost 900 mil. Yen) Jan. 1994 Commencement of phase II construction The facilities, such as roads, irrigation system, rice mill center and rural water supply, have been handed-over to the local organizations and are under use. Among them, the rice mill center is under full operation since Oct. 1994. In case of the irrigation facilities, it is scheduled to commence the operation from the coming dry paddy cultivation season in Dec. 1994. (FY1995 Domestic Survey) At the end of Mar., 1995 : All of the construction works were completed. 10th Apr., 1995 : The ceremony was held to hand the facilities of project over from the Government of Japan to the Government of Philippines (DAR).	
5. TYPE OF STUDY	F/S	3. CONTENTS OF MAJOR PROJECT(S)					
6. COUNTERPART AGENCY	Department of Agrarian Reform	The Study prepared a development plan to support farmers who had been included in the land reform in Jala Jala Municipality. The plan objectives were early creation of self-reliant farmers, increase in labor productivity and reduction of disparities, and achievement of local food self-sufficiency. 1. Intensive Agriculture: 11 villages, 3,800ha 2. Farm Mechanization: tractors, threshers, power sprayers, rice mills 3. Irrigation: 13 systems (paddy 950ha, upland crops 210ha) 4. Drainage: main canals 11.2km, branch canals 39.3km, culverts 70 locations 5. Roads: trunk roads 18.1km, feeder roads 46km, farm roads 9.6km 6. Rural Electrification: power transmission line (3-phase)23km, distribution line 8.6km 7. Rural Water Supply: 16 level-I deep wells, 4 level-II deep wells, 2 springs 8. Rural Development Center: facilities for farmer training, extension services on agriculture and home economics					
7. OBJECTIVES OF STUDY	To formulate an integrated rural development project	4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 14.40 EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)	
8. DATE OF SAW	1989/4	Imp. Period: 1991.1-1994.10				(FY1995 Domestic Survey) At the end of Mar., 1995 : All of the construction works were completed. 10th Apr., 1995 : The ceremony was held to hand the facilities of project over from the Government of Japan to the Government of Philippines (DAR).	
9. CONSULTANT(S)	Nippon Koei Co., Ltd. Chuo Kaihatsu Cor.	Conditions and Development Impacts: Conditions: 1. Diversification (upland crops 260ha, small plantations 850ha, fruits 600ha) and intensification (paddy double cropping 950ha) over the area of 2,690ha 2. Consolidation of communal systems and concentrated development of 8 village-wise irrigation systems (650ha) to enable year-round irrigation Major Development Impacts: 1. Four-fold increase in paddy output (production 6,000 tons, local consumption 3,000 tons, and a surplus of 3,000 tons in the year 2000) 2. Fruits (citrus 3,850 tons, mango 2,100 tons) will be used as materials for local agro-industries or marketed in Manila as fresh fruits. 3. Production of beef and pork will be doubled partly utilizing agricultural residues as animal feeds. 4. Total benefits of the project after deducting the "without project" benefits come to 143.1 billion pesos (18.4 from paddy, 13.9 from upland crops, 4.1 from fruits, 4.4 from livestock and the remainder from infrastructural development). 5. Increases of annual farming household income will range from 6 to 33.8 million pesos (three- to ten-fold increases).					
10. STUDY TEAM	No. of Members 9 Period Sep. 1989-Sep. 1990 (13 months)	5. TECHNICAL TRANSFER				2. MAJOR REASONS FOR PRESENT STATUS	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		Technology transfer counterparts in the course of the study.				3. PRINCIPAL SOURCE OF INFORMATION	
Farm Economy Survey, Topographic Survey, Geo-hydrological Investigation							
12. EXPENDITURE	Total 188,616 (¥'000) Contracted 145,459					①, ②, ③	

PROJECT SUMMARY (F/S)

Compiled Mar.1992
Revised Mar.1996

ASE PHL/A 316/90

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Philippines	1. SITE OR AREA				1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Improvement of Seed Production and Distribution, and Establishment of Appropriate Seed Storage System	Philippines					
3. SECTOR	Agriculture/(Agriculture in)General	2. PROJECT COST		Total Cost	Local Cost	Foreign Cost	
4. REFERENCE NO.		(US\$1,000)	1)	12,479	3,049	9,430	
5. TYPE OF STUDY	F/S	US\$1=27.5peso	2)				
6. COUNTERPART AGENCY	Department of Agriculture	3. CONTENTS OF MAJOR PROJECT(S)				(Description) (FY1991 Overseas Survey) The scale of the projects has been reduced. Local production and distribution of seeds is inadequate for peanut, but relatively advanced for maize owing to the private sector involvement. The preliminary survey mission of the Japanese Grant Aid Program visited the project sites to study peace and order situations. Subsequently, the basic design study (rice seeds only) was undertaken from July 1992 to Feb.1993. (FY1993 Overseas Survey) This project has been curtailed. As for a grant aid project of fiscal year 1993, it is expected to commence the implementation only for the rice seeds from March, 1995. The Project will be carried out at the Metro Manila and four (4) areas in Panay Island (Aklan, Capiz, Antique and Iloilo). The reasons of curtailment of the Project are as follows: - *Regarding to corn and groundnuts, the quantity of seeds is not sufficient since the number of producing farmers is relatively less. *The distribution system for corn and groundnuts is not so good compare with the case of rice. *In case of rice, more beneficiaries will be expected. *There are security problems in Region 2 and 11. Despite of above mentioned situations, BPI still intends to implement this Project for corn and groundnuts, too. (FY1994 Domestic Survey) At present, the Central Seeds Inspection Laboratory at the Headquarter of BPI and the Rice Seeds Model Plan at Panay Island are implementing and expected to complete within the fiscal year of 1994. The specific provisions were ordered to three(3) Japanese Firms (Nippon Koei Co., Ltd. and etc.) by Japan's Grant Aid (1,429mil. Yen) (FY1995 Domestic Survey) At the end of Mar., 1995 : All of the construction works were completed. 4th Apr., 1995 : The ceremony was held to hand the facilities of project over from the Government of Japan to the Government of the Philippines.	
7. OBJECTIVES OF STUDY	Planning for improvement of seed production and distribution and establishment of appropriate seed storage system for rice, corn and other crop.	The Study formulated model seed production and distribution projects for the selected areas of Region II (peanut), Region VI (Paddy) and Region XI (maize). In addition to the model projects, it will be necessary to establish an urgent improvement plan by examining the degrees of urgency and the impacts of individual project implementation. 1) Region II (Project cost: 86,682,000 pesos) - Ilagan E.S. irrigation system development - Seed processing machinery and facilities - Laboratory and storage 2) Region VI (Project cost: 136,291,000 pesos) - Seed processing machinery and facilities - Laboratory and storage 3) Region XI (Project cost: 120,195,000 pesos) - Davao NCC irrigation system development - Improvement of on-farm roads and farm roads - Seed processing machinery and facilities - Laboratory and storage					
8. DATE OF S/W	1989/2	Imp. Period: 1993. -1999.				2. MAJOR REASONS FOR PRESENT STATUS 3. PRINCIPAL SOURCE OF INFORMATION ①, ②, ③	
9. CONSULTANT(S)	Nippon Koei Co., Ltd. System Science Consultants	4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 3.30 EIRR2) 32.80 EIRR3) 25.30		
10. STUDY TEAM	No. of Members 8 Period Nov.1989-Dec.1990(11 months)	Conditions and Development Impacts: Conditions: - Period of economic evaluation is set at 20 years, based on the life period of facilities. - Economic costs of tradable goods are converted from the financial costs, using conversion factors by sector. - Economic costs of non-tradable goods are obtained by the conversion factor of 0.8. - Labor costs are obtained from consumption by the conversion factor of 0.65. Development Impacts: - The establishment of the seed production and distribution systems will ensure increased supply of certified seeds. - Surplus seeds will be supplied to outside regions, and the buffer stock of seeds could be distributed in emergencies. - Increased supply of quality seeds will raise the production of crops, which in turn will stimulate the growth of agro-industrial production and employment.					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER					
12. EXPENDITURE	Total 140,815 (¥000) Contracted 141,332	2-day seminar with 45 participants 2 weeks field observation and study tour.					

PROJECT SUMMARY (F/S)

Compiled Mar. 1992
Revised Mar. 1996

ASE PHIL/S 323/90

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1. COUNTRY	Philippines	1. SITE OR AREA				1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input checked="" type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled	
2. NAME OF STUDY	Rural Road Network Development Project (II)	73 provinces in Philippines (F/S was conducted as pilot study in 4 provinces)						
3. SECTOR	Transportation/Road	2. PROJECT COST (US\$1,000)		Total Cost	Local Cost	Foreign Cost		
4. REFERENCE NO.				1) 147,295				
5. TYPE OF STUDY	F/S			2) 110,902				
6. COUNTERPART AGENCY	Department of Public Works and Highways (DPWH)			3)				
7. OBJECTIVES OF STUDY	Conduct a F/S on the development of a rural road network	3. CONTENTS OF MAJOR PROJECT(S)				(Description) Based on the findings of the RRNDP-I and -II and another study (SAFPROF), GOP requested the 17th OECF finance for rural roads improvement in 20 provinces (6 provinces from the RRNDPs and 13 provinces from the SAFPROF). OECF yen credit was subsequently approved in July 1991 for four provinces, which included three provinces of RRNDP-I but none of the eleven provinces studied by the RRNDP-II. GOP has requested the 19th OECF finance for the rural roads improvement in another 20 provinces (6 provinces from RRNDP-II, Agusan del Norte, and 13 provinces from SAFPROF). (FY1993 Overseas Survey) The package of rural roads in 20 provinces was proposed for the 19th Yen Credit Program application, and approved by NEDA/OICC. However, the package was later given lower priority because of (i) the question of jurisdiction or responsibility of implementation in accordance with the new Local Government Code and (ii) the presence of other higher priority projects. Under the new Local Government Code, national roads are under the jurisdiction of the Dept. of Public Works and Highways (DPWH), while construction and maintenance of provincial and other local roads are devolved to the Local Government Units (LGU) under supervision of the Dept. of Interior and Local Government (DILG). The Government is now studying institutional and budgetary arrangements for the delineation of responsibilities. LGUs and the National Government are coordinating about some of the priority projects, using such local funds as the countrywide Development Fund and the Internal Revenue allotments of LGUs. (FY1994 Domestic Survey) DPWH has requested the implementation of the Rural Road Network Development Project, Phase-2 under the OECF 20th YCP. The Project contains the improvement of only national secondary roads in the following 14 provinces: Pangasinan, Ilocos Sur, Cagayan, Nueva Ecija, Rizal, Camarines Sur, Iloilo, Negros Oriental, Eastern Samar, Zamboanga del Sur, Misamis Oriental, Davao del Norte, North Cotabato and Maguindanao. (FY1995 Domestic Survey) Yen Credit has been decided to grant for Phase-II which covers 2nd class national highways in twelve (12) provinces.		
8. DATE OF SAV	1989/4	Imp. Period: 1991. -1995.						
9. CONSULTANT(S)	Katahira & Engineers International Nippon Engineering Consultants Co., Ltd.	4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) EIRR2) EIRR3)		FIRR1) FIRR2) FIRR3)	
10. STUDY TEAM	No. of Members 10 Period Oct. 1989-Oct. 1990 (13 months)	Conditions and Development Impacts: Conditions: The benefits taken into account were the traffic benefit, the agricultural development benefit, and road maintenance cost savings. Project life is 25 years, (from 1993 to 2017). The development impacts: The all-weather road will be constructed in the rural area. This would contribute to the economic development in the rural areas and the increase of employment directly, which are the targets of development plan.						
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		Socioeconomic Survey, Traffic Counts Survey Road Inventory Survey, Experimental Pavement Construction						
12. EXPENDITURE		5. TECHNICAL TRANSFER						
Total 277,593 (¥'000)		1. Accepting of counterpart trainees 2. Utilization of local consultants						
Contracted 289,000								
							2. MAJOR REASONS FOR PRESENT STATUS	
							The Project was omitted from the OECF 19th YCP because provincial and other local roads became outside the jurisdiction of the DPWH according to the newly established Local Government Code. The Project has, therefore, been re-proposed limiting the project roads to national secondary roads.	
						3. PRINCIPAL SOURCE OF INFORMATION		
						①, ②, ③		

和名 地方道路網整備計画 (II)

[F/S,D/D]

PROJECT SUMMARY (M/P)

Compiled Mar.1993

Revised Mar.1996

ASE PHIL/A 107/91

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS		
1.COUNTRY	Philippines	1.SITE OR AREA	Entire Philippines			1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2.NAME OF STUDY	Small-Scale Irrigation Development Project (SSIDP)	2.PROJECT COST					
3.SECTOR	Agriculture/(Agriculture in)General		1)	35,546			(Description) The 10-year Development Plan is considered one of the references for communal irrigation development and utilized by the National Irrigation Administration for annual planning and external assistance negotiations. (FY1993 Overseas Survey) (1) An F/S (SSIDP-II) consisting of 231 priority projects was undertaken in 1993. The package/project was submitted for financing under the 19th Yen Credit Package. The ICC Cabinet Level Committee on 16 Feb., 1994 required the reformulation of the Project giving emphasis to off-farm facilities including the development of the Irrigation Services Associations (ISA). The Project would have to be considered under the 20th Yen Credit Package. By that time, the jurisdictional issue must have been resolved in accordance with the New Local Gov't. Code, (giving the responsibility of implementation and upkeep of projects that are local in character to the Local Government Units (LGU). (2) Meanwhile a "Promotional Project" consisting of selected small scale irrigation project was submitted to the Japanese Government for implementation under the Grant Aid Program. However, this may also have to be considered in 1996 because the 1995 Program has already been firmed up. (FY1994 Domestic Survey) DAR Prepared the project proposal for "Agrarian Reform Infrastructure Support Project" which contains the selected SSIDPs as the main component in Oct. 1994. This Project is going to be requested to OECF for the Loan assistance. NIA utilizes the study results as a data base for the general administration of CISOs/CIFs. (FY1995 Domestic Survey) This has been examined as for a project of the 20th Yen Credit on Jan., 1995, and expected to be signed on Aug., 1995.
4.REFERENCE NO.			2)	3,563			
5.TYPE OF STUDY	M/P	3.CONTENTS OF MAJOR PROJECT(S)			2.MAJOR REASONS FOR PRESENT STATUS		
6.COUNTERPART AGENCY	National Irrigation Administration (NIA)	The Study formulated a 10-year Development Plan which covers 4,037 new or rehabilitation subprojects each ranging from 50ha to 500ha (total area of 570,517ha). The Study selected 459 priority subprojects (total area of 70,813ha) as Group A subprojects. 1) 10-year Development Plan : Project Cost 1) above ('000 pesos) Costs of F/S, D/D & Construction 926,290 Costs of Institutional Development 51,236 Total 977,526 2) Group A Subprojects : Project Cost 2) above Cost of F/S, D/D & Construction 74,836 Cost of Institutional Development 23,164 Total 98,000					
7.OBJECTIVES OF STUDY	To formulate a master plan for the SSIDP, aiming at orderly utilization of nation's water and land resources.	4.CONDITIONS AND DEVELOPMENT IMPACTS			3.PRINCIPAL SOURCE OF INFORMATION ①, ②		
8.DATE OF SAW	1990/2	Impacts of the 10-year Plan: 1) The implementation will increase 1.53 million tons of paddy, contributing to the achievement of 100% rice self-sufficiency. 2) The plan will create 68 million man days of employment for construction, and 97 million man days of agricultural employment after the construction. 3) Foreign exchange savings 4) The implementation will stimulate economic activities throughout the country. 5) Group A subprojects are located in the economically depressed rural areas, and their implementation will alleviate poverty problems. 6) The implementation will promote the participation of small farmers in the development process and improve their operation and maintenance capability.					
9.CONSULTANT(S)	Nippon Koei Co., Ltd.	5.technical transfer			12.EXPENDITURE		
10.STUDY TEAM	No.of Members 10 Period Jul.1990-Feb.1992 (19 months)						
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		Total 201,013 (¥'000) Contracted 191,340			Input and Treatment of the Results of Inventory Survey Works		
Total M/M Japan Field 64.23 19.30 44.93							

