

PROJECT SUMMARY (Basic Study)

Compiled Mar. 1990
Revised Mar. 1996

CSA GTM/S 501/86

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS								
1. COUNTRY	Guatemala	1. SITE OR AREA	Guatemala City, surrounding Guatemala City valley and adjacent northeastern 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	Ground Water Development Project	2. PROJECT COST	(US\$1,000)	Total Cost	Local Cost	Foreign Cost	(Description) Dec. 1990 S/M of OECF loan (4,711 million yen) Mar. 1991 OECF L/A Mission Dec. 1991 L/A not signed because of the delay in formal approval at the Parliament Jun. 1992 OECF L/A signed Dec. 1992 Construction scheduled to begin Oct. 1995 Construction scheduled to end OECF finance: 1) Construction of 18 deep wells and related facilities 2) Rehabilitation of 22 existing wells (FY 1993 Overseas Survey) The following projects have been implemented so far. 1) Provision of water level meters and conducting regular water check-up tests for 64 wells, or 80% of the total of 80 wells owned by EMPAGUA. 2) Excavation of 17 new wells with domestic fund of 0.18 mil. 3) Study of optimal water supply and water supply/ distribution system in the Northern Area with a loan of 5 mil. from France. In addition, a part of the World Bank loan for Economic Modernization Assistance has been used to set up a plan to improve the organization and practice of EMPAGUA in such areas as management, finance, investment, fare system and staff training. The loan was also used to provide or renovate 40,000 meters for domestic service pipes and procure seven automobiles. (FY1995 Domestic Survey) Consulting work was started on 19th Sept. 1994. (by Chuo Kaihatsu International Cop.) (FY1995 Overseas Survey) By means of the fund from OECF, it becomes available to implement the results of this basic study.						
3. SECTOR	Social Infrastructure/Water Resource Development	(US\$1=1Q)	1) 49,559	11,382	38,177								
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)	<ul style="list-style-type: none"> - Deep well excavation 18wells - Water distribution facilities 14.2km - Distribution tank 1,260cu.m-2,835cu.m - Power distribution facilities 23,000m - Existing well rehabilitation - Work shop 										
5. TYPE OF STUDY	Basic Study	4. CONDITIONS AND DEVELOPMENT IMPACTS				<ul style="list-style-type: none"> - Direct benefit is the qualitative and quantitative improvement of EMPAGUA's service. - Indirect effects include (i)improved sanitation through clean water supply; (ii)reduced labor burden for women and children heretofore forced to carry water over long distances; and (iii) expanded employment opportunities through project related construction. 							
6. COUNTPART AGENCY	EMPAGUA (Empresa Municipal de Agua de la Ciudad de Guatemala)	7. OBJECTIVES OF STUDY	To obtain water source for portable water supply for Guatemala City						2. MAJOR REASONS FOR PRESENT STATUS				
8. DATE OF S/W	1984/12	9. CONSULTANT(S)				Chuo Kaihatsu International Corp.			3. PRINCIPAL SOURCE OF INFORMATION	①, ②, ③, ④			
10. STUDY TEAM	No. of Members 8 Period Jul. 1985-Sep. 1986 (15 months) <table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">50.11</td> <td style="text-align: center;">17.44</td> <td style="text-align: center;">32.67</td> </tr> </table>	Total M/M	Japan	Field	50.11				17.44	32.67	11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Geological Survey and Core Boring	
Total M/M	Japan	Field											
50.11	17.44	32.67											
12. EXPENDITURE	Total 311,081 (¥000) Contracted 241,154	5. TECHNICAL TRANSFER	1) Counterpart G/T on the analysis of aerophotos, etc. 2) Training in Japan in F/S methodology										

和名 グアテマラ市地下水開発計画

[MP, Basic Study, Other]

PROJECT SUMMARY (F/S)

Compiled Mar. 1990
Revised Mar. 1996

CSA GTM/S 301/88

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Guatemala	1. SITE OR AREA	Santo Tomas on the Caribbean coast			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	Development Project of the Port of Santo Tomas de Castilla	2. PROJECT COST (US\$1,000)	1) 97,031	Total Cost 97,031	Local Cost 30,343	Foreign Cost 66,683	(Description) (FY1991 Overseas Survey) The report of the study was utilized by the Planning Unit and the Engineering Dept. of EMPONAC. The project is considered high priority, and will be revived in the future. (FY 1993 Overseas Survey) The 1989 OCEP Loan Appraisal Mission proposed a loan on the condition that the project scale be reduced. However the Minister of Finance then in the fear of the country's inability of repay did not approve the acceptance of the loan. Another loan request of \$4.5 mil. has been made to Central American Bank of Economic Integration (CABEI) to finance 1) the enlargement of the container terminal, 2) construction of a container yard of 200,000 sq. meters, 3) provision of navigation aid facilities. A E/D and an environmental assessment, prerequisite for receiving the loan, are scheduled to be conducted with domestic fund during FY 1994 (with budget of Q 2.5 mil. to 3 mil.). The loan is expected to be approved in the early 1995. Meanwhile dredging of inland channel and the grounding of the terminal were completed with domestic fund of Q 1.1 hundred mil. bet. 12/92 and 7/93. Furthermore the construction of Oil terminal with domestic fund of Q 1.5 mil. is considered to be carried out after mid-1995. (FY1994 Domestic Survey) (FY1995 Domestic Survey) No additional information. (FY1995 Overseas Survey) Now it is implementing in order to complete on Dec., 1997. Total construction cost is 925 million Q including the 45 million Q of the foreign cost.
3. SECTOR	Transportation/Port	3. CONTENTS OF MAJOR PROJECT(S)	- Short Term Plan (Target year: 1995)				
4. REFERENCE NO.		1) A container terminal					
5. TYPE OF STUDY	F/S	- Length: 500 m (-11m) - Area: 25 ha - Handling equipment: 3 gantry cranes, 6 strand carriers, 1 forklift					
6. COUNTERPART AGENCY	Port of Santo Tomas Authority	2) A petroleum terminal					
7. OBJECTIVES OF STUDY	Formulation of Stage III development plan	- Length: 270 m (-11m)	3) Access Channel				
8. DATE OF S/W	1986/12	- depth: -11m - width: 80m - navigation aid system	Imp. Period: 1992. -1994.				
9. CONSULTANT(S)	Overseas Coastal Area Development Institute Yachiyo Engineering Co., Ltd.	4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) 23.40 EIRR2) EIRR3)	FIRR1) 7.30 FIRR2) FIRR3)	
10. STUDY TEAM	No. of Members 10 Period May. 1987-Jul. 1988 (9.5 months)	Conditions and Development Impacts: Development Impacts: 1) Saving of the cost of waiting 2) Reduction of transport costs by the use of larger vessels 3) Reduction of transport costs by eliminating the need to use other ports 4) Establishment of efficient management and operation system for the new container terminal. 5) Introduction of appropriate maintenance system for cargo landing equipment.					
Total M/M Japan Field 47.85 24.33 23.52		5. TECHNICAL TRANSFER		Participation of counterparts in the JICA training program			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Soil Test and Topographic Survey were carried out by local consultants.	3. PRINCIPAL SOURCE OF INFORMATION		①, ②, ③			
12. EXPENDITURE	Total 158,211 (¥000) Contracted 150,278	2. MAJOR REASONS FOR PRESENT STATUS					

和名 サント・トーマス港開発計画

(F/S,D/D)

PROJECT SUMMARY (F/S)

Compiled Mar. 1991
Revised Mar. 1996

CSA GTM/S 302/89

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Guatemala	1. SITE OR AREA	La Aurora airport in Guatemala city and St. Elena airport in Peten City			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	Development Project of La Aurora and Santa Elena Airports	2. PROJECT COST (US\$1,000)	1) Total Cost 60,261	Local Cost 37,124	Foreign Cost 23,137	(Description) A definite schedule of implementation is not yet decided due to political and financial reasons. (FFY1991 Overseas Survey) The DGAC restudied the proposed project and formulated a new project of reduced scale and cost, but has not yet decided on the schedule of its implementation due to political and economic reasons. (FY 1991 Overseas Survey) 1) DGAC attempted to request an OECF loan for the short-term development program, but the Ministry of Finance turned it down because of the high project cost, and no further development along this line partly due to the policy change that places more emphasis on social sectors. 2) The GOG made a request for a 1000mil. yen Japanese Grant on the renovation of CFR facilities in 1990, but it has not been realized. Although studies were conducted by two Western engineering companies: by Westinghouse in late 1993 and Electronics in Feb. 1994, DGAC has concluded that the project is too large (\$10 mil. to 15 mil.) to be carried out with domestic fund. 3) A small portion of the project such as provision of recording system and VHF telecommunication of the control tower has been implemented with domestic fund. (FFY1994 Domestic Survey) No progress. (FFY1995 Domestic Survey) No additional information. (FY1995 Overseas Survey) A contract agreement has been signed with COGUSA co. for expansion and modernization of the terminal building. However, due to the rapid increase of demands, the cost estimation is not come out as yet. Various facilities are provided already, but the periods of security. Replacement of the arrival runway at La Aurora Airport was implemented by the successful bidder. Not only the methods suggested by JICA, but some other convenient methods are considered to apply on this project.	
3. SECTOR	Transportation/Air Transportation & Airport	3. CONTENTS OF MAJOR PROJECT(S)	1) 2) 3) 1) 2) 3)				
4. REFERENCE NO.		(Emergency Programs)	1. Renovation of radar systems including installation of ASP/SSR equipment and renovation of CFR facilities at La Aurora. 2. Renovation of secondary power system at Santa Elena.				
5. TYPE OF STUDY	F/S	(Short-term Development)	1. Improvement of runway, taxiway and apron. 2. Improvement of drainage and other infrastructures. 3. Improvement and expansion of terminal buildings. 4. Improvement of aviation support facilities, including visual aids. 5. Improvement of electrical power supply and other airport supporting facilities.				
6. COUNTERPART AGENCY	Dirección General de Aeronáutica Civil (AGDC)	Note: Cost 1) is for La Aurora Airport and Cost 2) for Santa Elena Airport.					
7. OBJECTIVES OF STUDY	Improvement and expansion of La Aurora and Santa Elena airports	8. DATE OF S/W	1988/8		Imp. Period:	1991. -1993.	
9. CONSULTANT(S)	Hippon Kasei Co., Ltd.	4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 50.00 EIRR2) EIRR3)	EIRR1) 16.00 EIRR2) EIRR3)		
10. STUDY TEAM	No. of Members 8 Period Jan. 1989-Feb. 1990 (14 months) Total M/M Japan Field 46.72 27.65 19.07	Conditions and Development Impacts: 1. To improve safety and operational capacity by improvement of runway, taxiway and apron. 2. To improve safety and operational efficiency by drainage and other infrastructures improvement. 3. To provide better services and meet traffic demand by improvement of terminal buildings. 4. To prevent a near-miss by the improvement of navigation aid facilities (especially radar). 5. To improve safety and operational efficiency by improvement of electric supply and other airport supporting facilities.					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	None	5. TECHNICAL TRANSFER					
12. EXPENDITURE	Total 180,576 (¥000) Contracted 169,031	OJT during field survey periods, and training of 2 counterpart engineers invited by JICA and JICA.			3. PRINCIPAL SOURCE OF INFORMATION		
					①, ②, ③		

和名 国際空港整備計画

[F/S,D/D]

PROJECT SUMMARY (M/P)

Compiled Mar. 1993
Revised Mar. 1996

CSA GTM/S 101/91

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS																									
1. COUNTRY	Guatemala	1. SITE OR AREA	Guatemala Metropolitan Area 937 sq.km			1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued																							
2. NAME OF STUDY	Comprehensive Urban Transportation System in Guatemala Metropolitan Area	2. PROJECT COST	(US\$1,000)	Total Cost 477,400	Local Cost 295,600	Foreign Cost 181,800	(Description) (1991 Overseas Survey) Out of the 31 projects proposed in the study to be implemented by 2010, seven were selected, for which a feasibility study has been requested to Japan. The following three out of 14 projects included in the Phase I and II are either completed or under implementation: - 15 street improvement for 5 districts (budget Q500 mil.; construction bet. 9/91-4/94) - improvement of 250 bus stops (budget Q300 mil.; construction bet. 1/94-12/94) - improvement of road signs (budget Q700,000; construction period two years from 1/94) A part (3 km) of the middle ring road, one of the four mid-term projects, is scheduled to start construction from November 1994 with budget Q700 mil. as public construction by the City of Guatemala. Construction of bridge and road improvement of Ave. Hincapié, amongst the 13 long-term projects, is on-going budget Q20 mil. Regarding the improvement of the traffic control system, a bill is submitted to change the jurisdiction of traffic control from the Police Department to the City. (FY1994 Domestic Survey) No additional information. (FY1995 Domestic Survey) By the request for F/S concerning with east-west corridor, Ave. Petapa, Bussways, Bus centers for each zone, extra-urban bus terminal and bus weight inspection center, a preliminary survey mission has been despatched, signed S/W on April, 1994, and the full-scaled survey has been planned to commence on 1st September.																							
3. SECTOR	Transportation/Urban Transportation	3. CONTENTS OF MAJOR PROJECT(S)	1) Phase I (Immediate Action Projects) a) Bus stop development b) Bus lane development c) Effective lane usage d) Pavement marking development e) Side walk development 2) Phase II (Short Term Projects) a) East-west corridor development b) Periferico tramo development c) Ave. Petapa Improvement d) 15 Ave. Improvement e) A part of interseccio improvement f) Busway (Cluded 3al to Zona 4) development g) Traffic control system development h) Parking card system development i) Pedestrian mall development 3) Phase III, IV (Mid Term and Long Term Projects) a) Eastern part of middle ring road development b) Intersection improvement c) Bus way development (Mixco to Central) d) Bus center Zona 4 improvement e) Extra-Urban bus terminal f) Bus inspection center construction g) Traffic control system development h) Traffic safety park development 4) Long Term Project a) Outer ring road development b) Northern part of the middle ring road development c) Inner ring road improvement d) CA-9 (South) improvement e) CA-1 (East) improvement f) 13 Ave. 6A Ave. and 35 Ave. improvement g) Boulevard sud improvement h) Bus way (Villa Nueva-Central) development i) Bus center zona 1 development j) Car parking development																											
4. REFERENCE NO.		4. CONDITIONS AND DEVELOPMENT IMPACTS	EIRR for the project of the M/P shows a very high ratio of 45.5% with the benefit of vehicle operating savings cost and passenger time savings. EIRR by major projects is shown <table style="width: 100%; margin-top: 5px;"> <thead> <tr> <th>No.</th> <th>Project</th> <th>EIRR (%)</th> </tr> </thead> <tbody> <tr><td>1</td><td>Outer Ring Road (North)</td><td>20.8</td></tr> <tr><td>2</td><td>Outer Ring Road (South)</td><td>31.4</td></tr> <tr><td>3</td><td>Middle Ring Road</td><td>11.9</td></tr> <tr><td>4</td><td>East-west Corridor</td><td>16.9</td></tr> <tr><td>9</td><td>Ave. Hincapié</td><td>40.7</td></tr> <tr><td>10</td><td>Ave. Petapa</td><td>47.6</td></tr> <tr><td>17</td><td>Busway Development</td><td>22.4</td></tr> </tbody> </table>				No.	Project	EIRR (%)	1	Outer Ring Road (North)	20.8	2	Outer Ring Road (South)	31.4	3	Middle Ring Road	11.9	4	East-west Corridor	16.9	9	Ave. Hincapié	40.7	10	Ave. Petapa	47.6	17	Busway Development	22.4
No.	Project	EIRR (%)																												
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9	Ave. Hincapié	40.7																												
10	Ave. Petapa	47.6																												
17	Busway Development	22.4																												
5. TYPE OF STUDY	M/P	5. TECHNICAL TRANSFER	On the job training, counterpart training, and holding a seminar.																											
6. COUNTERPART AGENCY	Guatemala Municipality	6. MAJOR REASONS FOR PRESENT STATUS																												
7. OBJECTIVES OF STUDY	To formulate a Master Plan on the comprehensive urban transportation system in Guatemala Metropolitan Area.	7. PRINCIPAL SOURCE OF INFORMATION	①, ③																											
8. DATE OF S/W	1989/11	8. EXPENDITURE	<table style="width: 100%; margin-top: 5px;"> <tr> <td style="text-align: right;">Total</td> <td style="text-align: right;">390,260 (¥000)</td> </tr> <tr> <td style="text-align: right;">Contracted</td> <td style="text-align: right;">329,276</td> </tr> </table>				Total	390,260 (¥000)	Contracted	329,276																				
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9. CONSULTANT(S)	Yachiyo Engineering Co., Ltd. Central Consultant, Inc.																													
10. STUDY TEAM	No. of Members 11 Period Jul. 1990-Dec. 1991 (17 months) <table style="width: 100%; margin-top: 5px;"> <tr> <td style="text-align: right;">Total M/M</td> <td style="text-align: right;">Japan</td> <td style="text-align: right;">Field</td> </tr> <tr> <td style="text-align: right;">73.00</td> <td style="text-align: right;">6.00</td> <td style="text-align: right;">67.00</td> </tr> </table>	Total M/M	Japan	Field	73.00	6.00	67.00																							
Total M/M	Japan	Field																												
73.00	6.00	67.00																												
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	None																													