PROJECT SUMMARY (M/P)

Compiled Mar.1993

Revised Mar.1996

ASE PHL/S 110/91

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS							
1. COUNTRY	Philippines	1. SITE OR AREA	Ilog-Hilabangan River Basin of 2,162 sq.km in Negros Island		I. PRESENT STATUS	<input type="checkbox"/> In Progress or In Use <input checked="" type="checkbox"/> Delayed <input type="checkbox"/> Discontinued						
2. NAME OF STUDY	Ilog-Hilabangan River Basin Flood Control Project	2. PROJECT COST	Total Cost	Local Cost	(Description) Although the type of this study had been originally M/P+F/S type, the F/S portion was cancelled because of the security problems of the study site. Neither the contents of the M/P major projects have been in progress or in use. (FY1993 Overseas Survey) Ilog-Hilabangan River basin Flood Control Project The project was still on the Master plan stage when it was suspended, hence there still the need for the Feasibility study before the detailed design. (FY1994 Domestic Survey) The DPWH has been requesting in order to resume the Project but in vain. (FY1995 Domestic Survey) The Government of Japan puts off the resumption of the survey works due to the security problems.							
3. SECTOR	Social Infrastructu/River & Erosion Control		(US\$1,000)	Foreign Cost								
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)	1) 44,750									
5. TYPE OF STUDY	M/P		2)									
6. COUNTERPART AGENCY	Department of Public Works and Highways (DPWH)	The Ilog-Hilabangan River Basin which have 2,162 sq.km of the drainage area suffers from the flood damage in the flood prone area covering about 125sq.km. Master plan was formulated in the manner of river improvement to prevent the flood damage in the flood prone area. In parallel with the study on flood control project the potential study on water resources development was examined. However, the suitable dam site for water resources development could not be found out, so that this was not included in the study. This river improvement plan for the river stretch of about 21.5 km in total includes provision of revetment and sluice and replacement of bridges. The project scale of 100 year return period is applied for the master Plan. The design discharge is 5,450 cu.m/s.										
7. OBJECTIVES OF STUDY	To formulate the M/P of flood control for the Ilog-Hilabangan River Basin and to identify priority Projects.	4. CONDITIONS AND DEVELOPMENT IMPACTS Master plan was prepared setting the target completion year of 2020 and it is assumed that population in the flood prone area will increase in accordance with the past increasing rate. After completion of M/P, the flood prone area of about 125 sq.km will be released from the flood damage up to the flood discharge of a 100-year return period. The annual average benefit is expected to be 126.6 million Pesos after the year of 2020.										
8. DATE OF S/W	1989/11	10. STUDY TEAM No. of Members 15 Period Feb.1990-Jun.1991(17 months) <table style="width: 100%; border: none;"> <tr> <td style="width: 33%; text-align: center;">Total M/M</td> <td style="width: 33%; text-align: center;">Japan</td> <td style="width: 33%; text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">61.27</td> <td style="text-align: center;">23.74</td> <td style="text-align: center;">37.53</td> </tr> </table>			Total M/M	Japan	Field	61.27	23.74	37.53		
Total M/M	Japan	Field										
61.27	23.74	37.53										
9. CONSULTANT(S)	CTI Engineering Co., Ltd. INA Civic Engineering Consultants Co., Ltd. Pasco International Inc.	11. ASSOCIATED AND/OR SUBCONTRACTED STUDY Aerophotographing River Survey Construction of Hydrological Gauging Stations geologic Survey and Boring Survey			2. MAJOR REASONS FOR PRESENT STATUS Security problems due to NPA's activities in the Negros Island where the project site is located.							
12. EXPENDITURE	Total 398,765 (¥000) Contracted 368,216	5. TECHNICAL TRANSFER - Periodical lecture meeting and on-the-job training for counterparts. - JICA counterpart training course in Japan.			3. PRINCIPAL SOURCE OF INFORMATION ①, ③							

和名 イログ・ヒラバガン川流域治水計画

[M/P, Basic Study, Other]

PROJECT SUMMARY (M/P)

Compiled Mar. 1993
Revised Mar. 1996

ASE PHL/S 109/91

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS																					
1. COUNTRY	Philippines	1. SITE OR AREA	Philippines, Luzon Island, 5 provinces (Cavite, Batangas, Rizal, Laguna, and Quezon)			1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued																			
2. NAME OF STUDY	Calabarzon Intergrated Regional Development	2. PROJECT COST				(US\$1,000)	1) Total Cost 3,126,000	Local Cost	Foreign Cost																	
3. SECTOR	Development Plan/Integrated Regional Development Plan	3. CONTENTS OF MAJOR PROJECT(S)	- 3 projects of port development including Greater Capital Region Port Study - 6 projects of roads and highways including Cavite Coastal Road - 6 projects of industrial support including Cavite EPZA - 5 projects of urban development including Laguna West Urban Development - 2 projects of agriculture including Batangas East Agriculture Development - 5 projects of rural development including Laguna Upland IRD Projects - 3 projects of social development including Southern Tagalog Manpower Training and Employment Program - 2 projects of environmental management including Marikina Watershed Development and Management			(Description) The proposed master plan was approved in Feb. 1992 by the President. (FY1993 Overseas Survey) (1) - Construction of Port Patangas scheduled April 1994-Dec. 1997 - The Sangley Point conversion dropped due to economic non-viability - Manila Container Port will be undertaken. - South Luzon Expressway Extension: Phase I (1993-96) is being implemented under OECF loan (16th Yen Credit), Phase II (1995-2000) proposed under BOT scheme. - Carmona - Ternate - Nasugbu Rds. Partially completed under OECF loan (1993) - Other Roads : Partially completed by local funding (2) Cavite Export Processing Zone : being implemented and to be completed by 3rd quarter of 1994. (3) Technical cooperation by JICA extended for reforestation of the Marikina Watershed (FY1994 Domestic Survey) (FY1995 Domestic Survey) No additional information.																				
4. REFERENCE NO.		4. CONDITIONS AND DEVELOPMENT IMPACTS						Development Impacts: - To enhance the income level in rural areas by creating employment opportunities in primary agriculture, agro-processing and service activities as well as by increasing productivity in agriculture. - To sustain high level of growth on the balance between agriculture and industry by promoting complementary linkages between the two major sectors, improving the industrial structure, and including related service activities. - To contribute to more equitable development, not generaling the urban poor and squatters, uplifting the rural people from poverty, and realizing better spatial distribution of population and economic activities. - To create a better human environment and enhance social capacity for development by protecting/enhancing natural environment, improving the provision of physical infrastructure and social services, and incorporating socio-cultural values in project planning and implementation.		2. MAJOR REASONS FOR PRESENT STATUS It seems to be there are some sign to review the M/P under the new administration.																
5. TYPE OF STUDY	M/P	5. TECHNICAL TRANSFER										The planning capability of the Philippine counterparts had been strengthened during this study through dissemination of information and involvement of the people of Philippines.		3. PRINCIPAL SOURCE OF INFORMATION ①, ②												
6. COUNTERPART AGENCY	Department of Trade and Industry (DTI)	11. ASSOCIATED AND/OR SUBCONTRACTED STUDY														Aerophotographing River Survey, Construction of Hydrological Gauging Stations Geologic Survey and Boring Survey.										
7. OBJECTIVES OF STUDY	To formulate the M/P of flood control for the Ilong-Ilabangan River Basin and to identify priority projects	12. EXPENDITURE																		Total 427,347 (¥000) Contracted 386,362						
8. DATE OF SAV	/																									
9. CONSULTANT(S)	Nippon Koei Co., Ltd. Pacific Consultants International																									
10. STUDY TEAM	No. of Members 12 Period Mar. 1990-Sep. 1991 (18 months)																									
<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">126.90</td> <td style="text-align: center;">39.30</td> <td style="text-align: center;">87.60</td> </tr> </table>						Total M/M	Japan	Field	126.90	39.30	87.60															
Total M/M	Japan	Field																								
126.90	39.30	87.60																								

PROJECT SUMMARY (M/P+F/S)

Compiled Mar. 1993
Revised Mar. 1996

ASE PHIL/S 207B/91

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Philippines	1. SITE OR AREA	Three river systems and the Pangasinan plain in the western part of Central Luzon. Total area 7,640 sq. km.			1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input checked="" type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Agno River Basin Flood Control	2. PROJECT COST	M/P 1) 1,070,516 Local 2) 16,255 Cost	Foreign Cost		(Description) (FY 1993 Domestic Survey) 1. Detailed Engineering Design was conducted for the areas subject to urgent rehabilitation works at the end of 1992 and the first priority project area identified by JICA F/S by use of the OECF engineering package loan, in the period January 1993 - January 1994. The project was titled 'Urgent Rehabilitation and Improvement Works for the Agno River Flood Control Project'. 2. The Department of Public Works and Highway (DPWH) of GOP has a schedule to apply to the 20th OECF project loan. (FY1993 Overseas Survey) Agno River Basin Flood Control: Detailed engineering Design of the urgent rehabilitation and improvement works for this project carried out by OECF Engineering Service Package Loan. It conducted during January 20, 1993, to January 1994. Addendum for additional work on Hydraulic Model Test for the Poponto Floodway approved by OECF and work is under the study by the consultant. It will complete in March 1995. (FY1994 Domestic Survey) The river stretches subject to construction include: 1) River improvement works of about 70km long Upper Agno river 2) Urgent Rehabilitation Works of about 54km long Lower Agno river and a part of the upper Sinocalan river. Applied loan amount will be about 20 billion yen. Environmental Impact Assessment is on going by University of Philippines sub-contracted by DPWH. (FY1995 Domestic Survey) May, 1995 an appraisal mission was despatched in order to adopt this project for 20th OECF Loan.	
3. SECTOR	Social Infrastructure/River & Erosion Control		US\$1=27.8 pesos	F/S 1) 3,913 2) 3,895 3)			
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)	M/P 1) Framework Plan (an ideal goal) 1. Agno and Tarlac Rivers: river improvements, Poponto floodway, natural retarding basin, Moriones-O'Donnell dam. 2. Agno River tributaries (4) and other rivers: river improvements, Binalonan floodway. 3. Flood Forecasting and Warning System (FFWS) for the Agno, Bicoland and Cagayan Rivers. 4. Debris control by 34 dams. 2) Long-Term Plan (target year:2020) 1. All projects except Moriones-O'Donnell dam and Binalonan floodway. 2. Accuracy improvement on the existing FFWS and more effective warning delivery activity. F/S 1) Flood Control Plan for the Upper Agno River (area: 1,264 sq. km). River improvements (total 69.06 km), Poponto natural retarding basin. 2) Flood Control Plan for the Pantal-Sinocalan River (area: 879 sq. km). River improvements (total 57.7 km), etc..				
5. TYPE OF STUDY	M/P+F/S	7. OBJECTIVES OF STUDY	-To formulate a Master Plan for flood control in the Agno River Basin and to identify the priority areas. -To conduct a Feasibility Study on the flood control projects in the identified priority areas.				
6. COUNTERPART AGENCY	Department of Public Works and Highways (DPWH)	8. DATE OF SAV	1988/12				
9. CONSULTANT(S)	Nippon Koei Co., Ltd. CTI Engineering Co., Ltd.	9. CONSULTANT(S)					
10. STUDY TEAM	No. of Members Period May. 1989-Sep. 1991 (28 months)	4. FEASIBILITY AND ITS ASSUMPTIONS	Imp. Period: 1995. -2004.	Feasibility: Yes	EIRR1) 20.58 HRR1) 19.96 EIRR2) HRR2) EIRR3) HRR3)	2. MAJOR REASONS FOR PRESENT STATUS	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Topographic Survey, River Route Survey (Partially), Core Boring, Soil Test and Survey of the Damages Caused by the Earthquake	10. STUDY TEAM	Conditions and Development Impacts: Planning Conditions 1) Framework Plan 1. For Agno and Tarlac Rivers, design level is set at a 100-year return period. For tributaries a 50-year return period. 2. San Roque dam is assumed to be complete. 3. In the debris control plan, it is assumed that 50% of the sediment yield in the mountainous areas is cut by afforestation / reforestation and all sediment due to mine tailings, land slide and road construction is perfectly controlled. 2) Long-Term Plan 1. For Agno River and its tributaries, design level is a 25-year return period. For others, 10 years. 2. Project life is 50 years. 3) F/S 1. Project life is 50 years. 2. Operational cost is 0.5% of construction and maintenance costs.				
12. EXPENDITURE	Total 671,110 (¥000) Contracted	11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	5. TECHNICAL TRANSFER			3. PRINCIPAL SOURCE OF INFORMATION	
		12. EXPENDITURE	1) OJT 2) Training in Japan			③	

和名 アグノ川流域治水計画

[M/P+F/S]

PROJECT SUMMARY (F/S)

Compiled Mar.1993

Revised Mar.1996

ASE PHL/S 324/91

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																					
1.COUNTRY	Philippines	1.SITE OR AREA		1) Disaster restoration projects in the pilot provinces: Sixty-two disaster spots in the three provinces of Benguet, Batangas and Leyte (twenty-one spots in the Benguet Province, eighteen in Batangas and 2) PROJECT COST (US\$1,000) <table style="width: 100%; border: none;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%; text-align: center;">Total Cost</td> <td style="width: 10%; text-align: center;">Local Cost</td> <td style="width: 10%; text-align: center;">Foreign Cost</td> </tr> <tr> <td>1)</td> <td></td> <td style="text-align: center;">2,400</td> <td style="text-align: center;">1,184</td> <td style="text-align: center;">1,216</td> </tr> <tr> <td>2)</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>3)</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>				Total Cost	Local Cost	Foreign Cost	1)		2,400	1,184	1,216	2)					3)					1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
		Total Cost	Local Cost			Foreign Cost																					
1)		2,400	1,184			1,216																					
2)																											
3)																											
2.NAME OF STUDY Rural Road Disaster Prevention Project		3.CONTENTS OF MAJOR PROJECT(S)		(Description) The annual budgets of the DPWH have been, and are being, chiefly used for the restoration of those areas which were damaged by the earthquake in Luzon (July 1990) and the eruption of Mt. Pinatubo (Nov.1991). This Study aimed to establish the restoration and preventive measures for the regional roads in disaster-prone areas. Therefore, the implementation will be repackaged with other road improvement projects. (FY1993 Overseas Survey) The JICA study was undertaken primarily to determine countermeasures to different types of disasters and failures. Benguet, Batangas and Leyte were selected as pilot provinces which are prone to most of the disaster types. The findings of the JICA study are meant for other provinces as well as 3 pilot provinces. Before the GOP was able to implement the recommendations of the JICA study, two major disasters (the 1990 earthquake in Luzon and the eruption of Mt. Pinatubo) hit the country and the annual budgets for rehabilitation and restoration had been primarily used for the restoration and preventive measures for the damaged facilities. The future road improvement projects packaged for implementation will incorporate the countermeasures as proposed by the JICA study. (FY1994 Domestic Survey) Main objectives of the Study are to develop techniques of restoring rural roads damaged by disasters and to prepare a manual based on the findings of the Study. The Study output is put to practical use, the manual being used when roads are restored by DPWH in the occurrence of disaster, and the countermeasures proposed in the Study being incorporated in the implementation of road improvement projects. (FY1995 Domestic Survey) No additional information.																							
3.SECTOR Transportation/Road		4.FEASIBILITY AND ITS ASSUMPTIONS																									
4.REFERENCE NO.		Feasibility: Yes																									
5.TYPE OF STUDY F/S		EIRR1) FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)																									
6.COUNTERPART AGENCY Department of Public Works and Highways (DPWH) Project Management Office (EMO)		Conditions and Development Impacts:																									
7.OBJECTIVES OF STUDY 1.To find disaster spots on rural roads in pilot provinces and to propose restoration policies. 2.To make enforcement plans for restoration policies proposed. 3.To settle general restoration methods of rural roads. 4.To transfer technology to the Philippine		1. All of the proposed restoration methods are technically feasible. - Remedies of the condition that gabions, H-piles, Bailey bridge materials and vegetation seeds are not easily procured. - Understanding cautions about executing methods of gabions and horizontal drain holes, which are scarcely used. - Appropriate maintenance on the drain facilities, vegetation and rock fall catches. 2. All of the projects except two upgrading projects are economically feasible. - Analysis period is twenty years from 1992 to 2011. - Discount rate is 15% per annum. - Evaluation is quantitative analysis of cost and benefit by comparing between two cases: one that urgent measures are followed by permanent and the other that only urgent are executed. - "Without case" and with case are defined according to five disaster occurrence patterns (disaster patterns, Magnitude, frequency and restoration timing). - Costs are defined as those for urgent or permanent measures according to projects and are assumed to be disbursed at the first year of analysis.																									
8.DATE OF S/W /		Imp. Period: 1992.1-1995.9																									
9.CONSULTANT(S) Katahira & Engineers International		5.TECHNICAL TRANSFER																									
10.STUDY TEAM No. of Members 9 Period Sep.1989-Jan.1992 (27 months)		Holding a seminar Counterpart training																									
<table style="width: 100%; border: none;"> <tr> <td style="width: 15%;">Total M/M</td> <td style="width: 15%;">Japan</td> <td style="width: 15%;">Field</td> </tr> <tr> <td style="text-align: center;">53.00</td> <td style="text-align: center;">3.00</td> <td style="text-align: center;">50.00</td> </tr> </table>		Total M/M	Japan			Field	53.00	3.00	50.00	2.MAJOR REASONS FOR PRESENT STATUS																	
Total M/M	Japan	Field																									
53.00	3.00	50.00																									
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY Topographic survey Geological survey		Rural road restoration works are usually implemented with local fund under the urgent necessity. Therefore, a project with single object of road restoration is hardly formulated.																									
12.EXPENDITURE		3.PRINCIPAL SOURCE OF INFORMATION																									
<table style="width: 100%; border: none;"> <tr> <td style="width: 15%;">Total</td> <td style="width: 15%;">214,000 (¥'000)</td> </tr> <tr> <td>Contracted</td> <td>200,365</td> </tr> </table>		Total	214,000 (¥'000)	Contracted	200,365	①, ②																					
Total	214,000 (¥'000)																										
Contracted	200,365																										