PROJECT SUMMARY (M/P+F/S)

Compiled Mar. 1993
Revised Mar. 1996

CSA GTM/S 202B/91

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT							
1. COUNTRY Guatemala		1. SITE OR AREA Guatemala City, Mixco City, Villa Nueva City, Chinsautla City, Villa Canales City, Sta. Catarina Pinula City 1350 sq.km, population 1,532,000 in 1990		I. 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"/> Discontinued or Cancelled <input type="checkbox"/> Processing							
2. NAME OF STUDY Solid Waste Management in Metropolitan Area of Guatemala City		2. PROJECT COST M/P 1) 33,663 Local Cost Foreign Cost (US\$1,000) 2) 7.910 F/S 1) 2) 3)		(Description) (M/P) Rooms for heavy machines, storehouse for parts and workers' houses have already been set up at the El Trebol landfill and the scavengers have been living in the newly completed houses. The improvement scheme of the El Trebol final disposal site has been started in May, 1993. The situation has been greatly improved since the equipments (4 bulldozers, 2 wheel-loaders, 4 dump-trucks for gravel transportation and 10 dump-trucks for refuse-collection) which had already been granted, were put in practical use. 2 experts were sent to the site for a month (from November to December, 1993) and gave on-the-spot instructions in land-filling, that contributed to the successful result. (F/S) All the above equipments arrived in Guatemala City by the end of April, 1993 and a delivery ceremony was held on May 7. The instructions in operation and maintenance of bulldozers and those in operation of truck/wheel loader were given by experts for 10 days and 2 days respectively. The central vehicle maintenance factory which handles protection and maintenance of vehicles and heavy machines, electric circuit and lathe-procession of repair parts has been set up separately from the solid wastes section. Condition of staff and finance has been much improved. Constant supply of parts, under this grant project, is expected to improve operation of the vehicles and machines considerably. (F/S) Present status of each project is as follows: - El Trebol Landfill: Mar. 1993 Japanese Grant ¥/J 109 million yen. This grant provided necessary equipment for the landfill. Guatemala City is preparing four truck slopes, two office buildings and four truck scales by its own budget. Now, the landfill is collecting garbage from all public area and most domestic area. - ES Guacacamas Landfill: Land acquisition trouble caused this project to delay. Privatization of Garbage Collection: The project was once implemented but it is unsuccessful. Flotowing set is not decided now. - Approval System for Garbage Collection: The City introduced approval system on 219 private garbage trucks. The trucks have annually periodical inspection and area restriction. - Sanitary Education: Video software provided by JICA was useful to enlighten adults and pupils. Almost 250 thousand persons already have seen it. - Metropolitan Garbage Committee: Established. However, unsuccessful function brought the Committee to discontinue. - Restructuring of Public Cleaning Department: The City established Advisory Committee. The Department will be restructured in 1995.							
3. SECTOR Public Utilities/Urban Sanitation		3. CONTENTS OF MAJOR PROJECT(S) M/P (target year: 2000, estimated population: 2,047,000) 1) Expansion of collection service 2) Improvement on final disposal - Immediate conversion of the El Trebol disposal site into a controlled landfill - Construction of a new sanitary landfill 3) Institutional development and financial strengthening - Concessions of collection service to private collectors - Preventive maintenance and repair program - Education and community participation programs - Personnel training program - Recycling and resource recovery program - Institutional organization of the DSP - Initiate metropolitan committee in charge of solid waste F/S (planned year: 1995, estimated population: 1,841,000) 1) Improvement of collection service in marginal areas (experiments on container collection and equipment management); zone concession to private collectors/ increased efficiency in operation/ improvement of collection service in isolated areas 2) Improvement of final disposal sites: El Trebol landfill (existing) and a new sanitary landfill in Las Guacamayas 3) Institutional strengthening: Formation of a working group and a Metropolitan Solid Waste Committee/ Increase of the SM's budget/ a pilot program on sanitary education for residents, etc.									
4. REFERENCE NO.		4. FEASIBILITY AND ITS ASSUMPTIONS Feasibility: EIRR1) 8.00 HRR1) EIRR2) 20.00 HRR2) EIRR3) HRR3) Yes/No									
5. TYPE OF STUDY M/P+F/S		Imp. Period: 1991 - 1996.									
6. COUNTERPART AGENCY Public Service Bureau (DSP), Municipal Public Cleaning Department (DLPM)		10. STUDY TEAM No. of Members 12 Period Jun. 1990-Sep. 1993 (16 months) <table style="width: 100%; text-align: center;"> <tr> <td>Total M/M</td> <td>Japan</td> <td>Field</td> </tr> <tr> <td>70.88</td> <td>24.40</td> <td>46.48</td> </tr> </table>		Total M/M	Japan	Field	70.88	24.40	46.48		
Total M/M	Japan	Field									
70.88	24.40	46.48									
7. OBJECTIVES OF STUDY - To contribute the development of the systematic management of the solid waste in the Metropolitan area of Guatemala City - To determine the possibility of the implementation of some first priority projects which must be achieved by 1995 at the latest.		11. ASSOCIATED AND/OR SUB-CONTRACTED STUDY TELECTRO S.A. (borring, measuring) ACEROS AGRICOLAS E INDUSTRIALES S.A. (construction of containers)									
8. DATE OF S/W 1989/11		5. TECHNICAL TRANSFER During F/S period, the counterpart joined the sanitary education for residents through audio-visual aids, which worked very well.		2. MAJOR REASONS FOR PRESENT STATUS For the D/D has been completed or in progress.							
9. CONSULTANT(S) CRC Research Institute, Inc. Environmental Technologic Consultants Co., Ltd.		12. EXPENDITURE Total 286,892 (¥'000) Contracted 271,975		3. PRINCIPAL SOURCE OF INFORMATION ①, ②							

和名 首都圏生活廃棄物処理計画

[M/P+F/S]

PROJECT SUMMARY (M/P)

Compiled Mar. 1994
Revised Mar. 1996

CSA GTM/A 101/92

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS		
1. COUNTRY	Guatemala	1. SITE OR AREA	Department of Jutiapa			1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Integrated Agricultural and Rural Development Project in Jutiapa	2. PROJECT COST	(US\$1,000)	Total Cost	Local Cost	Foreign Cost	(Description) (FY1993 Overseas Survey) Application for the Grant Aid was made in Sept. 1991 for the implementation of Santa Catarina Mita Integrated Rural Development Project and Montufar Integrated Rural Development Project. The agency gave higher priority for the project of Santa Catarina Mita and reasons are the project is designed to utilize existing facilities and low project cost. The agency is negotiating with SGEPLAN for the implementation of Montufar project. (FY1994 Domestic Survey) No additional information. (FY1995 Domestic Survey) The grant aid has been officially requested for the Santa Catarina Project, and the announcement of JICA is being waited.
3. SECTOR	Agriculture/Agriculture In: General		1)	61,300			
4. REFERENCE NO.			2)	26,358			
5. TYPE OF STUDY	M/P	3. CONTENTS OF MAJOR PROJECT(S)	Project cost: 1) is of total projects 2) is of high priority projects.				
6. COUNTERPART AGENCY	Ministry of Agriculture, Livestock and Food (MAGA), Sectorial Unit of Agricultural and Food Planning (USPARA)	In the Master Plan Study, a total of 12 project have been formulated, of which the Santa Catarina Mita Integrated Rural Development Project and the Montufar Integrated Rural Development Project have been identified as high priority project. Santa Catarina Mita Integrated Rural Development Project: The Project consists of irrigation plan 1, rehabilitation and construction of pumping station), rural roads & rural water supply development plan and other component. Montufar Integrated Rural Development Project: The Project consists of irrigation plan (2,400ha) drainage plan (1,065ha), rural road and rural water supply development plan.					
7. OBJECTIVES OF STUDY	To carry out Master Plan Study on the Integrated Rural and Agricultural Development Project at Jutiapa, which is located in the south-eastern limit of Guatemala	4. CONDITIONS AND DEVELOPMENT IMPACTS					
8. DATE OF SAV	1991/11	The Economic Internal Rate of Return (EIRR) was calculated as 15.7% for the Santa Catarina Mita Project and 27.8% for the Montufar for Project. Benefits to be expected by the implementation of the Projects are: - Stabilization of farm economy, expansion of exports, improvement in employment - Participation of local inhabitants in marketing sector, generation of more job opportunity, value-added of agricultural products - Mitigation of water intake work among women and children, improvement of sanitary environment.					
9. CONSULTANT(S)	Pacific Consultants International	2. MAJOR REASONS FOR PRESENT STATUS					
10. STUDY TEAM	No. of Members 10 Period Mar. 1992-Dec. 1992 (10 months) Total M/M Japan Field 51.60 22.10 29.50	5. TECHNICAL TRANSFER					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Soil Analysis	3. PRINCIPAL SOURCE OF INFORMATION					
12. EXPENDITURE	Total 155,890 (¥000) Contracted 176,645	①, ②					