PROJECT SUMMARY (F/S)

Compiled Mar.1993
Revised Mar.1996

ASE PHIL/S 325/91

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT			
1.COUNTRY	Philippines	1.SITE OR AREA		Balara Water Treatment Plant		1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled		
2.NAME OF STUDY		2.PROJECT COST		Total Cost	Local Cost			Foreign Cost	
Balara Water Treatment Plant Rehabilitation Project		(US\$1,000)		1)	10,576	1,997	8,579		
				2)	25,442	5,764	19,678		
				3)					
3.SECTOR		3.CONTENTS OF MAJOR PROJECT(S)							
Public Utilities/Water Supply		In order to recover the planned capacity (1.6 million cu.m./year) of the treatment plant, stabilize the water treatment process, and improve the maintenance and operation, the Study recommends the replacement of the malfunctioning treatment equipment including chlorination. The Study compared three alternatives shown below and judged that Alternative 2 would be technically and financially optimal.							
4.REFERENCE NO.		1. Replacement and rehabilitation of only those equipments which are in need of urgent replacement or rehabilitation 2. Rehabilitation and improvement of the basic equipment, in addition to the minimum replacement and rehabilitation above. 3. Modernization of the entire equipment based on the long-term needs Alternative 2 consists of the replacement of defective equipment, the improvement of structural defects of sedimentation basins, and other necessary improvement measures in order to ensure the 15-year durability. The project cost 1) above is for Alternative 1, and the project cost 2) for Alternative 2.							
5.TYPE OF STUDY								F/S	
6.COUNTERPART AGENCY								Metropolitan Waterworks and Sewerage System (MWSS)	
7.OBJECTIVES OF STUDY		To recover the productivity of the plant and to improve the water quality.							
8.DATE OF S/W		1991/2		Imp. Period:		1992. -1995. 1992. -1995.			
9.CONSULTANT(S)		Nippon Jogesuido Sekkei Co., Ltd.		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes EIRR1) 63.80 FIRR1) 7.80 EIRR2) 32.40 FIRR2) 5.40 EIRR3) FIRR3)			
10.STUDY TEAM		Conditions and Development Impacts: The benefits such as health and welfare improvement and promotion of local industry will be brought approximately 6 million persons in Metro Manila. * EIRR 1) and FIRR 1) are for the replacement of the superannuated treatment equipment including chlorination, and EIRR 2) and FIRR 2) for the entire project.							
No.of Members		6		2.MAJOR REASONS FOR PRESENT STATUS This project is in line with the objectives of the Medium-Term Philippine Development Plan (1992-1998) as embodied under the water supply, Sewerage and Sanitation sector.					
Period		Aug.1991-Mar.1992(8 months)							
Total M/M		Japan		3.PRINCIPAL SOURCE OF INFORMATION ①, ②					
22.83		9.20						Field	
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		None							
12.EXPENDITURE		5.TECHNICAL TRANSFER							
Total		89,337 (Y'000)		Technical transfer in terms of confirmation method for the treated water capacity, adjustment method of intensity of coagulation and flocculation, the importances of sludge disposal of sedimentation basin, the importance of filter washing procedures and the adjustment of chemical dosage were					
Contracted		77,191							

PROJECT SUMMARY (M/P)

Compiled Mar. 1994

Revised Mar. 1996

ASE PHL/A 108/92

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDY RESULTS	
1. COUNTRY	Philippines	1. SITE OR AREA				1. PRESENT STATUS	<input type="checkbox"/> In Progress or In Use <input checked="" type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY		14 municipalities, Pampanga Province, Central Luzon (Program III)				(Description) (1) Magalang Revised projects covering upgrade of the existing training facilities are proposed, the Magalang is suitable for training and demonstration to promote improvement of settlement project areas. PAR is preparing project request to Japan. (2) Mexico Sta. Area The project is suspended due to the change in the river flows by the eruption of Mt. Pinatubo and serious and mudflows. (FY1993 Overseas Survey) Right after the completion of site survey works, Mt. Pinatubo had erupted and this Project had been affected very badly. Mexico and Sta. Ana Project was also affected badly by the mudflow. At the most part of Pasing River, which is expected as for the water resources for the Project, has been buried. So, it becomes almost impossible to implement the Project. This Project was not involved in DAR's implementing programmes as it is necessary to examine/study again because of above-mentioned problems. (FY1993 Overseas Survey) (1) High project cost vis-a-vis benefits to be derived. The EIRR for the two priority projects are way below the 15% hurdle rates required by NEDA-ICC. (2) The project has been relegated by DAR to a low priority status since the river sources for the irrigation component-the Abacan and Matubig rivers are still threatened by lahar flows due to the Mt. Pinatubo eruption. (FY1994 Domestic Survey) There are no progress and/or change since last fiscal year. (FY1995 Domestic Survey) No additional information.	
Integrated Rural Development Program in Pampanga							
3. SECTOR		2. PROJECT COST					
Agriculture/(Agriculture in)General		(US\$1,000)		Total Cost	Local Cost	Foreign Cost	
				1)	16,390	8,807	7,583
				2)	14,285	5,661	8,624
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)					
5. TYPE OF STUDY		(1) Magalang Area Rehabilitation Project 1. Rehabilitation of irrigation and drainage facilities (87 ha) 2. Construction of orchard irrigation facilities (2,000ha) 3. Rehabilitation of existing road (14.8 km) 4. Rehabilitation of domestic water supply system, post harvest facilities, and procurement of agricultural machinery (2) Mexico and Sta. Ana Project 1. Irrigation and Drainage (Rehabilitation: 712ha, Construction: 555ha) 2. Upgrading existing farm roads 3. Establishment of post harvest facilities					
M/P							
6. COUNTERPART AGENCY		4. CONDITIONS AND DEVELOPMENT IMPACTS					
Department of Agrarian Reform		(1) Magalang Area Rehabilitation Project 1. Demonstration affects for livelihood improvement the other settlement project areas. 2. Decrease the income imbalance between the project area and the neighboring rural area 3. Promotion of agrarian beneficiaries' cooperative set-up and 4. Creation and extension of the irrigated orchard management in silly areas (2) Mexico and St. Ana Project 1. Demonstration affects an communal irrigation development and 2. Increase in employment opportunity through rice post-harvest and marketing activities					
7. OBJECTIVES OF STUDY		10. STUDY TEAM					
(1) to clarify the development constraints on the natural and socio-economic conditions (2) to assess agricultural potentialities to promote integrated rural development programs, and (3) to identify the possible projects and to		No. of Members 6 Period Jul. 1991-Aug. 1992 (14 months)					
		8. DATE OF S/W					
1990/8		9. CONSULTANT(S)					
Nippon Koei Co., Ltd.							
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY							
(1) Soil survey and analysis (2) water quality test							
12. EXPENDITURE		5. TECHNICAL TRANSFER		3. PRINCIPAL SOURCE OF INFORMATION			
Total		598,046 (¥'000)		①, ②, ③			
Contracted							

PROJECT SUMMARY (M/P)

Compiled Mar.1994
Revised Mar.1996

ASE PHIL/S 111/92

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS							
1.COUNTRY	Philippines	1.SITE OR AREA	All waters and related facilities on land under the jurisdiction of Philippines			1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued					
2.NAME OF STUDY	Master Plan on Maritime Safety	2.PROJECT COST						Total Cost	Local Cost	Foreign Cost		
3.SECTOR	Transportation/Marine Transportation & Ships		(US\$1,000)	1) 699,320	309,360	(Description) Among the 10 Projects listed in the "Major Project Proposed", the following 3 projects were selected for Pre-Feasibility Study. 1. Cebu Regional Maritime Transportation Safety Project. 2. Vessel Safety Standard and Vessel Inspection System Upgrading Reliability. 3. Aids to Navigation Upgrading Reliability Project. In connection with this Study, Maritime Industry Authority (MARINA) is conducting the Consulting Service for the Maritime Safety Improvement Project (MSIP) by OECF Loan PH-P121 from April 1992. MSIP is composed of 2 subprojects, namely, the Urgent Rehabilitation of Aids to Navigation of Aids to Navigation and the Intensive Engineering Study. (FY1993 Overseas Survey) 1. Project #3 : MARINA is undertaking preparatory stages to improve their technical capacity. 2. Project #4 : Approved by NEDA-ICC and pipelined for financing under the 19th Yen Credit Program. 3. Project #8 : Funding under the 19th Yen was deferred for certain institutional issues, but by now has been approved by NEDA-ICC. 4. Of the three project selected for Pre F/S, the Cebu Regional Maritime Transportation Safety project has been dropped. Other two are addressed under other projects. (FY1994 Domestic Survey)(FY1995 Domestic Survey) No additional information.						
4.REFERENCE NO.		3.CONTENTIS OF MAJOR PROJECT(S)	2) 389,960									
5.TYPE OF STUDY	M/P	1. Implementation Study of Seafarer School Education Improvement Project 2. Implementation Study for Retraining Teaching Staff and Seafarers 3. Study for Vessel Safety Standard and Vessel Inspiration System 4. Study for Interisland Shipping and Shipbuilding Development Plan 5. Safe Navigation Study 6. Study for Implementation Program of Upgrading of MCP/ TELOF to Reinforce Functionality of Maritime Safety Telecommunication 7. Feasibility Study for HF Network Linking PCG and Regional Headquarters and 133 Bases 8. Implementation Study of SAR Vessel Improvement 9. Implementation Study for Aids to Navigation Improvement Project 10. Regional Marine Transportation Safety Project Plan Study										
6.COUNTERPART AGENCY	Maritime Industry Authority											
7.OBJECTIVES OF STUDY	1.To formulate the M/P Maritime Safety in Philippines 2.To conduct the Pre-F/S on the selected priority project											
8.DATE OF SAV	1990/1											
9.CONSULTANT(S)	The Japan Association for Preventing Marine Accid Yachiyo Engineering Co., Ltd.											
10.STUDY TEAM	No.of Members 11 Period Mar.1991-Jul.1992(17 months) <table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">61.05</td> <td style="text-align: center;">26.54</td> <td style="text-align: center;">34.51</td> </tr> </table>				Total M/M			Japan	Field	61.05	26.54	34.51
Total M/M	Japan				Field							
61.05	26.54				34.51							
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	1.Locationl measuring of Aids to Navigation 2.Preliminary Design of Safety facilities											
12.EXPENDITURE	<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: center;">209,329 (¥'000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">201,285</td> </tr> </table>	Total	209,329 (¥'000)	Contracted	201,285							
Total	209,329 (¥'000)											
Contracted	201,285											
		4.CONDITIONS AND DEVELOPMENT IMPACTS	The following economic benefits can be expected with reduction in maritime accidents. 1. The preservation of human life and cargo. 2. Preventing loss and damage to vessels. 3. Reduction of transport costs. 4. Efficient use of the maritime infrastructure. 5. Increase in the reliability of domestic shipping.			2.MAJOR REASONS FOR PRESENT STATUS						
		5. TECHNICAL TRANSFER				3.PRINCIPAL SOURCE OF INFORMATION						
		1. Seminar was held in Manila and Cebu in July '92 towards Master Plan on Maritime Safety, with the attendance of about 100 people. 2. Acceptance of trainees : 2 trainees	①, ②									

PROJECT SUMMARY (Basic Study)

Compiled Mar. 1994
Revised Mar. 1996

ASE PHIL/S 503/92

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS						
1. COUNTRY	Philippines	1. SITE OR AREA	Metro Manila and a part of Rizal Province, 5 cities and 32 municipalities, in an area of 2,126 km ² (MWSS Service Area : HSA)		1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued					
2. NAME OF STUDY	Groundwater Development in Metro Manila	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) (1) Rehabilitation of MWSS wells Five to six wells are being rehabilitated annually by MWSS's own budget. (2) Groundwater Development Plan in Antipolo Two wells are planned to be constructed in 1992 by MWSS's own budget. (3) Groundwater Monitoring in Metro Manila Not implemented. Database is in operation. (4) Groundwater Investigation in Rizal Province Not implemented. (FY 1993 Overseas Survey) Ground water Development in Metro Manila: The implementation phase of this project expected to carry out with the assistance of the JICA through its Grant-Aid program. All the requirements need by NEDA for the early disposition of the JICA grant for the project's foreign component already submitted. Meanwhile, about 20% of its first two components, i.e. well rehabilitation in Metro Manila and deep well construction in Atipolo, Rizal currently being undertaken with the use of the local counterpart funds. (FY1995 Domestic Survey) No additional information.					
3. SECTOR	Social Infrastructure/Water Resource Development	(US\$1,000)	1) 7,935	7,935							
4. REFERENCE NO.		(USD1=25.0peso)	2)								
5. TYPE OF STUDY	Basic Study	3. CONTENTS OF MAJOR PROJECT(S)									
6. COUNTERPART AGENCY	Metropolitan Waterworks and Sewerage System (MWSS), Planning & Program. Dept.	The study clarified groundwater use and a mechanism of saline water intrusion. For better development and conservation of groundwater in Metro Manila, following projects were proposed. (1) Rehabilitation of MWSS wells (100 wells) (2) Groundwater development in Antipolo (7 wells) (3) Groundwater Monitoring Facilities & Wells 20 wells depth:150m 30 wells depth :300m (4) Detailed Hydrogeologic survey in Rizal Province									
7. OBJECTIVES OF STUDY	(1) Rehabilitation Plan of MWSS Wells (2) Groundwater Development Plan in Antipolo (3) Analysis of Saltwater Intrusion (4) Groundwater Monitoring Program	4. CONDITIONS AND DEVELOPMENT IMPACTS									
8. DATE OF S/W	1990/1	(1) Rehabilitation of MWSS wells 27,000 m ³ /day of groundwater can be augmented by rehabilitation of 100 existing wells (2) Groundwater development in Antipolo An amount of 6,000 m ³ /day of groundwater can be developed. It will serve for a population of 24,000 in Antipolo area (250 lpcd) (3) Groundwater Monitoring in Metro Manila It is effective for conservation of groundwater and prevention of saline water intrusion in the area, where 900,000 m ³ /day of groundwater is presently being withdrawn. (4) Groundwater Investigation in Rizal Province : Preparation for future demand									
9. CONSULTANT(S)	Nippon Jogesuido Sekkei Co., Ltd.	10. STUDY TEAM			2. MAJOR REASONS FOR PRESENT STATUS						
		No. of Members 12 Period Aug. 1990-Jun. 1992 (22 months)			Most of MWSS's budget is being used for extension of waterworks (Central Distribution System). Due to shortage of budget, MWSS can not afford to implement proposed projects, thereby requesting foreign assistance.						
		<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Total M/M</th> <th style="text-align: left;">Japan</th> <th style="text-align: left;">Field</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">98.22</td> <td style="text-align: center;">23.00</td> <td style="text-align: center;">75.22</td> </tr> </tbody> </table>					Total M/M	Japan	Field	98.22	23.00
Total M/M	Japan	Field									
98.22	23.00	75.22									
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	(1) Test Well Drilling and Pumping Tests (2) Pumping Test of Existing Wells (3) Site Inspection on Existing Wells	5. TECHNICAL TRANSFER			3. PRINCIPAL SOURCE OF INFORMATION						
12. EXPENDITURE		(1) Well rehabilitation procedure and techniques Manual of maintenance and rehabilitation, (2) Database and groundwater simulation, (3) Experimental Well Rehabilitation			①, ③						
		<table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td style="text-align: right;">Total</td> <td style="text-align: right;">412,770 (¥000)</td> </tr> <tr> <td style="text-align: right;">Contracted</td> <td style="text-align: right;">403,912</td> </tr> </tbody> </table>				Total	412,770 (¥000)	Contracted	403,912		
Total	412,770 (¥000)										
Contracted	403,912										

和名 マニラ首都圏地下水開発計画

[M/P, Basic Study, Other]

PROJECT SUMMARY (M/P+F/S)

Compiled Mar. 1994

Revised Mar. 1996

ASE PHIL/S 208B/92

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Philippines	1. SITE OR AREA				1. PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Nationwide Roll-on Roll-off Transport System Development	Through the Republic (M/P) Iloilo city, Bacolod City (F/S)					
3. SECTOR	Transportation/Port	2. PROJECT COST (US\$1,000)				(Description)	
4. REFERENCE NO.		M/P 1) 2,721,300 2) 51,892 F/S 1) 51,892 2) 107,569 3)	Local Cost	1,712,900 Foreign Cost	1,008,400		
5. TYPE OF STUDY	M/P+F/S	3. CONTENTS OF MAJOR PROJECT(S)				(FY1994 Domestic Survey) (FY1995 Domestic Survey) No additional information.	
6. COUNTERPART AGENCY	DOTC	Project cost M/P is of whole M/P, F/S 1) is of Iloilo, and F/S 2) is of Bacolod. Project costs are shown in Peso 1,000 instead of US\$1,000. <M/P> 1. Master plan of Ro/Ro Routes. Contents are as follows: (1) 1st priority 12 routes which are the most suitable for the Ro/Ro operation with the characteristic of completion of N. S trunk routes and Visaya corridor. (2) 2nd priority 14 routes which have moderate suitability with Visaya/ Mindanao Trunk and Western Mindanao Islands. (3) Center routes are not suitable for Ro/Ro. 2. Policies to attain the MP (1) Maritime Policy- limited government intervention, streamlining government organization and clearance procedure. (2) Others - Road improve, traffic monitor <F/S> prerequisite: to conduct six voyage (each direction) by four vessels of 23,000 grt. type. Port of Iloilo: 1997 one berth with 115m length and -5.5m depth should be constructed with ancillary facilities. By 2010 one more berth be added.					
7. OBJECTIVES OF STUDY	2. F/S of "Iloilo/ Bacolod Ro/Ro Route"	Imp. Period: 1997. -2010. 4. FEASIBILITY AND ITS ASSUMPTIONS Feasibility: Yes EIRR1) 18.04 FIRR1) 6.20 EIRR2) 13.90 FIRR2) 7.40 EIRR3) FIRR3)				2. MAJOR REASONS FOR PRESENT STATUS <M/P> Due to the conformity between the Philippine's policy goal and the team's observation. <F/S> Due to the sustainability of the route.	
8. DATE OF SAV	1990/1	10. STUDY TEAM No. of Members 13 Period Apr. 1991-Aug. 1992 (17 months) Total M/M Japan Field 28.30 42.80					
9. CONSULTANT(S)	Overseas Coastal Area Development Institute Pacific Consultants International	11. ASSOCIATED AND/OR SUBCONTRACTED STUDY Traffic Survey Natural Condition Survey				3. PRINCIPAL SOURCE OF INFORMATION ①, ②	
12. EXPENDITURE	Total 274,638 (¥000) Contracted 268,492	5. TECHNICAL TRANSFER C/P Training Seminar two times / Workshop in Manila three times					

PROJECT SUMMARY (M/P+F/S)

Compiled Mar.1994
Revised Mar.1996

ASE PHL/S 209B/92

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Philippines	1. SITE OR AREA				1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input checked="" type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY The Development Plan of Davao International Airport		Davao International Airport					
3. SECTOR		2. PROJECT COST (US\$1,000)		Local Cost		(Description) 1. In November 1992, Davao Municipal Government amended the existing land use plan based on the airport master plan proposed tentatively at the time by the Study Team and issued the amendment as a city ordinance, so that the land use surrounding the airport could be controlled legally in accordance with the airport master plan. 2. DOTC has an intention to include this project under the forthcoming 19th OECF Loan discussion. (FY1993 Overseas Survey) The conduct of the detailed engineering (D/E) was proposed by DOTC for financing under the OECF 19th YCP but was subsequently withdrawn, also by DOTC. DOTC is exploring the possibility of sourcing ADB funding for the project. ADB is preparing to extend a T/A grant for the conduct of study to re-evaluate the study conducted by JICA to focus only on the existing facilities to determine whether their expansion instead of new construction will be adequate to meet projected traffic demand in light of budgetary constraints. (FY1994 Domestic Survey) Requested ADB Loan (60mil. US\$). (FY1995 Domestic Survey) The project will be implemented by ADB finance. DNTM International Inc. and U.S. firm, received the order.	
Transportation/Air Transportaion & Airport		M/P 1) 2) 3)	Foreign Cost		70,000		
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)				(FY1994 Domestic Survey) Requested ADB Loan (60mil. US\$). (FY1995 Domestic Survey) The project will be implemented by ADB finance. DNTM International Inc. and U.S. firm, received the order.	
5. TYPE OF STUDY		<M/P> Phase of Development: 1. Medium-Term Development Plan (1999-2000) Total project cost : 2,700 Million PHP Construction of a new 2,500 long runway and new terminal facilities. 2. Long-Term Development Plan (2001-2010) Total project cost : 600 Million PHP Runway extension to 3,000 m and expansion of the terminal facilities <F/S> Runway (2,500m), connecting taxiways, apron, passenger terminal building (16,000m ²), cargo terminal building (3,500m ²), administration buildings and control tower (1,600m ²), fire station (500m ²), car park (310 spaces), air navigation systems, airport utilities, and fuel supply system.					
6. COUNTERPART AGENCY		4. FEASIBILITY AND ITS ASSUMPTIONS				2. MAJOR REASONS FOR PRESENT STATUS (FY 1993 Overseas Survey) The development of airport facilities, the Davao International Airport included, to provide efficient and reliable air transport operations is a major objective of the MIFDP. The development of the airport directly addresses the concerns and thrusts of the Southern Mindanao(Region XI) Development Plan to improve the air transport subsector, as a component of the East Asian Growth Triangle(EAGLE).	
Department of Transportation and Communications (DOTC)		Feasibility: Yes/No EIRR1) 17.70 FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)					
7. OBJECTIVES OF STUDY		5. TECHNICAL TRANSFER				3. PRINCIPAL SOURCE OF INFORMATION ①, ②	
Formulation of master plan and feasibility study on the medium-term development plan		Imp. Period: 1995. -1998. 1. Seminar, Feb. 1, 1993 at Davao. 2. Invitation of Taralnea Mr. Raphael S. Lavides Oct. 1992 - Nov. 1992 Mr. Angel S. Rongcal Mar. 1993 - Apr. 1993					
8. DATE OF S/W		10. STUDY TEAM				3. PRINCIPAL SOURCE OF INFORMATION ①, ②	
1991/12		Conditions and Development Impacts: (Conditions) <M/P> Air Traffic Demand Forecast Year 1990 2000 2010 Annual air passengers Domestic 454,000 799,000 1,210,000 International --- 46,500 167,000 Annual air cargo (ton) Domestic 19,685 43,800 72,700 International --- 1,600 11,900 <F/S> Period of evaluation : 20 years EIRR : 17.7 % B/C ratio : 1.2 (at discount rate of 15%) [Development Impacts] <M/P, F/S> 1. Improvement of air transport safety. 2. Provision of unrestricted and efficient air transport services. 3. Contribution to the agro-industrial development in Southern Mindanao. 4. Contribution to					
9. CONSULTANT(S)		11. ASSOCIATED AND/OR SUBCONTRACTED STUDY				3. PRINCIPAL SOURCE OF INFORMATION ①, ②	
Pacific Consultants International Aero Asahi Cor.		- Soil investigation - Topographic survey					
12. EXPENDITURE		12. EXPENDITURE				3. PRINCIPAL SOURCE OF INFORMATION ①, ②	
Total 150,986 (¥000)		Total 150,986 (¥000) Contracted 144,435					

和名 ダバオ国際空港整備計画

(M/P+F/S)

PROJECT SUMMARY (M/P)

Compiled Mar. 1995
Revised Mar. 1996

ASE PHL/A 113/93

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS						
1. COUNTRY	Philippines	1. SITE OR AREA			1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued					
2. NAME OF STUDY	Study for Strengthening the Agricultural Cooperatives System	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) The recommendations of the report have been adopted in the CDA's policy on agricultural cooperative development. The CDA, the counterpart agency, is submitting proposals of "Human Resource Development Project for Strengthening Agricultural Cooperative Organization, Management, and Business" for technical cooperation and "Establishment of National Training Center for Cooperative Development" for Grand-fund aid to NEDA. In addition, dispatch of a Short-Term Expert will be requested. (FY1995 Domestic Survey) The experts for the technical training in the field of agricultural cooperatives will be despatched in 1995. At present, selecting the suitable persons as for the experts.					
3. SECTOR	Agriculture/(Agriculture in)General	(US\$1,000)	1) 439,700								
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)									
5. TYPE OF STUDY	M/P	(Current Tasks) 1. Strengthening of Education and Training with an Emphasis on Leadership Training 2. Increasing the Rate of Use of Primary Cooperative's Services and Promoting the Reduction of Non-Members 3. Promoting Mergers of Cooperatives 4. Strengthening Marketing Activities of Primary Agricultural Cooperatives 5. Establishment of a National Cooperative Union and Strengthening of the Agricultural Cooperative Bureau 6. Establishment of a National Cooperative Bank and Structuring Savings									
6. COUNTERPART AGENCY	Cooperative Development Authority (CEA)	4. CONDITIONS AND DEVELOPMENT IMPACTS									
7. OBJECTIVES OF STUDY	To formulate a master plan for strengthening national and local level agricultural cooperatives by implementing a fact-finding study and evaluation on present situation of organizational structure and activities.	Promotion of agricultural cooperatives, which are organized mainly by small scale farmers, contributes to the improvement of income and living standards of farmers and rural women, as well as agricultural and rural development in the Philippines. In order to foster it, the human resource development of agricultural cooperative concerns is needed urgently.									
8. DATE OF S/W	1991/12	10. STUDY TEAM									
9. CONSULTANT(S)	Central Union of Agricultural Cooperatives (JA-ZEN)	No. of Members 7 Period Mar. 1992-Dec. 1993 (21 months)									
		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">64.00</td> <td style="text-align: center;">26.00</td> <td style="text-align: center;">38.00</td> </tr> </table>			Total M/M		Japan	Field	64.00	26.00	38.00
Total M/M	Japan	Field									
64.00	26.00	38.00									
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	None	5. TECHNICAL TRANSFER									
12. EXPENDITURE		OJT for Counter Part by Cooperative Work Implementation of Seminar on Technology Transfer									
		3. PRINCIPAL SOURCE OF INFORMATION									
		①, ⑤ Administrator of CDA (米田)									

PROJECT SUMMARY (M/P)

Compiled Mar.1995
Revised Mar.1996

ASE PH/S 106/93

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS																						
1.COUNTRY	Philippines	1.SITE OR AREA	The entire area of Luzon Island			1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued																				
2.NAME OF STUDY	Luzon Island Strategic Road Network Development Project	2.PROJECT COST				<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">(US\$1,000)</td> <td style="text-align: center;">1)</td> <td style="text-align: center;">Total Cost</td> <td style="text-align: center;">Local Cost</td> <td style="text-align: center;">Foreign Cost</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">4,824,000</td> <td style="text-align: center;">1,689,000</td> <td style="text-align: center;">3,135,000</td> </tr> <tr> <td></td> <td style="text-align: center;">2)</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">(US\$1=27.2PESO)</td> <td></td> <td></td> <td></td> </tr> </table>			(US\$1,000)	1)	Total Cost	Local Cost	Foreign Cost			4,824,000	1,689,000	3,135,000		2)					(US\$1=27.2PESO)		
(US\$1,000)	1)	Total Cost	Local Cost	Foreign Cost																							
		4,824,000	1,689,000	3,135,000																							
	2)																										
	(US\$1=27.2PESO)																										
3.SECTOR	Transportation/Road	3.CONTENT(S) OF MAJOR PROJECT(S)	1)First Six-Year Program(1993-1998) : 2,600.8km 2)Second Six-Year Program(1999-2004) : 2,246.9km 3)Third Six-Year Program(2005-2010) : 2,218.5km																								
4.REFERENCE NO.																											
5.TYPE OF STUDY	M/P																										
6.COUNTERPART AGENCY	Department of Public Works and Highways																										
7.OBJECTIVES OF STUDY	Formulation of a master plan for Luzon Island Strategic Road Network Development																										
8.DATE OF SAW	1991/12	4.CONDITIONS AND DEVELOPMENT IMPACTS	Direct Impacts : 1.Savings in vehicle operating cost, accumulating to 348.2 billion pesos. 2.Regional development benefit(increase in GRDP as a result of improvement in labor productivity due to road development), accumulating to 221.0 billion pesos. 3.Disaster prevention benefit(savings in extra traffic cost due to detouring and road disaster restoration cost), accumulating to 33.8 billion pesos. Indirect Impacts : 1.Activation of socio-economic activities due to reduction of time-distance. 2.Reduction of regional price differentials. 3.Human settlement in rural areas.																								
9.CONSULTANT(S)	Katahira & Engineers International Nippon Koei Co., Ltd.																										
10.STUDY TEAM	No.of Members 8 Period Mar.1992-May.1993(15 months)																										
	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">69.80</td> <td style="text-align: center;">3.90</td> <td style="text-align: center;">59.90</td> </tr> </table>	Total M/M	Japan	Field	69.80			3.90	59.90	2.MAJOR REASONS FOR PRESENT STATUS																	
Total M/M	Japan	Field																									
69.80	3.90	59.90																									
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Traffic Survey																										
12.EXPENDITURE	Total 245,564 (¥000) Contracted 237,946	5.technical transfer	1.Participation of a counterpart in the JICA training program. 2.Collaboration with counterparts.			3.PRINCIPAL SOURCE OF INFORMATION	①																				

PROJECT SUMMARY (M/P+F/S)