PROJECT SUMMARY (F/S)

Compiled Mar. 1990
Revised Mar. 1996

CSA HND/JA 301/78

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Honduras	1. SITE OR AREA	CHOLUTECA plan, southern part of Honduras			1. PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Agricultural Development in the Choluteca River Basin	2. PROJECT COST (US\$1,000)	1) Total Cost 88,020	Local Cost 31,580	Foreign Cost 56,440	(Description) The feasibility study was updated by JICA in 1984. Detailed Design was completed by OECF E/S loan. (L/A Aug. 1985) The Government of Honduras applied in Mar. 1987 for an OECF loan to implement the project, but did not get the approval. (FY1991 Overseas Survey) Official and unofficial requests for an OECF loan have been made repeatedly but with no avail. (FY1993 Overseas Survey) Six(6) years after completion of the F/S, complementary study mainly review of previous F/S on dam and reservoir construction was conducted in 1984. D/D was also conducted during the period from December, 1985 to August, 1988 by means of OECF loan aid with an amount of US\$1,651 billion, signed L/A on August, 1985. Major components of this D/D were consisted of complementary study for detail design and preparation of the tender documents. In March, 1987, the Government made a loan application for Japan, however, due to huge project costs, it was not accepted. (FY1994 Overseas Survey) After that, the World Bank, which was promoting the economical structural adjustment for Honduras, had reviewed various development projects of this country. As the result, in connection with this project, the World Bank recommended to review on following points: 1) Improvement of the quality of river water. 2) To solve the problems caused by piling earth and sand at the future dam site due to destroy of the forest. 3) Environmental assessment, and 4) Re-estimation of the project costs. In 1992, OECF conducted SAPROF and concluded that there would be no serious negative environmental impacts. The implementation of the Project is being discussed by Honduras Government and World Bank, however, still no conclusion came out and the project is suspended. (FY1995 Domestic Survey) No additional information. (FY1995 Overseas Survey) No special progress. The importance of this project in Honduras is the same as before.	
3. SECTOR	Agriculture/Agriculture in) General	3. CONTENTS OF MAJOR PROJECT(S)	2) 63,910				
4. REFERENCE NO.		1. San Fernando Dam : concrete gravity dam, Height of dam 93.5m	*The project cost 1) is for the entire project and 2) for the 1st Stage (the dam and irrigation development of 12,400ha).				
5. TYPE OF STUDY	F/S	2. Irrigation Area (net): 16,000 ha (net) 14,370ha, existing pumping 1,630ha)					
6. COUNTERPART AGENCY	Ministry of Natural Resources	3. Irrigation Facilities : Intake weir 1 place Irrigation Canal 158km (Main 26.3km, Branch 46.5km) Drainage Canal 144km (Main 121.9km, Secondary 22.5km) Farm Road 122km 4. Power Station: Installed capacity 14MW Annual Power Generation 58,40kWh					
7. OBJECTIVES OF STUDY	F/S	4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 12.20 EIRR2) 9.10 EIRR3) 5.00			
8. DATE OF S/W	1977/3	Imp. Period: 1978.6-1983.12					
9. CONSULTANT(S)	Hippon Koei Co., Ltd.	Conditions and Development Impacts: Conditions: Agricultural benefits are estimated as the difference of net income from crop production between with-project and without-project conditions. Electric power benefits are estimated by the cost of thermal power plants. Output of Major Crops Without Project With Project (1,000 tons) Sugarcane 800 809 Rice, Maize, Sorghum 3.8 33.2 Cotton 1.5 15.3 Melons and Vegetables 3.1 23.4 Total Net Value (US\$1,000) 4,680 13,950 Development Impacts: Increased crop production, growth of agricultural exports, fishing in the reservoir, tourism development, rural electrification, flood control in the downstream, etc. *EIRR 1) above is for the entire project, and 2) for the 1st Stage.					
10. STUDY TEAM	No. of Members 10 Period Jul. 1977-May. 1978 (11 months) Total M/M Japan Field	5. TECHNICAL TRANSFER	OUT to the counterparts			2. MAJOR REASONS FOR PRESENT STATUS	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		3. PRINCIPAL SOURCE OF INFORMATION	①, ②, ③, ④			Honduras is currently implementing its Structural Adjustment Program. OECF is rethinking the appropriateness of financing a project requiring large capital.	
12. EXPENDITURE	Total 139,496 (¥'000) Contracted 122,985						

和名 チョルテカー川流域農業開発計画

(F/S, D/D)

PROJECT SUMMARY (F/S)

Compiled Mar.1986
Revised Mar.1996

CSA HND/S 301/79

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Honduras	1. SITE OR AREA	Valle de Talanga, 60km north of Capital City			1. PRESENT STATUS	<input 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 type="checkbox"/> Processing <input checked="" type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	New Tegucigalpa Airport Development	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) The Government of Honduras applied for yen credit, but subsequently decided to withdraw the application. (FY1991 Overseas Survey) The government still has a strong desire for the new airport, but no action has been taken. (FY1993 Overseas Survey) Although the request for an OECF loan was approved, the object of spending of the loan was re-examined as the result of the change of the change of the government, and the loan was applied to other public investment. A research financed by Spain was conducted between 1987 and 1989, and concluded that the other proposed site was better sited than Talanga. To date, the other site has still been the most important candidate for the airport, and proposal are submitted from each of a British and a American engineering companies, and under appraisal of the Chamber of Commerce and Industry, SECOPT and Tegucigalpa city. (FY1994 Domestic Survey) Anglo-American contractors consortium named Lehrer McGovern Bovis won a contract from Blivian government to construct New Tegucigalpa Airport on the built-operate-transfer basis. the 3-year contract includes construction of a 1,500m-long runway and other facilities in the contract amount of US\$120 million.	
		(US\$1,000)	66,002	29,042			
		(US\$1=200Yen)	1) 2) 3)				
3. SECTOR	Transportation/Air Transportation & Airport	3. CONTENTS OF MAJOR PROJECT(S)	Facilities to be developed Size/quantity - Runway 2,700m x 45m - Apron 69,100sq.m - Passenger Terminal Bldg. 12,000sq.m - Airport lighting and radio aids CAT-1 total system - Utilities Total system - (power, telephones water supply/sewerage) - Access road 45km x 75m				
4. REFERENCE NO.		7. OBJECTIVES OF STUDY	To select suitable site for new airport to replace the existing airport seriously handicapped by aircraft operation problems				
5. TYPE OF STUDY	F/S	8. DATE OF SAV	1977/10				
6. COUNTERPART AGENCY	Directorate General of Civil Works, Min. of Communications, Public Works & Transport	9. CONSULTANT(S)	Japan Airport Consultants, Inc.				
		4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 13.80 EIRR2) EIRR3)	HRR1) HRR2) HRR3)		
		10. STUDY TEAM	Conditions and Development Impacts: Conditions: 1)Ultimate Target Year 2005; 2)Two-phase construction with Phase I designed to accommodate 1995 traffic demand of 1,324 M passengers and 30,050 tons of cargo, and Phase II for 2.50 M passengers and 62,020 tons of cargo for year 2005; 3)To construct an airport at a new site because it is difficult to expand the existing airport. Expected Effects: 1)Increased capacity to service overflowing passenger traffic; 2)Increase in tourism income; 3)Increase in airport tariff revenue from foreign aircrafts; 4)Saving in aviation fuel; 5)Improved runway usability; 6)Improved aircraft operation safety; 7)Increase in employment opportunities.				
		No. of Members 13 Period Dec.1977-Jul.1979 (20 months)					
		Total M/M Japan Field 70.50 48.83 21.67					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		12. EXPENDITURE	Total 169,696 (¥000) Contracted 135,354				
		5. TECHNICAL TRANSFER	Trainee invited to Japan : One official participated in JICA's Aerodrome Seminar.				
		2. MAJOR REASONS FOR PRESENT STATUS					
		3. PRINCIPAL SOURCE OF INFORMATION	①, ②, ③				