Compiled Mar.1995
Revised Mar.1996

ASE PH/S 206/93

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT					
1. COUNTRY	Philippines	1. SITE OR AREA				1. PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled				
2. NAME OF STUDY	Metro Manila Urban Expressway System Study	Whole area of Metro Manila									
3. SECTOR	Transportation/Road	2. PROJECT COST (US\$1,000)		Local Cost	Foreign Cost	(Description) The Philippine Government is seriously considering to implement this project by BOT or similar scheme. Private developers/contractors in Indonesia, Japan, and Philippines expressed their interest. Private developer of Indonesia submitted a BOT proposal. Detailed engineering of Expressway Route R-7 is proposed to be funded under OECF Yen Loan Package. (FY1995 Domestic Survey) The Government of the Philippines is now negotiating to make a contract agreement with an Indonesian Firm to construct the Radial Route No.3 by BOT system, and also negotiating with a domestic firm to construct the northern part of the Radial Route No.5 also by BOT system.					
4. REFERENCE NO.		M/P 1)									
5. TYPE OF STUDY	M/P+F/S	2)									
6. COUNTERPART AGENCY	Department of Public Works and Highways	F/S 1)	524,300	256,900	267,400						
7. OBJECTIVES OF STUDY	To formulate urban expressway master plan. To undertake a feasibility study of high priority routes.	2)	496,900	238,500	258,400						
8. DATE OF SAV	1991/10	3)									
9. CONSULTANT(S)	Katahira & Engineers International	3. CONTENTS OF MAJOR PROJECT(S)									
		First Stage : Construction of 58.6km of expressways 1) Phase 1 : 27.4km 2) Phase 2 : 31.2km Second Stage : Construction of 66.1km of expressways Third Stage : Construction of 23.4km of expressways									
		Imp. Period: 1995. -2001.		1998. -2005.							
		4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes/No	EIRR1) 24.00 EIRR2) EIRR3)	FIRR1) 3.90 FIRR2) FIRR3)						
10. STUDY TEAM	No. of Members 9 Period Mar.1992-Sep.1993 (19 months)	Conditions and Development Impacts: Vehicle operation cost reduction Time cost reduction - Toll rate : 20 pesos (flat rate) as base case. 10 pesos and 30 pesos were also studied. - F/S was studied for the First Stage.									
	<table style="margin-left: auto; margin-right: auto;"> <tr> <td>Total M/M</td> <td>Japan</td> <td>Field</td> </tr> <tr> <td>50.00</td> <td>11.70</td> <td>38.30</td> </tr> </table>	Total M/M	Japan	Field	50.00	11.70	38.30	2. MAJOR REASONS FOR PRESENT STATUS			
Total M/M	Japan	Field									
50.00	11.70	38.30									
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Traffic Survey Aero photo and photo mosaic Survey, Geotechnical survey	5. TECHNICAL TRANSFER				3. PRINCIPAL SOURCE OF INFORMATION					
12. EXPENDITURE	Total 234,306 (¥000) Contracted 226,979	Training of counterpart in Japan under JICA training program. One-day seminar was held.				①					

PROJECT SUMMARY (M/P)

Compiled Sep. 1995

Revised Mar. 1996

ASE PHIL/S 112/94

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS					
1. COUNTRY	Philippines	1. SITE OR AREA	Port of Manila, Batangas, New Naic/ Cavite, Sungray Point and Subic		1. PRESENT STATUS	<input type="checkbox"/> In Progress or In Use <input checked="" type="checkbox"/> Delayed <input type="checkbox"/> Discontinued				
2. NAME OF STUDY	Greater Capital Region Integrated Port Development Study	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) No information.				
3. SECTOR	Transportation/Port	(US\$1,000)	1) 743,000		2)					
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)								
5. TYPE OF STUDY	M/P	Main components of the Master Plan for major ports:-								
6. COUNTERPART AGENCY	Philippines Port Authority (PPA)	1) Manila Port: foreign trade container terminal, international terminal and domestic trade container terminal 2) Sungray Point: foreign trade container terminal 3) New Naic/Cavite Port: foreign trade container terminal 4) Batangas Port: foreign trade container terminal, domestic trade container terminal								
7. OBJECTIVES OF STUDY	Formulation of a basic strategy to develop main ports (2010) and the Master Plan (2010)	4. CONDITIONS AND DEVELOPMENT IMPACTS								
8. DATE OF S/W	1992/11	[Conditions] Economic growth ratio: low GDP 4% per annum medium GDP 5.5% per annum high GDP 7 - 7.5% per annum								
9. CONSULTANT(S)	Overseas Coastal Area Development Institute Ocean Consultant Japan Co., Ltd.	10. STUDY TEAM								
		No. of Members 10 Period Mar. 1993-Oct. 1994 (8 months)								
		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">76.26</td> <td style="text-align: center;">35.76</td> <td style="text-align: center;">40.50</td> </tr> </table>			Total M/M		Japan	Field	76.26	35.76
Total M/M	Japan	Field								
76.26	35.76	40.50								
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER			2. MAJOR REASONS FOR PRESENT STATUS					
Survey of Traffic Impacts, Topographic Survey, Soil Test, Survey of Tide and Sea Current										
12. EXPENDITURE					3. PRINCIPAL SOURCE OF INFORMATION					
Total (¥'000)					①					
Contracted										

PROJECT SUMMARY (M/P+F/S)

Compiled Sep.1995
Revised Mar.1996

ASE PHL/S 211/94

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT																				
1. COUNTRY	Philippines	1. SITE OR AREA	Inventory Survey : 13 local cities and 20 rivers M/P : 4 local cities (Iloilo, Cebu, Ormoc and Tacloban) and 9 rivers F/S : 2 local cities (Iloilo, Ormoc) and 4 rivers		1. PRESENT STATUS																			
2. NAME OF STUDY	Flood Control for Rivers in the Selected Urban Centers	2. PROJECT COST (US\$1,000)				<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;">M/P 1)</td> <td style="width: 30%;">102,865 Local</td> <td style="width: 10%;">Foreign</td> </tr> <tr> <td></td> <td>2)</td> <td>17,054 Cost</td> <td>Cost</td> </tr> <tr> <td></td> <td>F/S 1)</td> <td>57,208</td> <td></td> </tr> <tr> <td></td> <td>2)</td> <td>14,669</td> <td></td> </tr> <tr> <td></td> <td>3)</td> <td></td> <td></td> </tr> </table>		M/P 1)	102,865 Local	Foreign		2)	17,054 Cost	Cost		F/S 1)	57,208			2)	14,669			3)
	M/P 1)	102,865 Local	Foreign																					
	2)	17,054 Cost	Cost																					
	F/S 1)	57,208																						
	2)	14,669																						
	3)																							
3. SECTOR	Social Infrastructure/River & Erosion Control	3. CONTENTS OF MAJOR PROJECT(S)	(Description) The Government of the Philippines has requested the cooperation for the detailed design works and the implementation of these projects of the flood control for Ormoc city and Iloilo city to OECF and JICA of Japan.																					
4. REFERENCE NO.		After listing up the rivers near by 13 main local cities of the Philippines as for the inventory list, select 4 cities for Master Plan and select again among them, Iloilo city and Ormoc city for Feasibility Study from the points of view of urgent necessity to take measures for river control and economical effectivity. The contents of the project for two cities are as follows, respectively. -Iloilo city : Renovate the rivers : River Jaro 7.22km (revetment 3,350m, substitute 2 bridges) River Iloilo 6.50km (revetment 3,400m, substitute 4 bridges) Construction of floodway : River Jaro 4.80km (Diversion dam 1, bridge, etc.) Repair of Drainage Channel : River Ingole 4.87km (Diversion Channel 580m) River Bo Obero 4.22km (Diversion Channel 580m) River Rizal 0.56km -Ormoc city : Renovate the rivers : River Anilao 1.80km (revetment 3,600m, 3 heads, substitute 2 bridges and 2 slit dams) River Malpasog 1.90km (retaining wall 1,955m, revetment 2,505m, 4 heads, substitute 2 bridges and 1 slit dam) Repair of Drainage Channel : River Rotao 1.20km																						
5. TYPE OF STUDY	M/P+F/S				Imp. Period:	1995. -2022. 1995.20-100.																		
6. COUNTERPART AGENCY	DWH Project Management Office (Major Flood Control Projects)				4. FEASIBILITY AND ITS ASSUMPTIONS	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;">Feasibility:</td> <td style="width: 10%;">EIRR1)</td> <td style="width: 10%;">37.00</td> <td style="width: 10%;">FIRR1)</td> </tr> <tr> <td></td> <td>Yes/No</td> <td>EIRR2)</td> <td>32.30</td> <td>FIRR2)</td> </tr> <tr> <td></td> <td></td> <td>EIRR3)</td> <td></td> <td>FIRR3)</td> </tr> </table>		Feasibility:	EIRR1)	37.00	FIRR1)		Yes/No	EIRR2)	32.30	FIRR2)			EIRR3)		FIRR3)			
	Feasibility:				EIRR1)	37.00	FIRR1)																	
	Yes/No				EIRR2)	32.30	FIRR2)																	
					EIRR3)		FIRR3)																	
7. OBJECTIVES OF STUDY	Orientation and Case Study of the erosion control for medium/small rivers at the local cities in the Philippines (Inventory Survey, M/P and F/S).				10. STUDY TEAM																			
8. DATE OF SAV	1992/12				<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Total M/M</td> <td style="width: 15%;">Japan</td> <td style="width: 15%;">Field</td> </tr> <tr> <td>87.00</td> <td>33.20</td> <td>53.80</td> </tr> </table>		Total M/M	Japan	Field	87.00	33.20	53.80												
Total M/M	Japan				Field																			
87.00	33.20		53.80																					
9. CONSULTANT(S)	CTI Engineering Co., Ltd. Pacific Consultants International	11. ASSOCIATED AND/OR SUBCONTRACTED STUDY																						
12. EXPENDITURE		5. TECHNICAL TRANSFER																						
		Conditions and Development Impacts: Well balanced development of the whole country and activation of local economy are main target of the state development plan. Especially the river and erosion control projects for the local cities are very important and should be carried out urgently. Successful flood control will contribute to keep transportation networks, to utilize the field more effectively and to improve living circumstances of the inhabitants. For the city or Ormoc, it is necessary to implement this project with full scale (50 years probability) as quick as possible considering the disaster brought by the flood in 1991.																						
Total 399,772 (¥000)		12. EXPENDITURE																						
Contracted		3. PRINCIPAL SOURCE OF INFORMATION																						
		①																						

和名 特定地方都市洪水防備計画調査

[M/P+F/S]

PROJECT SUMMARY (M/P+F/S)

Compiled Sep. 1995
Revised Mar. 1996

ASE PHL/A 202/94

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT					
1. COUNTRY	Philippines	1. SITE OR AREA	Marikina watershed preserved area, North-eastern part of Manila Metropolis			1. PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled				
2. NAME OF STUDY	Marikina Watershed Development Project	2. PROJECT COST (US\$1,000)	M/P 1) 53,420 Local Cost 2) F/S 1) 53,420 2) 3)			(Description) It is learnt that the Government of the Philippines is studying in order to submit a request to Japan to implement the Master Plan as for a technical cooperation project. However detail is not available.					
3. SECTOR	Forestry/Forestry & Forest Conservation	3. CONTENTS OF MAJOR PROJECT(S)									
4. REFERENCE NO.		To propose a river basin management/ control plan based on the results of evaluation works of the Marikina river basin with an area of 28,800ha. To conserve the existing forest and to recover the ruined forest. To formulate guidelines of the indication to control the basin, the plan to utilize the land, the plan to administrate the forest, the social forestry plan and the development plan of private estates based on the way of thinking that the utilization of land should be more limited when the elevation of the land becomes higher.									
5. TYPE OF STUDY	M/P+F/S										
6. COUNTERPART AGENCY	Department of Environment and Natural Resources (DENR)										
7. OBJECTIVES OF STUDY	Formulation of the control plan of Marikina River basin in order to recover the capacity of water resources and conform more stable rural environment by means of afforestation etc.										
8. DATE OF SAV	1992/3										
9. CONSULTANT(S)	Japan Overseas Forestry Consultants Association Aero Asahi Cor.										
								Imp. Period:			
								4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes/No	EIRR1) 36.40 EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)
10. STUDY TEAM	No. of Members 7 Period Sep. 1992-Jul. 1994 (23 months)					Conditions and Development Impacts: This area is important as for the preciously remaining area in Manila Metropolitan Zone preserving the natural environment. By means of steady implementation of this project, it is expected considerable improvement of natural and social environment at this area. Even if profitability seems to be low, it should be implemented as quickly as possible in terms of public benefit.					
						2. MAJOR REASONS FOR PRESENT STATUS					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER				3. PRINCIPAL SOURCE OF INFORMATION					
12. EXPENDITURE		OUT of the technology regarding to Aerial Survey, Master Planning and Feasibility Study				①					
Total 206,363 (¥000) Contracted											

和名 マリキナ水源林造成計画

PROJECT SUMMARY (F/S)

Compiled Sep. 1995
Revised Mar. 1996

ASE PHIL/A 318/94

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Philippines	1. SITE OR AREA				1. PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY		Tagunpy Colony, Puerto Princesa City, Palawan District					
3. SECTOR		2. PROJECT COST		3. CONTENTS OF MAJOR PROJECT(S)		(Description) The Investment Coordination Committee (ICC), the Government of the Philippines, has approved the implementation of Phase I of the project on Aug. 4, 1994. The Government of the Philippines wishes quick materialization of this project by means of the grant financial aid from Japan.	
Agriculture/Irrigation, Drainage & Reclamation		Total Cost Local Cost Foreign Cost (US\$1,000)		For the area of 2,000ha out of approx. 2,700ha of Tagunpy Colony, to improve the basic infrastructures and so forth in order to settle in the immigrants under the agrarian reform. 1) Phase I (urgent items) 2) Phase II (others) Facilities of Water Resources: Water intake 1 Water reservoir 2M ton Facilities of Irrigation: Main Canal 4.21km --- Branch Canal 10.50km 1 set Ancillaries 1 set --- Facilities of Drainage: Main Drainage 1.8km Branch Drainage 1 set Farm Road: Trunk road 11.8km Trunk & Branch 29.2km --- Water supplying facilities: for 3 villages --- Other facilities for Farming Village: --- Water distributing facilities etc. 1 set			
4. REFERENCE NO.		1) 15,102 9,079 6,023					
5. TYPE OF STUDY		2) 46,025 22,506 23,519					
6. COUNTERPART AGENCY		3) ---		Ministry of Agrarian REreform			
7. OBJECTIVES OF STUDY		4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: EIRR1) 17.30 FIRR1) 18.00 Yes EIRR2) 17.10 FIRR2) 18.20 EIRR3) FIRR3)			
8. DATE OF SAW		Imp. Period: 1995. -1997. 2007. -2015.		Conditions and Development Impacts: [Development Impacts] This project will become a model case to distribute the state-owned farm land to the farmers by means of the agrarian reform. Following figures are expected in next 20 years as for the target of this project: beneficiaries (farmers) 4,200, Developed paddy field 430ha, developed upland 160ha, total developed area 590ha will be planned as for the possible area to apply the gravity irrigation within 8% of inclination. In order to promote the knowledge and technology of the farmers regarding to the agricultural industry, it is necessary to be supported by NGO and to establish an union of beneficiaries with advanced preparation made by the Ministries concerned.			
9. CONSULTANT(S)		Sanyu Consultants Inc. Pasco International Inc.					
10. STUDY TEAM		No. of Members 11 Period Jan. 1994-Feb. 1995 (14 months)					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER		2. MAJOR REASONS FOR PRESENT STATUS			
Topographic Survey, Soil Test, Soil Analysis, Aerial Photograph, Leveling, Survey of landmark points, Topographic Mapping		OJT Technical transfer during the cooperation to formulate the report					
12. EXPENDITURE		3. PRINCIPAL SOURCE OF INFORMATION		①			
Total 244,646 (¥'000)		Contracted					

PROJECT SUMMARY (F/S)

Compiled Aug. 1995
Revised Mar. 1996

ASE PHL/A 317/94

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																							
1. COUNTRY	Philippines	1. SITE OR AREA				1. PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled																						
2. NAME OF STUDY Upland Irrigation and Rural Development Project in Southern Luzon		Nagcarlan, Liliw and Majayjay Townships, Laguna Province																											
3. SECTOR Agriculture/Irrigation, Drainage & Reclamation		2. PROJECT COST (US\$1,000)		<table style="width: 100%; border: none;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">Total Cost</td> <td style="width: 15%; text-align: center;">Local Cost</td> <td style="width: 15%; text-align: center;">Foreign Cost</td> <td colspan="2"></td> </tr> <tr> <td>1)</td> <td style="text-align: center;">134,180</td> <td style="text-align: center;">6,503</td> <td style="text-align: center;">6,915</td> <td colspan="2"></td> </tr> <tr> <td>2)</td> <td></td> <td></td> <td></td> <td colspan="2"></td> </tr> <tr> <td>3)</td> <td></td> <td></td> <td></td> <td colspan="2"></td> </tr> </table>			Total Cost	Local Cost	Foreign Cost			1)	134,180	6,503	6,915			2)						3)					
	Total Cost	Local Cost	Foreign Cost																										
1)	134,180	6,503	6,915																										
2)																													
3)																													
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)				(Description) At present, National Irrigation Administration is drawing the project executive plan based on the report with expectation to implement this project by means of the grant aid of the Government of Japan. The official request with reference to the above seems to be made soon to the Government of Japan.																							
5. TYPE OF STUDY F/S		Facilities for irrigation: 2 water intake gates, 10 farm ponds, water pipeline (12.55km), water distribution pipelines (37.2km) and 173 common use water taps Farm road: 18.54 km to be paved by concrete Improvement of side ditch: 12.29m to be improved and 4 bridges Collecting and shipping area for agricultural products: 15 places Highland horticultural irrigation technology center (II): a 1.0ha field for actual exhibition, a center building with an area of 264sq.m and garage and storehouse with a total area of 56sq.m Exhibition field to preserve soil: 12.1ha nursery stocks with a 2,000sq.m of seeding fields, 156sq.m of center and 56sq.m of storage and garage. Renovation of the water supplying facilities: 2 places with the materials for maintenance																											
6. COUNTERPART AGENCY National Irrigation Administration		8. DATE OF SAV 1993/2		Imp. Period: 1995.1-1997.12		2. MAJOR REASONS FOR PRESENT STATUS																							
7. OBJECTIVES OF STUDY Formulation of the upland irrigation plan mainly for vegetable cultivation and the improvement plan for the rural villages on the area of approx. 3,000ha at the foot of Mt. Banahao belonging to Nagcarlan Liliw and Majayjay townships of Laguna Province		9. CONSULTANT(S) Nippon Giken Inc. Nippon Koei Co., Ltd.		4. FEASIBILITY AND ITS ASSUMPTIONS																									
10. STUDY TEAM No. of Members 10 Period Jan. 1994-Mar. 1995 (14 months)		Feasibility: Yes/No		<table style="width: 100%; border: none;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">EIRR1)</td> <td style="width: 15%; text-align: center;">18.50</td> <td style="width: 15%; text-align: center;">FIRR1)</td> <td colspan="2"></td> </tr> <tr> <td></td> <td style="text-align: center;">EIRR2)</td> <td></td> <td style="text-align: center;">FIRR2)</td> <td colspan="2"></td> </tr> <tr> <td></td> <td style="text-align: center;">EIRR3)</td> <td></td> <td style="text-align: center;">FIRR3)</td> <td colspan="2"></td> </tr> </table>					EIRR1)	18.50	FIRR1)				EIRR2)		FIRR2)				EIRR3)		FIRR3)						
	EIRR1)	18.50	FIRR1)																										
	EIRR2)		FIRR2)																										
	EIRR3)		FIRR3)																										
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY Surveys of groundwater, soil, water quality, situation of farmhouses, economic situation of farmhouses, Topographic Survey and boring		Conditions and Development Impacts: [Conditions] Taking into consideration only that the privileges caused by the upland field irrigation plan for an area of 320ha and the road renovation plan good for the farm land with an area of 930ha. [Development Impacts] The upland field irrigation plan will be expected to increase the yield per unit area and the ratio of planting. Additionally various agricultural products with much higher price will be cultivated more as for an effect of the project. The road renovation plan will be expected to save the driving costs of vehicles and the road maintenance costs.				3. PRINCIPAL SOURCE OF INFORMATION ①																							
12. EXPENDITURE		5. TECHNICAL TRANSFER Technique to conduct the Feasibility Study has been transferred to the counterparts of the National Irrigation Administration.																											
<table style="width: 100%; border: none;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">Total</td> <td colspan="2" style="width: 25%;"></td> <td style="width: 15%; text-align: center;">(¥'000)</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">Contracted</td> <td colspan="2" style="text-align: center;">140,193</td> <td></td> </tr> </table>				Total			(¥'000)			Contracted	140,193																		
		Total			(¥'000)																								
		Contracted	140,193																										

PROJECT SUMMARY (M/P)

Compiled Mar. 1986
Revised Mar. 1996

ASE SGP/S 101/78

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS		
1. COUNTRY	Singapore	1. SITE OR AREA	Strait of Singapore			1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Dredging Project of the Strait of Singapore	2. PROJECT COST				Total Cost	
3. SECTOR	Transportation/Port	(US\$1,000)	1) 24,937			(Description) (FY1991 Overseas Survey) The dredging was successfully completed consequent to the technical study concerned. (FY1994 Domestic Survey)(FY1995 Domestic Survey) No additional information. (FY1995 Overseas Survey) Dredging works had been completed already on the year of 1992.	
4. REFERENCE NO.		(US\$1=SS2.16)	2)				
5. TYPE OF STUDY	M/P	3. CONTENTS OF MAJOR PROJECT(S)					
6. COUNTERPART AGENCY	Port and Harbour Bureau, Ministry of Transport	Plan for deepening the shallow areas(4 sites) in Singapore Strait. Based upon the bathymetric surveys, seismic surveys, Boring, and Inspection by divers, the followings are proposed. (1) Dredging Method: Grab Dredger (2) Dredging Volume: 484,000cu.m (area 165,000sq.m) (3) Monthly Production: 38,000cu.m (by 7cu.m Grab) 89,900cu.m (by 11cu.m Grab)					
7. OBJECTIVES OF STUDY	Proposal on dredging method and cost estimates	4. CONDITIONS AND DEVELOPMENT IMPACTS					
8. DATE OF SAW	1978/7	Very Large Carriers(Vessels) can pass the Singapore strait. It enables that far eastern countries can obtain crude oil and other raw materials for cheaper transportation cost.					
9. CONSULTANT(S)	Overseas Coastal Area Development Institute	5. TECHNICAL TRANSFER					
10. STUDY TEAM	No. of Members 2 Period Aug. 1978-Mar. 1979 (6 months)	2. MAJOR REASONS FOR PRESENT STATUS					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	None	(FY1991 Overseas Survey) The dredging was deemed necessary in connection with the introduction of the Traffic Separation Scheme in the Strait of Singapore.					
12. EXPENDITURE		3. PRINCIPAL SOURCE OF INFORMATION					
Total	124,172 (Y'000)	①, ②					
Contracted	113,950						

和名 浅瀬浚渫計画

[M/P, Basic Study, Other]

PROJECT SUMMARY (F/S)

Compiled Mar.1990

Revised Mar.1996

ASE SGP/S 301/86

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Singapore	1.SITE OR AREA				1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input checked="" type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY		Sentosa Island of Singapore					
Plant Renovation Project of the Sentosa-1 Earth Station		2.PROJECT COST (US\$1,000)		Total Cost	Local Cost	Foreign Cost	
		1)	770				
		2)	2,160				
		3)					
3.SECTOR		3.CONTENTS OF MAJOR PROJECT(S)				(Description) The project was discontinued. 1) The antenna was the old type (york tower type) which is less flexible for expansion. 2) INTELSAT standards of the antenna were changed when the study was completed. (FY1991 Overseas Survey) No additional information. (FY1993 Overseas Survey) Discontinued. (FY1994 Domestic Survey) No information.	
Communications & B/Telecommunication		The Plant Renovation Project:					
4.REFERENCE NO.		1) 5 years life extension					
5.TYPE OF STUDY		Antenna mechanical part & structure - partial repair					
6.COUNTERPART AGENCY		Antenna servo drive system - to replace some devices					
Telecommunication Authority of Singapore		2) 10 years life extension					
7.OBJECTIVES OF STUDY		Antenna mechanical part & structure - total repair					
To study the plant renovation of the SENTOSA-1 E/S		Antenna servo drive system - to replace all					
		High Power microwave transmitter - extension for TDMA system					
8.DATE OF S/W		1985/2		Imp. Period: 1985.8-1986.1			
9.CONSULTANT(S)		Japan Telecon. Eng. and Consulting Service		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	
				EIRR1)		FIRR1)	
				EIRR2)		FIRR2)	
				EIRR3)		FIRR3)	
10.STUDY TEAM		Conditions and Development Impacts:					
No.of Members 4		(1) The objectives of study was to investigate the feasibility of service life extension over the design life of the earth station.					
Period Mar.1986-Jul.1986(5 months)		(2) The result of the study(report) gave exact information of the earth station expansion project in Singapore Telecoms					
Total M/M		Japan		Field		2.MAJOR REASONS FOR PRESENT STATUS	
7.64		5.40		2.24		1)Existing antennas are not able to repair/expand due to their too old model.	
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		2)Technical standard to treat antenna of INTELSAT has to be revised.					
None		5. TECHNICAL TRANSFER				3.PRINCIPAL SOURCE OF INFORMATION	
12.EXPENDITURE		To submit the diagnosis of service life extension over the design life of the antenna					
Total		24,504 (¥'000)				①, ② Telecommunication Authority of Singapore	
Contracted		18,662					

PROJECT SUMMARY (F/S)

Compiled Mar.1990
Revised Mar.1996

ASE SGP/S 302/88

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1.COUNTRY	Singapore	1.SITE OR AREA				1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input checked="" type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled	
2.NAME OF STUDY	Singapore Urban Transport Improvement	2.PROJECT COST (US\$1,000)		Total Cost	Local Cost			Foreign Cost
3.SECTOR	Transportation/Urban Transportaion	3.CONTENT(S) OF MAJOR PROJECT(S)		1)	700,000	(Description) Among the five suggested routes, the Sentosa Development Corporation and the Public Works Department are interested in implementing the Orchard - Sentosa Route, and taking steps to prepare part of the route for international tender. The Simpang New Town System is being studied further by the Housing Development Board in order to integrate it with the overall new town planning. The Ang Mo Kio New Town - Marine Parade Route has been included in the official arterial transport network plan. No significant actions have been taken on the Ang Mo Kio New Town Route and the Orchard - Marina Centre Route. Because of the competing new towns development, it is difficult for the Government to muster a consensus over a new system for Ang Mo Kio New Town. The area along the Orchard-Marina Centre Route is heavily builtup and a more detailed study and inter-agency coordination will be necessary before implementation. (FY1991 Overseas Survey) The concept of LRT was generally accepted and incorporated in the Concept Plan for urban transport. (FY1994 Domestic Survey) As the MRT(Mass Rapid Transit) which commenced its operation in 1989 has been utilized intensively, further improvement of feeder services become more important. In 1993, the conduct of the F/S under JICA development Study was requested by the Gov't of Singapore, however it was not committed by the Gov't of Japan. (FY1994 Overseas Survey) It is decided to adopt LRT for future transportation plan based on the results of this survey works. (FY1995 Domestic Survey) An international tender has been carried out by the turn-key base on the new transportation system for both Cho Chukan Area and Buena Vista Area during Jan. to May, 1995, and now it is under negotiation with some of the high-ranked bidders. (FY1995 Overseas Survey) It has been decided to construct the LRT at two areas within 3years. In Sept.,1995, the government established the Land Transport Authority (LTA) which will be in charge of the land transportation.		
4.REFERENCE NO.		The study prepared plans to improve the feeder transport systems by introducing a new transit system for five selected areas. A detailed analysis was made of the Ang Mo Kio, New Town System.		2)				
5.TYPE OF STUDY	F/S	Major project components:		3)				
6.COUNTERPART AGENCY	Public Works Department, Min. of National Development	1) Route and alignment plan, including location of stations						
7.OBJECTIVES OF STUDY	Evaluation of technical and operational feasibility of introducing a new transport system	2) Infrastructure plan (structures, stations, yards) and preliminary design.						
8.DATE OF SAV	1987/4	3) Selection of a transit system and an operation plan						
9.CONSULTANT(S)	ALMEC Corporation Pacific Consultants International	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRRI) EIRR2) EIRR3)			FIRRI) FIRR2) FIRR3)
10.STUDY TEAM	No.of Members 11 Period Aug.1987-Nov.1988(15 months)	Conditions and Development Impacts:						
	Total M/M Japan Field 53.23 8.70 44.53	Condition: Smooth linkage of feeder transportation with the trunk system						
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Topographic Survey along the Route, Produce Models, Videos and Viewable Slides	Development impacts:						
12.EXPENDITURE	Total 209,764 (¥'000) Contracted 195,078	5.TECHNICAL TRANSFER		A seminar was held in Feb. 1990, with approximately 300 participants.				
						2.MAJOR REASONS FOR PRESENT STATUS		
						3.PRINCIPAL SOURCE OF INFORMATION		
						①, ②		

PROJECT SUMMARY (F/S)

Compiled Mar.1992

Revised Mar.1996

ASE SGP/S 303/90

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT					
1. COUNTRY	Singapore	1. SITE OR AREA	Central and northeastern parts of Singapore			1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input checked="" type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled				
2. NAME OF STUDY Selected Expressways		2. PROJECT COST (US\$1,000)		Total Cost 487,000	Local Cost 487,000	(Description) A part of PIE was put to tender during the study period, and contractors were selected. The next section will be tendered soon. Construction of KLE and FYE will proceed in due course to detailed design, tender and construction in accordance with the schedule set by the PWD. As for FYE, the target year for construction is set for 2009. Implementation schedule: PIE: PIE/Woodsville Road IC - PIE/CTE IC Completion in 1994 PIE/CTE IC West - PIE/BKE IC Completion in 1995 KLE: KLE/ECP IC - KLE/PIE IC Completion in 1997 FYE: FYE/PIE IC - FYE/TPE IC Completion in 2010 Estimated Project Cost (million S\$) PIE KLE FYE Construction Cost 84.4 276.4 358.1 Land Acquisition and Compensation Costs 0.0 33.2 17.3 Contingencies (10%) 8.4 31.0 37.5 Total 92.8 340.6 412.5 (FY1991 Overseas Survey) The findings of the study were incorporated in the Concept Plan. The in-house detailed design was made on part of PIE during 1990 - 1993. The construction is scheduled for 1991 - 1995, wholly financed by domestic funds. (FY1992 Overseas Survey) The project is financed by the Government of Singapore (PIE: S\$ 93.3 Mil., KLE: S\$ 332.8 Mil.). Construction began in Apr. 1992. Scheduled to be completed in 1999. (FY1994 Domestic Survey)(FY1995 Domestic Survey) No additional information. (FY1995 Overseas Survey) PIE was completed on July, 1994 with a total cost of 79 Mil S\$. It is contributing to realize the policy for increase of the demand of transportation.					
3. SECTOR Transportation/Road		3. CONTENTS OF MAJOR PROJECT(S)		1)	2)						
4. REFERENCE NO.				3)							
5. TYPE OF STUDY F/S		1) Improvement of PIE (Pan Island Expressway, 8.65km)		2) New construction of KLE (Kallang Expressway 2.68km)							
6. COUNTERPART AGENCY Public Works Department (PWD), Ministry of National Development (MND)		3) New construction of FYE (Paya Lebar Expressway 10.17km)									
7. OBJECTIVES OF STUDY Analysis of feasibility on the selected three expressways; PIE, KLE, and FYE.		8. DATE OF S/W 1989/10		Imp. Period: 1990. -2009.							
9. CONSULTANT(S) Oriental Consultants Co., Ltd.		4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 6.00 FIRR1) EIRR2) 60.00 FIRR2) EIRR3) 79.50 FIRR3)						
10. STUDY TEAM No. of Members 9 Period Mar.1990-Mar.1991(13 months)		Conditions and Development Impacts: Conditions: PIE: Widening of expressway from 6 lanes to 8 lanes KLE & FYE: New construction of expressway with 6 lanes		Development Impacts: 1. Saving of total traveling time 2. Saving of total vehicle operating cost 3. Reduction of traffic accidents and environmental impacts The improvement of PIE and the construction of KLE and FYE are considered feasible in technical, economic and social aspects.							
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER		1. Methodology of alternative evaluation. 2. Clarification of issues solved and proposal of solutions.		2. MAJOR REASONS FOR PRESENT STATUS Development of the expressway system is considered urgent to maintain high standards of social infrastructure services in Singapore.					
12. EXPENDITURE						3. PRINCIPAL SOURCE OF INFORMATION ①, ②					
Total		164,071 (¥'000)									
Contracted		152,700									