館名 デグシガルパ新空港建設計画

[F/S,D/D]

PROJECT SUMMARY (F/S)

Compiled Mar.1990
Revised Mar.1996

CSA HND/A 302/84

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT																
1. COUNTRY Honduras		1. SITE OR AREA CHOLUTECA plain, southern part of Honduras (Investigated Area 36,000ha, population 22,600person)		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 Choluteca River Basin Agricultural Development Project (Updating Study)		2. PROJECT COST (US\$1,000) US\$1=2Lempiras		(Description) Detailed Design was completed by the OECF E/S loan. L/A : August 2nd, 1985, 1.651 billion yen Period : Dec.1955 - May 1988 Consultant : Nippon Koei Co., Ltd. (FY1991 Overseas Survey) Official and unofficial requests for an OECF loan have been made repeatedly but to no avail. (FY1993 Overseas Survey) After D/D was conducted, Loan application was made in March 1987. However the project cost is so huge that the project was not implemented. Recommendations for water quality improvement of the river, sedimentation and forest destruction of dam site, environment assessment and review of project cost were made by the World Bank which conducts Economic Structure Adjustment Programme. Response to the recommendations of the World Bank, SAIPO study was conducted by OECF, however the implementation of the project is not yet initiated (FY1994 Domestic Survey) Refer to the Project Summarysheet (CSA HND/A 301/78) which is an initial F/S study of this project. (FY1995 Domestic Survey) No additional information. (FY1995 Overseas Survey) No additional information.																
3. SECTOR Agriculture/Agriculture in)General		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>Total Cost</th> <th>Local Cost</th> <th>Foreign Cost</th> </tr> </thead> <tbody> <tr> <td>1)</td> <td>188,419</td> <td>53,674</td> <td>134,744</td> </tr> <tr> <td>2)</td> <td>184,810</td> <td>53,031</td> <td>131,779</td> </tr> <tr> <td>3)</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>					Total Cost	Local Cost	Foreign Cost	1)	188,419	53,674	134,744	2)	184,810	53,031	131,779	3)		
	Total Cost	Local Cost	Foreign Cost																	
1)	188,419	53,674	134,744																	
2)	184,810	53,031	131,779																	
3)																				
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)																		
5. TYPE OF STUDY F/S		1. San Fernando Dam: Concrete gravity, dam height 106m, crest length 320m 2. Irrigation Area: 20,600ha (Western Area 16,000ha, East-A Area 4,600ha) 3. Irrigation Facilities 1 intake weir (concrete type, weir height 4.8m, crest length 140m) Main canals 30.6km (Western Area 23.5km, East-A Area 7.0km) Branch canals 75.5km (Western Area 45.2km, East-A Area 30.3km) Secondary canals 31.6km (Western Area only) Main Drainage canals 112.0km (W Area 90.5km, E-A Area 22.5km) Secondary drainage canals 27.0km (Western Area only) 4. Power Plant: Installed Cap. 18.2MW, Annual Output 53,60Mwh *The project cost 1) above is for the entire project, and 2) for the 1st Stage (Dam & Power plant and irrigation dev. of Western Area) *The implementation period below pertains to the 1st Stage of the project.																		
6. COUNTERPART AGENCY Ministry of Natural Resources		7. OBJECTIVES OF STUDY Update of feasibility study made in 1977 in Choluteca Area																		
8. DATE OF SAV 1984/6		Imp. Period: 1965.3-1991.4																		
9. CONSULTANT(S) Nippon Koei Co., Ltd.		4. FEASIBILITY AND ITS ASSUMPTIONS		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Feasibility:</th> <th>EIRR1)</th> <th>14.20</th> <th>EIRR1)</th> <th>13.10</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>EIRR2)</td> <td>13.70</td> <td>EIRR2)</td> <td>11.70</td> </tr> <tr> <td></td> <td>EIRR3)</td> <td></td> <td>EIRR3)</td> <td></td> </tr> </tbody> </table>		Feasibility:	EIRR1)	14.20	EIRR1)	13.10	Yes	EIRR2)	13.70	EIRR2)	11.70		EIRR3)		EIRR3)	
Feasibility:	EIRR1)	14.20	EIRR1)	13.10																
Yes	EIRR2)	13.70	EIRR2)	11.70																
	EIRR3)		EIRR3)																	
10. STUDY TEAM		Conditions and Development Impacts: Conditions: Agricultural benefits are estimated as the difference of net income between the with-project and the without project condition. The benefit of power generation is estimated for the average generating capacity in dry season, by the value of thermal power of 0.131kWh/MWh. With-project Outputs of Major Crops: 1st Stage 2nd Stage Total (1000t) Sugarcane 856 - 856 Cotton 16.9 8.0 24.9 Rady 20.2 11.5 31.7 Maize 9.0 10.4 19.4 Melons/Vegetables 66.4 - 66.4 Total Net Income (1000 Lempiras): 38,191 11,327 49,518 Development Impacts: Increased and diversified crop outputs, increased agricultural exports, rural electrification, downstream flood control, employment creation (e.g. 2.7 million from agricultural dev.), etc.																		
No. of Members 15 Period Aug. 1984-Mar. 1985 (8 months) Total M/M Japan Field 14.80 8.60 6.20		2. MAJOR REASONS FOR PRESENT STATUS																		
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER Technology transfer to counterpart in the course of the study.		Honduras is currently implementing its Structural Adjustment Program. OECF is rethinking the appropriateness of financing a project requiring large capital. Honduras government is now examining its implementation of the project because the project cost is huge and Structural Adjustment Program is currently interrupted.																
12. EXPENDITURE		3. PRINCIPAL SOURCE OF INFORMATION		①, ②, ③, ④																
Total 51,164 (¥000) Contracted 44,855																				

和名 チョルテカ川流域農業開発計画補完調査

(F/S, D/D)

PROJECT SUMMARY (F/S)

Compiled Mar.1990
Revised Mar.1996

CSA HND/A 303/85

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT					
1. COUNTRY	Honduras	1. SITE OR AREA	Yoco, Aguan Central Valley (Saba-Oranchito) 188,000 people, 200km from capital, 23,000ha			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	Aguan Valley Agricultural Development Project (Saba-Olanchito Area)	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description)					
3. SECTOR	Agriculture/Agriculture in)General	(US\$1,000)	1) 64,425	22,733	41,692						
4. REFERENCE NO.		US\$1=2Lps. in 1984	2) 3)			After the completion of F/S, the economic situation of the country worsened, foreign debts accumulated. The other project (Choluteca River Basin Agricultural Development) was suspended after the D/D, and there has been no progress regarding this project. (FY1993 Overseas Survey) Since the study was conducted, no effort for financing of the project implementation has been made. Reasons why the project is cancelled are, (1) huge project cost, (2) no financial arrangement is planned, (3) allocation of government budget is getting difficult due to the Structural Adjustment Programme, However situation of the project site has been changed and beneficiary farmers of the project site sold their farm land to Standard Fruit Corporation. (FY1994 Domestic Survey) No information.					
5. TYPE OF STUDY	F/S	3. CONTENTS OF MAJOR PROJECT(S)	For the purpose of the promotion of agrarian reform programs, the increase of agricultural production for export, the generation of new job opportunities, the rationalized distribution of population and etc. the Lower Aguan Project has been carried out since 1971 at the Aguan Valley located in the north part of the Honduras. Considering the importance of the continuous development of the Valley, the agricultural development project for the Middle Aguan was planned as shown below: Land Reclamation: 9,100ha (two crops 1,600ha, double crops 4,800ha, Citrus and others 2,700ha) Irrigation Facilities (Maximum water requirement 4.1 m ³ /s) Head works : 4 Siphon : River crossing 1, other 41 Pumping Station : 2(capacity 2.1 m ³ /s, 0.4 m ³ /s) Irrigation canal : Main 73.7 km, secondary 81.0 km Detested Structures : 213 Drainage Facilities (Proposed discharge 15.2 m ³ /s) Drainage Canal : 64.6km Drop Works : 90 Transportation Facilities Main Farm Road : 82.0km								
6. COUNTERPART AGENCY	National Agrarian Institute	8. DATE OF SAW	1983/11	Imp. Period:		2. MAJOR REASONS FOR PRESENT STATUS Implementation of the project is suspended due to (1) huge project cost, difficulty in financial arrangement due to the Structural Adjustment Programme and (2) lower priority than the Choluteca River Basin Agril. Development Project.					
7. OBJECTIVES OF STUDY	The objective of the Feasibility Study is to evaluate the technical and economic feasibility of the development plans which include: introduction of new irrigation, drainage and road systems, improvement and consolidation of existing farm land and development of unutilized farm land.	9. CONSULTANT(S)	Pacific Consultants International	4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: EIRR1) 13.00 FIRR1) FIRR2) FIRR3) Yes EIRR2) EIRR3)						
10. STUDY TEAM	No. of Members 19 Period Feb. 1984-Jun. 1985 (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;">76.30</td> <td style="text-align: center;">21.48</td> <td style="text-align: center;">54.82</td> </tr> </table>	Total M/M	Japan	Field	76.30	21.48	54.82	Conditions and Development Impacts: (Conditions) 1. Inflation : not considered 2. Exchange Rate : Lps. 1 = 120 Yen 3. Project Life : up to 2024 (40 years after commencement of the construction) 4. Others : The benefit from road improvement was not considered (Development Impacts) 1. Introduction of two crops and double crops 2. Decrease of flood disaster 3. Diversification of crops 4. Improvement of agricultural productivity 5. Increase of farmers income		3. PRINCIPAL SOURCE OF INFORMATION (1), (2), (3)	
Total M/M	Japan	Field									
76.30	21.48	54.82									
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Geological Survey	12. EXPENDITURE	Total 271,812 (¥000) Contracted 241,257	5. TECHNICAL TRANSFER	1. Acceptance of trainees 2. Provision of machinery (hoing machine) and instruction on its use. 3. Cooperation in field studies and reports						

PROJECT SUMMARY (Basic Study)

Compiled Mar. 1991
Revised Mar. 1996

CSA HND/S 501/89

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS								
1. COUNTRY	Honduras	1. SITE OR AREA	Comayagua Basin (Municipality Comayagua & La Paz)			I. 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 Project in Comayagua	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) The Government of Honduras requested Japanese grant aid in Nov. 1989, and the basic design study was conducted in Mar. 1990. (FY1991 Overseas Survey) Phase I: 1,108 million yen Well-excavation (53 units) Placement of water supply system June 1990: E/N July 1990: E/D Dec. 1990: Contracts with the constructors Feb. 1992: Completed Phase II: 394 million yen Well-excavation (36 units) Placement of water supply system July 1991: E/N Nov. 1991: contracts with the constructors Nov. 1994: Scheduled to be completed (FY 1993 Overseas Survey) Groundwater Development Project in Comayagua Phase III: 520 mil. Yen Well excavation(200 unit) Placement of water supply system Dec. 1993: E/N the construction is scheduled to begin in August 1994 (FY1994 Domestic Survey) Phase 3 construction is subdivided into 2 stages. The first stage based on the E/N(520 mil.Yen) reached in Dec. 1993 is to construct 20 wells by Japanese Side. The second stage is to be implemented with 205 mil.Yen under the E/N/ reached in Jul.1994:30 wells are to be constructed by Honduras Side under the supervision by Japanese Engineers:140 wells are to be constructed by Honduras Side only. (FY1995 Domestic Survey) The implementation for Phase-II is planned to complete in Nov., 1995. (FY1995 Overseas Survey) 30 holes from December, 1994 until March, 1995, 34 holes until August, 1995, and 21 holes until December, 1995 have been drilled, respectively as for the phase 3 and 4 of the implementation works.							
3. SECTOR	Social Infrastructure/Water Resource Development	(US\$1,000)	1) 14,939 2) 12,047	4,359 4,506	10,580 7,541								
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)	The Final Report recommended that the project should be implemented in stages, and by the end of the second stages, of which the target year is 1996, 60 units of the type 1 and 22 units of the type 3 should be constructed as the rural water supply system.										
5. TYPE OF STUDY	Basic Study	7. OBJECTIVES OF STUDY	Groundwater Potential Evaluation & Master Plan of Rural Water Supply										
6. COUNTERPART AGENCY	Ministry of Public Health	8. DATE OF S/W	1987/11										
9. CONSULTANT(S)	Nippon Koei Co., Ltd.	4. CONDITIONS AND DEVELOPMENT IMPACTS	The project has a character of "Basic Human Needs" and is feasible economically, and it is expected that the project would make a significant contribution to socio-economic development and the improvement of health and sanitary conditions in the study area.										
10. STUDY TEAM	No. of Members 8 Period: Feb. 1988 - Oct. 1989 (21 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;">44.76</td> <td style="text-align: center;">17.59</td> <td style="text-align: center;">27.17</td> </tr> </table>	Total M/M	Japan	Field	44.76	17.59	27.17	5. TECHNICAL TRANSFER	O/T for counterparts during the site study (1988-89) about routine site study, management of well-boring and analytical works.				
Total M/M	Japan	Field											
44.76	17.59	27.17											
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Test Well Drilling & Pumpset	12. EXPENDITURE	<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: right;">206,708 (¥000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td></td> </tr> </table>			Total	206,708 (¥000)	Contracted		2. MAJOR REASONS FOR PRESENT STATUS 3. PRINCIPAL SOURCE OF INFORMATION ①, ②, ③			
Total	206,708 (¥000)												
Contracted													

PROJECT SUMMARY (F/S)

Compiled Mar.1992
Revised Mar.1996

CSA HND/A 304/90

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Honduras	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 Rehabilitation of Coyolar Dam and Irrigation Improvement Project in Conayagua Valley		Flores Irrigation District and its adjacent area of about 3600 ha					
3. SECTOR Agriculture/Irrigation, Drainage & Reclamation		2. PROJECT COST (US\$1,000)		Total Cost	Local Cost	Foreign Cost	
4. REFERENCE NO.		1) 51,617		29,878	21,739	(Description) The Government of Honduras strongly requested Japanese Grant Aid for rehabilitation of Coyolar Dam. The possibility of implementation of the Project is being studied in the Ministry of Foreign Affairs in Japan. (FY1993 Overseas Survey) Application for Grant Aid was made in Dec. 1991. However the project cost was far beyond the limit of grant aid of the government of Japan and the application was not approved. The government of Honduras has agreed with Kwaif Fund for loan financing of Dam Rehabilitation and Irrigation project. The total amount is 29.09 million US\$ (16.45 for Dam Rehabilitation, 8.46 for irrigation and 4.18 for miscellaneous). The agency has also guaranteed government budget allocation of 11.55 million Lempira for the project. Tender call for contractor was completed in Dec. 1993 and definition of contractor is now under examination of Kwaif Fund. The construction is planned to be initiated from June 1994. There are two minor modifications concerning Dam rehabilitation. One is modification of dam widening 1:1 (previously it was 1.00:0.09) and other is modification of concrete quality for widening of dam. (FY1994 Domestic Survey) (FY1995 Domestic Survey) No additional information. (FY1995 Overseas Survey) To make this more like a multipurpose dam, a 2nd hydropower station will be added to the result of JICA's F/S by means of the loan from Kuwaiti Fund and the finance by Honduran Government. The construction works have been commenced on March, 1995 and expected to complete March, 1996. The construction costs will be US\$ 207 million as for the foreign cost and 18.6 million Lempiras as the local cost.	
5. TYPE OF STUDY		2) 3)					
6. COUNTERPART AGENCY Ministry of Natural Resources, General Directorate of Water Resources/development of existing Plan.		3. CONTENTS OF MAJOR PROJECT(S)					
7. OBJECTIVES OF STUDY Establishment of Coyolar Dam Rehabilitation Plan and Improvement Plan of Flores Irrigation System		- Rehabilitation Plan of Coyolar Dam - Reinforcement of existing plan - Construction of new spillway - Rehabilitation of Maintenance Road - Improvement of Flores Irrigation System - Diversion Weir - Irrigation Canal: Main 12.55 Km Secondary 27.70 Km - Inspection Road 40.2 Km					
8. DATE OF S/W		Imp. Period: 1991. -1998.					
9. CONSULTANT(S) Pacific Consultants International		4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 15.71 EIRR2) EIRR3)	FIRR1) 15.00 FIRR2) FIRR3)		
10. STUDY TEAM No. of Members 9 Period Dec.1989-Mar.1990 (15.5 months) Total M/M Japan Field 50.22 21.30 28.92		Conditions and Development Impacts: (Conditions) - The storage capacity recovers from 9 million cubic-meters to 12.6 million cubic-meters. - Irrigation efficiency is improved by the reform of irrigation facilities on the flowless area. - A part of pasture land 750ha is changed over to cultivated land. - Irrigation areas are to increase from 810ha to 1,260 ha. (Development Impacts) - Increase of agricultural production - Increase of agricultural productivity - Increase in exports of Agricultural Products - Evasion from assumed collapse of the Dam Benefit of increased agricultural products and possible damages from the accidental collapse of the Dam as potential benefit are considered to estimate CRB.					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY Soring/Cross and Level Survey of Canal/Echo Sounding of Reservoir/Others		5. TECHNICAL TRANSFER JICA Counterpart Training					
12. EXPENDITURE Total 209,325 (¥000) Contracted 35,420		3. PRINCIPAL SOURCE OF INFORMATION ①, ②, ③					