PROJECT SUMMARY (F/S)

Compiled Mar.1990
Revised Mar.1996

ASO LKA/A 301/77

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																
1.COUNTRY	Sri Lanka	1.SITE OR AREA				1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled															
2.NAME OF STUDY	Inginimitiya Reservoir Project	Puttalam District																				
3.SECTOR	Agriculture/(Agriculture in)General	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) The proposed project was completed with the OECF loan. Aug.1978 OECF L/A signed (1,800 million Yen) Jun.1979 - Jun.1984 D/D and engineering service undertaken by Japan Engineering Consultants Co., Ltd. Sep.1981 Construction started Mar.1985 Construction completed OECF Loan: - Earth dam (length 4,648m, height 18m, Cap.60.19 million tons) - Irrigation facilities (existing 664 ha, new 1,837ha) - Land clearing & preparation and settlement (1,680 households) (FY1992 Overseas Survey) The dam has already been in use. However, owing to the shortage of water, the planted area was far below the planned target (approx. 50% of the target during 1985 - 1993). Presently a study to identify the reasons of the water shortage (SAPS) is being conducted, and the final report is due in March 1993. (FY1993 Overseas Survey) The Project is completed and in use. A specified F/S based on the JICA's study has not been applied. In 1993 758 reservoir are under survey. (FY1994 Domestic Survey) No information																
4.REFERENCE NO.		(US\$1,000)	23,200	13,600	9,600			2.MAJOR REASONS FOR PRESENT STATUS 3.PRINCIPAL SOURCE OF INFORMATION ①, ②, ③, ④														
5.TYPE OF STUDY	F/S	US\$1=7.28Rs.	1)	2)	3)																	
6.COUNTERPART AGENCY	Ministry of Irrigation, Power and Highways	3.CONTENTS OF MAJOR PROJECT(S)				4.FEASIBILITY AND ITS ASSUMPTIONS Feasibility: Yes EIRR1) 18.00 FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)																
7.OBJECTIVES OF STUDY	Rural Development by the Dam Construction and Downstream Development	1) Irrigation Area: 2,500 ha																				
8.DATE OF SAW	1976/12	2) Dam Type: Homogeneous type Length: 3.97 km Top width: 6.10 m Approximate number of cubes: 1,112,190 cu.m				Conditions and Development Impacts: [Conditions] 1) A five year project implementation and a 50 year project life 2) The output in the newly developed land in the 6th and the 11th year will be as follows: <table style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <thead> <tr> <th></th> <th style="text-align: center;">Paddy</th> <th style="text-align: center;">Soya Bean</th> <th style="text-align: center;">Pulses</th> <th style="text-align: center;">Chillies (kg)</th> </tr> </thead> <tbody> <tr> <td>6th year</td> <td style="text-align: center;">939.2</td> <td style="text-align: center;">304.8</td> <td style="text-align: center;">254</td> <td style="text-align: center;">355.6</td> </tr> <tr> <td>11th year</td> <td style="text-align: center;">1,669.6</td> <td style="text-align: center;">609.6</td> <td style="text-align: center;">508</td> <td style="text-align: center;">762</td> </tr> </tbody> </table> 3) Projected 1985 world market prices in terms of 1976 dollars for agricultural inputs and outputs. 4) Benefit by increasing the agricultural products [Development Impacts] 1) Increase the agricultural products 2) Create the farmers' organizations and improve rural living condition			Paddy	Soya Bean	Pulses	Chillies (kg)	6th year	939.2	304.8	254	355.6	11th year	1,669.6	609.6	508	762
	Paddy	Soya Bean	Pulses	Chillies (kg)																		
6th year	939.2	304.8	254	355.6																		
11th year	1,669.6	609.6	508	762																		
9.CONSULTANT(S)	Japan Engineering Consultants Co., Ltd.	3) Reservoir Effective storage capacity: 60.2 MCM Total drainage area: 614,685 sq.km Maximum annual yield (for 150 sq.miles): 415,574,000 cu.m				5.TECHNICAL TRANSFER 1)OJT 2)Trainee acceptance																
10.STUDY TEAM	No.of Members Period Mar.1977-Aug.1977(6 months)	4) Main Canal Type: Earth Channel Length: LB 21.40 km RB 26.06 km Irrigation area: LB 1,620 ha RB 931.5 ha																				
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY						12.EXPENDITURE <table style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <tr> <td style="width: 15%;">Total</td> <td style="width: 15%;">56,276 (¥000)</td> </tr> <tr> <td>Contracted</td> <td>48,427</td> </tr> </table>		Total	56,276 (¥000)	Contracted	48,427											
Total	56,276 (¥000)																					
Contracted	48,427																					
12.EXPENDITURE						13.ASSOCIATED AND/OR SUBCONTRACTED STUDY 14.ASSOCIATED AND/OR SUBCONTRACTED STUDY																
Total	56,276 (¥000)																					
Contracted	48,427																					

PROJECT SUMMARY (F/S)

Compiled Mar. 1986
Revised Mar. 1996

ASO LKA/S 301/77

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1. COUNTRY	Sri Lanka	1. SITE OR AREA	Colombo and six other major cities (Jaffna, Trincomalee, Anuradhapura, Kurunegala, Badulla, (Ratnapura))			1. PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled	
2. NAME OF STUDY		2. PROJECT COST						Total Cost
Outside Colombo Area Telecommunication Development Scheme: Stage II Project		(US\$1,000)	8,341	1,658	6,683	(Description) The project was implemented by the OECF loan. Mar. 1978 OECF loan agreement signed (1,940 million yen) Dec. 1982 Implementation completed		
3. SECTOR		US\$1=290Yen=Rs7.28	1)	2)	3)			
Communications & B/Telecommunication		3. CONTENTS OF MAJOR PROJECT(S)						
4. REFERENCE NO.		1) Subscriber trunk dialling systems: 6 cities except Colombo						
5. TYPE OF STUDY		2) Cross-bar systems						
F/S		- 6 local switches (total of 14,500 terminals): Colombo Central, Anuradhapura, Jaffna, Kurunegala Ratnapura, Badulla, Trincomalee						
6. COUNTERPART AGENCY		- Toll switch (400 terminals): Colombo Central						
Ministry of Post and Telecommunication		- Toll transit switch (200 terminals): Colombo Central						
7. OBJECTIVES OF STUDY		3) Toll transmission paths (new and extension)						
		New microwave radio systems (3 paths); Extension of microwave radio systems (2 paths); new UHF system (1 path); and Cable carrier systems (2 paths)						
		4) Local cables at 6 telephone offices: Aerial cable 68km and underground cable 30.5km (Badulla, Colombo Central, Jaffna, Kurunegala, Ratnapura)						
		5) 5 office buildings: Badulla Telephone Office and four radio repeater stations (Single Tree Hill, Namunukula, Suriyakanda, Kurunegala Rock)						
8. DATE OF SAW		Imp. Period:		1979. -1982.				
/		4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 15.10	FIRR1)		
9. CONSULTANT(S)				EIRR2)	FIRR2)			
				EIRR3)	FIRR3)			
10. STUDY TEAM		Conditions and Development Impacts:						
No. of Members 10		[Conditions]						
Period Jan. 1977-Jul. 1977 (5 months)		1) Project life of 20 years, construction period of 2 years, and discount rate of 15%						
		2) Assuming that the India - Sri Lanka Microwave System (which is expected to be used as the transmission line of the proposed project) be completed by the end of 1978, 50% of its construction cost is included in the project cost.						
		3) Operation & maintenance costs are assumed to be 3.5% and 12% respectively of the construction cost.						
		[Development impacts]						
		1) Extension of telecommunication to regional cities which are now inadequately serviced						
		2) Reduction of waiting subscriber applications						
		3) Stimulation of socio-economic development in Colombo and 6 regional cities						
Total M/M		Japan		Field		2. MAJOR REASONS FOR PRESENT STATUS		
21.00		2.00		19.00				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER						
							3. PRINCIPAL SOURCE OF INFORMATION	
12. EXPENDITURE							①, ④	
Total		22,095 (Y'000)						
Contracted		69,027						

PROJECT SUMMARY (F/S)

Compiled Mar.1990

Revised Mar.1996

ASO LKA/A 302/79

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																							
1.COUNTRY	Sri Lanka	1.SITE OR AREA		The area which will be irrigated by Angamedilla anicut and Elahera anicut on the Amban ganga(62,200ha)		1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input checked="" type="checkbox"/> Discontinued or Cancelled																						
2.NAME OF STUDY		2.PROJECT COST						<table style="width: 100%; border: none;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">Total Cost</td> <td style="width: 15%; text-align: center;">Local Cost</td> <td style="width: 15%; text-align: center;">Foreign Cost</td> <td colspan="2"></td> </tr> <tr> <td style="text-align: center;">(US\$1,000)</td> <td style="text-align: center;">1) 187,470</td> <td style="text-align: center;">63,670</td> <td style="text-align: center;">123,800</td> <td colspan="2"></td> </tr> <tr> <td></td> <td style="text-align: center;">2)</td> <td></td> <td></td> <td colspan="2"></td> </tr> <tr> <td></td> <td style="text-align: center;">3)</td> <td></td> <td></td> <td colspan="2"></td> </tr> </table>			Total Cost	Local Cost	Foreign Cost			(US\$1,000)	1) 187,470	63,670	123,800				2)						3)
	Total Cost	Local Cost	Foreign Cost																										
(US\$1,000)	1) 187,470	63,670	123,800																										
	2)																												
	3)																												
3.SECTOR		3.CONTENTS OF MAJOR PROJECT(S)		(Description) (FY1992 Overseas Survey) Another JICA study (M/P+F/S) was conducted in two phases during 1988 - 1989 to review this feasibility study. The new study proposed the construction of dams, irrigation development (62,000ha) and a hydropower plant (25MW) in the 1st phase and proposed 3-stage development plan for the NCRB area in the 2nd phase. The Sri Lankan government is now considering the construction of Karuganga Dam proposed by the new study. As a result, the proposals of this F/S were greatly changed. (FY1993 Overseas Survey) Changes in developing policy and priority in connection with restructuring of the Government caused the delay. (FY1994 Domestic Survey) No information																									
Agriculture/(Agriculture in)General		1.Dam and Reservoir Effective Storage Capacity: 686 MCM Dam Type : Rockfill (Main Dam and 2nd saddle-dam) Concrete Gravity (1st Saddle-dam)																											
4.REFERENCE NO.		2.Downstream Development Irrigation area: 62,200 ha																											
5.TYPE OF STUDY		Canal Irrigation Canal 145.2 km																											
6.COUNTERPART AGENCY		Drainage Canal 91.4 km																											
Mahaweli Development Board																													
7.OBJECTIVES OF STUDY																													
Development by dam construction and the downstream development																													
8.DATE OF S/W		Imp. Period: 1980. -1988.																											
1978/7																													
9.CONSULTANT(S)		4.FEASIBILITY AND ITS ASSUMPTIONS																											
Japan Engineering Consultants Co., Ltd. Nippon Koei Co., Ltd.		<table style="width: 100%; border: none;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%;">Feasibility:</td> <td style="width: 15%; text-align: center;">EIRR1) 12.00</td> <td style="width: 15%; text-align: center;">FIRR1)</td> <td colspan="2"></td> </tr> <tr> <td></td> <td style="text-align: center;">Yes</td> <td style="text-align: center;">EIRR2)</td> <td style="text-align: center;">FIRR2)</td> <td colspan="2"></td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">EIRR3)</td> <td style="text-align: center;">FIRR3)</td> <td colspan="2"></td> </tr> </table>			Feasibility:	EIRR1) 12.00	FIRR1)				Yes	EIRR2)	FIRR2)					EIRR3)	FIRR3)										
	Feasibility:	EIRR1) 12.00	FIRR1)																										
	Yes	EIRR2)	FIRR2)																										
		EIRR3)	FIRR3)																										
10.STUDY TEAM		Conditions and Development Impacts:																											
No.of Members 15		[Conditions]																											
Period Oct.1978-Sep.1979(10 months)		Benefit by hydroelectric power for the electric supply capacity and by irrigation for the agricultural products.																											
<table style="width: 100%; border: none;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">Japan</td> <td style="width: 15%; text-align: center;">Field</td> <td colspan="3"></td> </tr> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">92.70</td> <td style="text-align: center;">51.10</td> <td style="text-align: center;">41.60</td> <td colspan="2"></td> </tr> </table>			Japan	Field				Total M/M	92.70	51.10	41.60			[Development Impacts]															
	Japan	Field																											
Total M/M	92.70	51.10	41.60																										
		Increase of the agricultural products, improvement of an unemployment problem Development of social economy																											
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5.TECHNICAL TRANSFER																											
		OJT																											
12.EXPENDITURE		2.MAJOR REASONS FOR PRESENT STATUS																											
<table style="width: 100%; border: none;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%; text-align: right;">231,530 (¥'000)</td> <td colspan="4"></td> </tr> <tr> <td style="text-align: center;">Total</td> <td style="text-align: center;">210,460</td> <td colspan="4"></td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td></td> <td colspan="4"></td> </tr> </table>			231,530 (¥'000)					Total	210,460					Contracted						The deterioration of the salty condition in the Northern area due to the activities of LTTE (Tamir-Islamic guerrillas)									
	231,530 (¥'000)																												
Total	210,460																												
Contracted																													
		3.PRINCIPAL SOURCE OF INFORMATION																											
		①, ②																											

PROJECT SUMMARY (Other)

Compiled Mar.1990

Revised Mar.1996

ASO LKA/S 601/80

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS	
1.COUNTRY	Sri Lanka	1.SITE OR AREA			1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2.NAME OF STUDY	Development Project of the Port of Colombo (follow-up)	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) This study results are effectively utilized. The details should be referred to "Development Projects of the Port of Colombo (M/P/F/S)". (FY1995 Domestic Survey)(FY1995 Overseas Survey) No additional information.
3.SECTOR	Transportation/Port	(US\$1,000)	1)		2)	
4.REFERENCE NO.		3.CONTENTIS OF MAJOR PROJECT(S) The study team explained the technical issues involved in the construction of the container berth which was proposed by the F/S conducted in FY 1979 and will be financed by OECF.				
5.TYPE OF STUDY	Other					
6.COUNTERPART AGENCY						
7.OBJECTIVES OF STUDY	Technical explanation to the government authorities					
8.DATE OF S/W	/	4.CONDITIONS AND DEVELOPMENT IMPACTS				
9.CONSULTANT(S)	Overseas Coastal Area Development Institute					
10.STUDY TEAM	No.of Members Period Aug.1980-Sep.1980 (1/4 months)					
	Total M/M Japan Field	5. TECHNICAL TRANSFER			2.MAJOR REASONS FOR PRESENT STATUS	
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY					3.PRINCIPAL SOURCE OF INFORMATION ①, ②	
12.EXPENDITURE						
	Total 1,510 (¥'000)					
	Contracted 1,510					

和名 コロンボ港整備計画アフターケア

(M/P, Basic Study, Other)

PROJECT SUMMARY (M/P+F/S)