和名 コヨラダム灌漑復旧計画

PROJECT SUMMARY (M/P)

Compiled Nov.1993
Revised Mar.1996

CSA HND/S 102/92

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS								
1.COUNTRY	Honduras	1.SITE OR AREA	223 rural community areas scattering around the whole contry of Honduras			1.PRESENT STATUS	<input type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input checked="" type="checkbox"/> Discontinued						
2.NAME OF STUDY	Rural Telecommunications Network Project	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) 1. Request for Japan's Technical Assistance to conduct Feasibility Study on Telecommunications Network Expansion Project On the suggestions of this study report, the request titled above concerning the introduction of digital exchanges in major local cities and the installation of rural telecommunications network in surrounding areas was submitted to Ministry of Planning by HONDUTEL and now under consideration in the Ministry. 2. Application for Japan's Grant Aid on Rural Telecommunications Network Expansion Project On the suggestions of this study report, the application titled above concerning the installation of rural telecommunications network which is not so profitable but important from the point of view of social benefit, was submitted to Ministry of Planning by HONDUTEL and now under consideration in the Ministry. (FY1993 Overseas Survey) The proposed project had been revised thoroughly by the technical planning department of HONDUTEL by October 1993. The proposal of the revised plan is to provide 7277 lines for 17 prefectures (212 districts). The project divides the country into four regions(Southeast, Northwest, Midwest and North) and is implemented as four sub-projects. Northeast: under implementation (ECU 2.9 mil. Grant from EC and ECU 7.059 mil. domestic fund) schedule to provide 1511 lines to three prefectures(49 districts) As for other sub-projects, requests for grants or long-term soft loans have been made to Japan, Mexico, Canada, and international organizations. (FY1994 Domestic Survey) This project was discontinued because the American firm, AT&T, started providing the exchanges to main towns and villages holding a mortgage on the change for international call.							
3.SECTOR	Communications & B/Telecommunication	(US\$1,000)	1) 65,359	12,919	52,440								
4.REFERENCE NO.		3.CONTENTIS OF MAJOR PROJEC(TS)	The main content of the project is increase the telephone penetration ratio per 100 inhabitants in the subject areas from 1.19 to 1.66 by providing 12,090 telephone lines until the year 2002. Phase-1 (1994-1997) 1) New telephone exchange stations 12 Stations 2) Optical Fiber Cable Transmission System 12 Sections 3) Digital Multi Access System 7 Systems 4) Subscriber lines 15,670 Pair x Kms Phase-1 (1997-2000) 1) New telephone exchange stations 6 Stations 2) Optical Fiber Cable Transmission System 6 Sections 3) Digital Multi Access System 6 Systems 4) Subscriber lines 14,850 Pair x Kms										
5.TYPE OF STUDY	M/P	4.CONDITIONS AND DEVELOPMENT IMPACTS						Conditions: Telephone demand in non-survey areas was estimated using the regression models. The principles for designing the rural telecommunications network are as follows: - The existing and/or planned facilities in the existing national telecommunications network should be used where possible. -The network should be designed in harmony with the existing expansion plans. -The system should be free from foreseen problems, especially those on charging. -The network should be flexible to allow evolution in the future. Development Impacts: 1. Promotion of transformation from self-supporting agriculture to market-economy type agriculture by introducing the market information in the rural areas. 2. Generation of surplus agricultural products by introduction of new and improved farming technologies for modernization of agriculture. 3. Enhancement and establishment of a physical distribution mechanism and/or banking organizations for settlement of transactions. 4. Improvement of the administrative job efficiency and activation of information interchange between local and central government. 5. Securing of a means of communication for villages which are isolated in the rainy season.					
6.COUNTERPART AGENCY	Empresa Hondurena de Telecomunicaciones (HONDUTEL) Development Division	7.OBJECTIVES OF STUDY	To formulate a master plan covering until the year 2002 for a rural telecommunications network offering automatic telephone service to 223 rural community areas.										
8.DATE OF S/W	9/14	9.CONULTANT(S)						RNT International Corporation					
10.STUDY TEAM	No. of Members 7 Period Dec.1991-Nov.1992 (11 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;">33.98</td> <td style="text-align: center;">12.99</td> <td style="text-align: center;">20.99</td> </tr> </table>		Total M/M	Japan	Field	33.98	12.99						20.99
Total M/M	Japan	Field											
33.98	12.99	20.99											
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY			3.PRINCIPAL SOURCE OF INFORMATION ①, ③										
12.EXPENDITURE	Total 139,083 (¥000) Contracted 123,069							5.TECHNICAL TRANSFER Technical transfer in Japan was conducted to a HONDUTEL counterpart during the study periods of Work in Japan-1 and 2, respectively. A seminar on the Study was held during the period of Work in Honduras-.					

和名 地方電気通信設備計画

PROJECT SUMMARY (M/P+F/S)

Compiled Mar. 1995
Revised Mar. 1996

CSA HND/S 214/93

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Honduras	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 Improvement of the Ports in the Republic of Honduras		Honduras					
3. SECTOR Transportation/Port		2. PROJECT COST (US\$1,000)		M/P 1) 2) 3)	Local Cost	Foreign Cost	(Description) (F/1994 Domestic Survey) The development plan proposed by this study has three steps as follows. 1) Urgent improvement of ports and harbors. The improvement works of civil facilities and loading/discharging facilities which should be treated as the daily maintenance, and the improvement of management of port have been completed or processing with the responsibility of the port manager. 2) Short term development plan for Port of Cortes targeting the year of 2000. The feasibility from both technical and economical aspects were confirmed. They are expected to be promoted and processed. 3) Long term development plan for port of Cortes targeting the year of 2010. (F/1994 Domestic Survey) The development plan proposed by this study has three steps as follows. 1) Urgent improvement of ports and harbors. The improvement works of civil facilities and loading/discharging facilities which should be treated as the daily maintenance, and the improvement of management of port have been completed or processing with the responsibility of the port manager. 2) Short term development plan for Port of Cortes targeting the year of 2000. The feasibility from both technical and economical aspects were confirmed. They are expected to be promoted and processed. 3) Long term development plan for Port of Cortes targeting the year of 2010. (F/1995 Domestic Survey) No additional information. (F/1995 Overseas Survey) - It will be settled the medium term plan during 1996 to 1999 for the whole tasks of the improvement of the ports. - But for the urgent improvement such as the replacement of wharf for the coastal boats at the port of Cortes, etc., is planned to carry out during 1995 to 1996. - For the new container terminal of the Port of Cortes, it is planned to survey and to obtain fund until 2nd quarterly of 1996, and to commence the construction works on 1997.
4. REFERENCE NO.		2. PROJECT COST (US\$1,000)		49,063	22,083	26,980	
5. TYPE OF STUDY		3. CONTENTS OF MAJOR PROJECTS					
6. COUNTERPART AGENCY Empresa Nacional Portuaria (ENP)		1. Ports Development and Management Strategy. 2. Development plan for Port of Cortes. 3. Management plan for Port of Cortes. 4. Urgent improvement plan for all ports.					
7. OBJECTIVES OF STUDY 1. Port Development and Management Strategy. 2. M/P, F/S for port of Cortes. 3. Urgent Improvement Plan.		Imp. Period: 1997.2-1999.12 2000. -2010.					
8. DATE OF SAW		1992/7					
9. CONSULTANT(S) Overseas Coastal Area Development Institute Nippon Koei Co., Ltd.		4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) 22.73 EIRR2) EIRR3)	FIRR1) 23.09 FIRR2) FIRR3)	
10. STUDY TEAM No. of Members 12 Period Jan. 1993-Mar. 1994 (15 months)		Conditions and Development Impacts: Condition : The port of Cortes is the leading port with 77% of the total cargo throughout of the country. The investment in the modern installation will make the port of Cortes competitive and lucrative port.					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY Natural condition survey		5. TECHNICAL TRANSFER		Invited counterpart to Japan for training.			
12. EXPENDITURE		Total 272,110 (¥'000)					
Contracted		259,212		3. PRINCIPAL SOURCE OF INFORMATION ①, ②			