Compiled Mar.1990
Revised Mar.1996

ASO LKA/S 201B/80

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT										
1.COUNTRY	Sri Lanka	1.SITE OR AREA				I.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input checked="" type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled									
2.NAME OF STUDY	Development Project of the Port of Colombo	Colombo(Field investigation was also conducted at Galle and Trincomare Ports)														
3.SECTOR	Transportation/Port	2.PROJECT COST (US\$1,000)		M/P 1) 130,360 Local Cost 2) Foreign Cost F/S 1) 70,458 16,418 54,040 2) 3)		(Description) <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">Date of OECF L/A</td> <td style="width: 40%;">Amount</td> </tr> <tr> <td>Oct. 1980</td> <td>7,600 million Yen</td> </tr> <tr> <td>Apr. 1984</td> <td>6,362</td> </tr> <tr> <td>Jan. 1985</td> <td>2,579</td> </tr> <tr> <td>Aug. 1987</td> <td>1,955</td> </tr> </table> (FY 1992 Overseas Survey) The project is scheduled to be completed in 1993. (FY 1992 Overseas Survey) No additional information. (FY1994 Domestic Survey)(FY1995 Domestic Survey) No additional information. (FY1995 Overseas Survey) This study aimed to improve the Colombo port which has played a role as an international port. This project was given national priority, which contributed to the realization of the project.	Date of OECF L/A	Amount	Oct. 1980	7,600 million Yen	Apr. 1984	6,362	Jan. 1985	2,579	Aug. 1987	1,955
Date of OECF L/A	Amount															
Oct. 1980	7,600 million Yen															
Apr. 1984	6,362															
Jan. 1985	2,579															
Aug. 1987	1,955															
4.REFERENCE NO.		3.CONTENTS OF MAJOR PROJECT(S)														
5.TYPE OF STUDY	M/P+F/S	<M/P> The study formulated a Master Plan with a target year of 1988. 1.Conventional berths 1)One new berth (KQ #2): -12m x 250m (to be modified to a container berth after 1988) 2)Expansion one berth to two berths: -9m x 165m & expansion 50m 3)Others(3 berths converted to ship repair berths,one berth converted to a container berth) 2.Container berths 1)Three new berths(KQ #1, #2, #3) 2)Containerization of QEQ #5(crane foundation, etc.) 3)One oil berth: dolphins, pipelines, bunkering facilities, etc. 4.Cargo handling equipment(85 fork lifts, 8 mobile cranes & one floating crane) 5.Road 5.7km(two-lane in 1982 four-lane in 1988) <F/S> 1)One new conventional berth(KQ #2): -12m x 250m 2)Conversion of one berth to a ship repair berth 3)Cargo handling equipment(38 3-ton fork lifts, 47 5-ton fork lifts, 30-ton mobile cranes and one floating crane) 4)One new container berth(KQ #1): -12m x 300m 5)Crane foundation and others for QEQ #5: -11m x 200m 6)container equipment(3 container cranes, etc.) 7)Road 5.7km(two-lane)														
6.COUNTERPART AGENCY	Sri Lanka Ports Authority	Imp. Period: 1981.2-1983.12														
7.OBJECTIVES OF STUDY	Formulating of: Short Term Development Plan and Long Term Development Plan	4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes EIRR1) 17.10 FIRR1) 8.22 EIRR2) FIRR2) EIRR3) FIRR3)												
8.DATE OF SAW	1979/5	10.STUDY TEAM														
9.CONSULTANT(S)	Overseas Coastal Area Development Institute	No.of Members 9		Conditions and Development Impacts: <M/P> Basic Guidelines for the M/P: 1)The congestion of the Port will be reduced by mechanization of cargo handling and additional berthing facilities. Development of oil-handling facilities will be planned apace with the expansion of the existing oil refinery. 2)Containerization(modification/construction of facilities). 3)More effective and adequate land use planning. 4)The road network will be improved to insure better linkage with Colombo City. 5)An urgent need for the expansion of large vessel repair facilities. Demand Forecast: ('000 tons) 1983 1988 Dry cargo 3,313 (899) 4,573 (2,398) containerized cargo] Wet cargo 2,865 3,108 <F/S> [Conditions] 1)Project life of 25 years(1980-2004). 2)25% increase of port tariffs, excluding container tariff.												
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	None	Total M/M Japan Field 46.14 33.60 12.54				2.MAJOR REASONS FOR PRESENT STATUS										
12.EXPENDITURE	Total 104,401 (Y'000) Contracted 89,707	5.TECHNICAL TRANSFER		3.PRINCIPAL SOURCE OF INFORMATION												
		Giving lecture on the methods for Port Planning		①, ②, ④												

和名 コロンボ港整備計画

[M/P+F/S]

PROJECT SUMMARY (F/S)

Compiled Mar.1990

Revised Mar.1996

ASO LKA/A 303/81

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Sri Lanka	1.SITE OR AREA				1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input checked="" type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY		Right Bank on the lower Mahaweli Ganga(68,000ha)					
Mahaweli Ganga Agricultural Development: System C		2.PROJECT COST					
		(US\$1,000)	1)	Total Cost 85,300	Local Cost 40,100	Foreign Cost 45,200	
						(Description)	
3.SECTOR		3.CONTENTS OF MAJOR PROJECT(S)					
Agriculture/(Agriculture in)General		1.Main Canal 17.4 km 2.Branch Canal 54.7 km 3.Farm ditch 50.1 km 4.Main drains Kuda Oya, Hungamala Ela 5.Reclamation (Block 3.4.5)				(FY1991 Overseas Survey) The project is under implementation. 90% of the project has been completed. (FY1992 Overseas Survey) The project has been financed by OECF, IDA and Kuwait Fund. Oct.1981 OECF L/A signed (7,700 mil. yen) May 1988 OECF L/A signed (2,950 mil. yen) Main and branch canals were completed in the end of 1992. Tertiary irrigation and drainage canals and rural roads will be completed in 1993. Japanese Grant Aid: Dec.1982 E/N signed (996 mil. yen for the Pilot Farm) Japanese Technical Cooperation (project type): Feb.1985 - Jan.1990 Trials and demonstration on the pilot farm Dec.1990 - Nov.1992 Follow-up technical cooperation (an expert in upland farming) Nov.1992 - Oct.1994 After-care technical cooperation (experts in agricultural machinery and dry-field farming) The Sri Lankan Government desires continued technical assistance from JICA in diffusion of farming and maintenance and management of the facilities. (FY1993 Overseas Survey) Implementing without big change. (FY1994 Domestic Survey)(FY1995 Domestic Survey) No additional information. (FY1995 Overseas Survey) No additional information.	
4.REFERENCE NO.		1) Land clearing 9,255 ha 2) Distributor and field channels 6,960 ha 3) Secondary and field channels 6,960 ha 4) On-farm development 6,960 ha 5) Roads 130 km 6.Equipment and Vehicles 1) Maintenance equipment 2) Management and operation vehicles 3) Tractor hire service equipment and vehicles 4) Social infrastructure vehicles 5) Settlement vehicles					
5.TYPE OF STUDY						2.MAJOR REASONS FOR PRESENT STATUS	
F/S							
6.COUNTERPART AGENCY						3.PRINCIPAL SOURCE OF INFORMATION	
Mahaweli Development Board							
7.OBJECTIVES OF STUDY							
To improve the agriculture in the System-C Area by conveying water from Mahaweli River							
8.DATE OF SAW		Imp. Period: 1982. -1986.					
/							
9.CONSULTANT(S)		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: EIRR1) 16.80 FIRR1) 14.90 Yes EIRR2) FIRR2) EIRR3) FIRR3)			
Japan Engineering Consultants Co., Ltd. Nippon Keel Co., Ltd.							
10.STUDY TEAM		Conditions and Development Impacts:					
No.of Members 6 Period Mar.1981-Mar.1981(1 months)		[Conditions] (1) Construction period: 5 years (2) Increase in benefits by agricultural products. Agricultural outputs (yearly) rice 124,420 tons pepper 230 tons Maize 1,220 tons Cowpeas 310 tons Coffee 590 tons Groundnut 590 tons Cocoa 200 tons [Development Impacts] Improvement of agricultural products and agricultural income Contribution to the alleviation of the food shortage problem					
Total M/M Japan Field 3.00 1.80 1.20							
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER					
		1) On-the-job training 2) Training in Japan 3) Instructions for equipment or materials donated upon completion of the study					
12.EXPENDITURE							
Total 28,983 (¥'000)							
Contracted 7,000							

和名 マハウェリ農業開発計画システムC地区

[F/S,D/D]

PROJECT SUMMARY (Other)

Compiled Mar.1990
Revised Mar.1996

ASO LKA/S 602/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS																				
1.COUNTRY	Sri Lanka	1.SITE OR AREA				1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued																		
2.NAME OF STUDY	Colombo Airport Development (follow-up)	katunayake					(Description) The project was included in the 1984 Public Investment Plan and was completed in 1988. The F/S was undertaken by Netherlands Airport Consultants BV (NACO). Financing of the project was as follows. OECF - Passenger Terminal (10,200 million yen) EXIM Japan - Runway UK ODA - Nav aids France - Other facilities																		
3.SECTOR	Transportation/Air Transportaion & Airport	2.PROJECT COST	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">(US\$1,000)</td> <td style="text-align: center;">1)</td> <td style="text-align: center;">Total Cost</td> <td style="text-align: center;">Local Cost</td> <td style="text-align: center;">Foreign Cost</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">115,739</td> <td style="text-align: center;">41,955</td> <td style="text-align: center;">73,784</td> </tr> <tr> <td></td> <td style="text-align: center;">2)</td> <td colspan="3"></td> </tr> <tr> <td></td> <td style="text-align: center;">(US\$1=20.55Yen)</td> <td colspan="3"></td> </tr> </table>					(US\$1,000)	1)	Total Cost	Local Cost	Foreign Cost			115,739	41,955	73,784		2)					(US\$1=20.55Yen)	
(US\$1,000)	1)	Total Cost	Local Cost	Foreign Cost																					
		115,739	41,955	73,784																					
	2)																								
	(US\$1=20.55Yen)																								
4.REFERENCE NO.		3.CONTENTS OF MAJOR PROJECT(S)	As a result of comparative study of urgency between new runway construction and terminal complex development, new runway construction is recommended as having a higher priority. Following improvements had been proposed for Phase I (Target year : 1990): - Construction of a new runway (3,350m long) and conversion of the existing runway to a new paracklet taxiway. - Construction of new exit taxiways - Expansion of the existing passenger building (floor area : approx. 10,700 m ² - 36,000 m ² , peak-hour capacity ; 2,100 passengers) - Construction of AASL maintenance center and administration headquarter - Construction of rescue and fire fighting facilities - Installation of VASIS, runway lights, etc (precision approach Cat.II) - Construction of utility facilities such as sewage treatment plant and potable water supply.			(FY1991 Overseas Survey) No additional information. (FY1994 Domestic Survey) The new airport development projects have never been undertaken by the Government after the completion of the Project because Sri Lanka has been faced with the state of civil commotion which has resulted in the assassination of the President. The refurbishing of old domestic airport is now in progress with 25-year-old terminal building completely remodelled. There is a plan to construct a new domestic airport facility adjacent to the existing Colombo International Airport Terminal Building in the future when the civil war is ended. (FY1995 Domestic Survey) On 30th Jan., 1989, the expansion works of Phase-I of this airport had been completed. When the investigation for general transportation sector for FY1994 was carried out by IDCCJ, the Government of Sri Lanka sounded about the introduction of Yen Credit. On May, 1995, it becomes clear the contents of the plan by the research work made by Japan Airport Consultants, Inc., using the budget of ECFA's preliminary research, as follows ; Improvement Plan : Phase-II (with a planned budget of 9 billion Japanese Yen) 1. Construct additional two(2) piers with 2 floors. 2. Install 7 boarding bridges for each side of the pier. 3. Install an additional apron beside each pier. It is planned to call an international tender for the consultant to draw up F/S report for the plan of Phase-II after the cabinet officially decided. However, it seems to take rather long time to materialize above procedure because of the recurrent of the dispute among the races. (FY1995 Overseas Survey) No additional information.																			
5.TYPE OF STUDY	Other	4.CONDITIONS AND DEVELOPMENT IMPACTS																							
6.COUNTERPART AGENCY	Airport and Aviation Service(S.L.) Ltd.	[Development Impacts] Greatly improved handling of air passengers and other users of airport is expected to contribute to earning of foreign exchange. Provision of adequate separation distance between the new runway and the paralleled taxiway would secure safe and efficient take-off and landing of aircraft. The capacity of the passenger terminal building was expected to be tremendously increased by tripling the total floor space. The new building concept of segregating the departure and arrival passenger flows would upgrade passenger services as well as reliability of security. It was strongly recognized that harmonized development of each facility within the framework of the master plan be imperative in order to achieve the above-mentioned development impacts.				2.MAJOR REASONS FOR PRESENT STATUS																			
7.OBJECTIVES OF STUDY	Detailed investigation of construction cost	5. TECHNICAL TRANSFER	OJT is made by having the local consultants assist the Japanese consultants in the supervision of construction.			3.PRINCIPAL SOURCE OF INFORMATION	①, ②																		
8.DATE OF SAW	1981/6																								
9.CONSULTANT(S)	Japan Airport Consultants, Inc.																								
10.STUDY TEAM	No.of Members 2 Period Dec.1981-May.1982(6 months)																								
	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">4.42</td> <td style="text-align: center;">3.26</td> <td style="text-align: center;">1.16</td> </tr> </table>	Total M/M	Japan	Field	4.42	3.26	1.16																		
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12.EXPENDITURE																									
	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: center;">26,740 (¥'000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">8,869</td> </tr> </table>	Total	26,740 (¥'000)	Contracted	8,869																				
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Contracted	8,869																								

和名 コロンボ空港整備計画アフターケア

[M/P, Basic Study, Other]

PROJECT SUMMARY (F/S)

Compiled Mar.1988
Revised Mar.1996

ASO I.KA/S 302/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1.COUNTRY	Sri Lanka	1.SITE OR AREA				1.PRESENT STATUS	<input checked="" type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input checked="" type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2.NAME OF STUDY		Amparai district located at east coast Ceylon Island					
Water Supply Scheme for Amparai Group of Towns		2.PROJECT COST		Total Cost	Local Cost	Foreign Cost	
		(US\$1,000)		1) 20,300	13,100	7,200	
		(US\$1=250Yen=20.8Rp)		2)			
				3)			
3.SECTOR		3.CONTENTS OF MAJOR PROJECT(S)				(Description) The Ministry of Finance was planning to execute the project upon confirmation of availability of fund. As of Aug.1987, it was reported that the project was started by IDA fund and a British consultant was selected in July 1987. The situation unchanged in 1991. (FY 1991 Overseas Survey) No additional information (FY 1992 Overseas Survey) At this moment (March 1993), the donor(s) for the project has not been decided. Once it is decided, the implementation of the project will be considered. (FY1993 Overseas Survey) Detailed designs of the Ampara W.S.S. have to be reviewed to match the current demand. Because a donor agency is not identified, implementation of the project is delayed. (FY1994 Domestic Survey)(FY1995 Domestic Survey) No additional information. (FY1995 Overseas Survey) Detailed designs of the Amparai W.S.S. will be carried out with funds from the German Development Bank.	
Public Utilities/Water Supply		Service Area					
4.REFERENCE NO.		1995 : 2,732 ha					
5.TYPE OF STUDY		2005 : 3,325 ha					
F/S		1995 : 172,300					
6.COUNTERPART AGENCY		2005 : 261,100					
National Water Supply and Drainage Board		Daily Max.					
		1995 : 27,400 cu.m/day					
		2005 : 53,900 cu.m/day					
		Water Sources					
		Amparai area : Amparai reservoir					
		Coastal area : Sambuvelli weir (surface water)					
7.OBJECTIVES OF STUDY		Imp. Period: 1983.6-1986.12					
F/S on local water supply system for improvement on shortage of supply and environment hygiene		4.FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1)	FIRR1) 4.91	
					EIRR2)	FIRR2)	
					EIRR3)	FIRR3)	
		Conditions and Development Impacts:					
		[Development Impacts]					
		In the project area, people get potable water out of shallow wells. With the proposed project, environment will improve and also employment opportunities increase. At present, water has been supplied to only 27,000 persons among project area of population of 146,000(1981). However, by the project execution, water will be supplied to 172,000 persons out of project area of population of 237,000 in the year 1995.					
8.DATE OF S/W						2.MAJOR REASONS FOR PRESENT STATUS	
1981/12						This project is included in the National Development Program.	
9.CONSULTANT(S)							
Nihon Suido Consultants Co., Ltd.							
10.STUDY TEAM							
No.of Members 6							
Period Feb.1982-Oct.1982(8 months)							
Total M/M							
Japan							
Field							
45.61							
27.41							
18.20							
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY							
None							
12.EXPENDITURE		5.TECHNICAL TRANSFER				3.PRINCIPAL SOURCE OF INFORMATION	
Total		Carried out the training program on the water supply planning to two counterpart staff				①, ②	
112,094 (Y'000)							
Contracted							
103,138							