和名 港湾改善計画調査

PROJECT SUMMARY (M/P+F/S)

Compiled Mar. 1995
Revised Mar. 1996

CSA HND/S 213/93

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1. COUNTRY	Honduras	1. SITE OR AREA	North-western area of Sula Valley (717km ²)			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 Erosion and Sediment Control in the Pilot River Basin, Choloma, San Pedro Sula, Cortes		2. PROJECT COST		M/P 1) Local Cost	Foreign Cost	(Description) Among the master plan of the Choloma river, following urgent plan was formulated by the feasibility study. Urgent Plan of the Choloma River Total cost : US\$22,890 X 1,000 P/C : US\$14,197 X 1,000 L/C : US\$ 8,693 X 1,000 -River improvement 3.4km, embankment 6.9km, riverment 3.4km etc -check dam 2nos., consolidation dam 2nos., training levee 1no. The Government of Honduras is requesting the JICA's grant aid to the Government of Japan for implementation of the above urgent plan. (FY1995 Domestic Survey) No additional information. (FY1995 Overseas Survey) The urgent plan of this project covers an area of 712 km ² including river basin of Choloma, San Pedro Sula and Cortes containing an industrial center of the country with a total population of approximately 330,000. This project is now providing to commence the implementation in 1995 and planned to complete on 1997, however, there is no progress due to the difficulty to find the financing.		
		(US\$1,000)	2) US\$1,000	4) 77,948	29,474			48,474
		3) 92,666	3) 35,930	56,736				
3. SECTOR Social Infrastructure/River & Erosion Control		3. CONTENTS OF MAJOR PROJECT(S)						
4. REFERENCE NO.		The Master plan for flood control and sediment control was formulated with the design scale of 50 year flood and recorded maximum sediment disaster in 1974 respectively.						
5. TYPE OF STUDY M/P+F/S		1) Choloma River -River improvement 7.8km, embankment 15.6km etc -check dam 10nos, Consolidation dam 17nos., training levee 1.3km						
6. COUNTRY PART AGENCY Ministry of Communications, Public Works and Transportation (S9209P)		2) El Sauce River/Blanco River -River improvement 7.5km, Diversion channel 2.6km, embankment 19.7km etc -check dam 2nos., Consolidation dam 7nos., training levee 4.0km channel works 3 places.						
7. OBJECTIVES OF STUDY To formulate a master plan of flood control and sediment control and conduct a feasibility study								
8. DATE OF SAV 1991/12								
9. CONSULTANT(S) Pacific Consultants International		Imp. Period:						
		4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) 15.30 EIRR2) 13.00 EIRR3)	FIRR1) FIRR2) FIRR3)		
10. STUDY TEAM No. of Members 13 Period Aug. 1992-Jan. 1994 (18 months) Total M/M Japan Field 80.23 15.90 64.33		Conditions and Development Impacts: 1) Unit prices are based on the market price of June, 1993. 2) Project implementation is assumed between 1996 and 2005. 3) Project life is assumed to be 50 years. 4) Development impacts are as follows: (1) Safety will be insured for social and economic activity due to the flood and sediment control. (2) The transportation through the most important national road will be insured.						
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY 1) Topographic Survey 2) River Material Survey 3) Installation of hydrological observation equipment 4) Geological and Environmental Surveys		5. TECHNICAL TRANSFER On-the-job-training to the counterpart staff. Overseas training in Japan to the 2 counterpart staff.				2. MAJOR REASONS FOR PRESENT STATUS Terrible flood and sediment disaster including about 10,000 dead people was recorded in Choloma river basin during the hurricane "Fifi" in 1974. The basin still has the big potential for the disaster.		
12. EXPENDITURE Total 368,522 (¥000) Contracted 334,150						3. PRINCIPAL SOURCE OF INFORMATION ①, ② SECOPF, SECPLAN (Ministry of Planification coordination and Budget)		

和名 チャメレコン川支流域治水・砂防計画調査

PROJECT SUMMARY (F/S)

Compiled Oct. 1995
Revised Mar. 1996

CSA HND/A 305/94

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																																																												
1. COUNTRY	Honduras	1. SITE OR AREA				I. 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 Irrigated Agricultural Development Project in Jesus de Otoro, Intibueca Department		Jesus de Otoro Basin, Intibueca Department, Honduras (with an area of approx. 7,500ha and an estimated population of 16,300)																																																																
3. SECTOR Agriculture/Irrigation, Drainage & Reclamation		2. PROJECT COST (US\$1,000)		Total Cost	Local Cost	Foreign Cost																																																												
4. REFERENCE NO.				1)	36,660	14,439																																																												
5. TYPE OF STUDY				2)		19,231																																																												
6. COUNTERPART AGENCY Directorate General of Water Resources, Ministry of Natural Resources		3. CONTENTS OF MAJOR PROJECT(S)		3)																																																														
7. OBJECTIVES OF STUDY Resopation of the most appropriate project implementation plan through the Possibility study of the agricultural development by irrigation in the target area.		1) Plan of Irrigation and Drainage:		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>Area of Development (ha)</th> <th>Trunk canal (km)</th> <th>Branch canal (km)</th> <th>Administrative Rural road (km)</th> <th>EIRR (%)</th> </tr> </thead> <tbody> <tr> <td>Left bank of Otoro</td> <td>950</td> <td>11.5</td> <td>20.3</td> <td>32.7</td> <td>13.2</td> </tr> <tr> <td>Right bank of Otoro</td> <td>264</td> <td>6.6</td> <td>4.9</td> <td>11.7</td> <td>7.7</td> </tr> <tr> <td>Right bank of Yucanguare</td> <td>460</td> <td>2.2</td> <td>16.0</td> <td>18.2</td> <td>19.0</td> </tr> <tr> <td>Left bank of Yucanguare</td> <td>215</td> <td>1.5</td> <td>11.8</td> <td>13.4</td> <td>17.1</td> </tr> <tr> <td>Maranja</td> <td>375</td> <td>1.6</td> <td>11.8</td> <td>13.4</td> <td>11.2</td> </tr> <tr> <td>Mixere</td> <td>538</td> <td>4.1</td> <td>11.3</td> <td>15.5</td> <td>11.9</td> </tr> <tr> <td>Cumes</td> <td>487</td> <td>4.4</td> <td>4.8</td> <td>5.6</td> <td>16.4</td> </tr> <tr> <td>Aro</td> <td>50</td> <td>1.9</td> <td>5.5</td> <td>7.7</td> <td>7.2</td> </tr> <tr> <td>Total</td> <td>3,359</td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>				Area of Development (ha)	Trunk canal (km)	Branch canal (km)	Administrative Rural road (km)	EIRR (%)	Left bank of Otoro	950	11.5	20.3	32.7	13.2	Right bank of Otoro	264	6.6	4.9	11.7	7.7	Right bank of Yucanguare	460	2.2	16.0	18.2	19.0	Left bank of Yucanguare	215	1.5	11.8	13.4	17.1	Maranja	375	1.6	11.8	13.4	11.2	Mixere	538	4.1	11.3	15.5	11.9	Cumes	487	4.4	4.8	5.6	16.4	Aro	50	1.9	5.5	7.7	7.2	Total	3,359				
	Area of Development (ha)	Trunk canal (km)	Branch canal (km)	Administrative Rural road (km)	EIRR (%)																																																													
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Total	3,359																																																																	
8. DATE OF S/W		1992/3		2) Plan of Agricultural infrastructure: Rural road: 5.96km, Spillway: 3, Farmers' assembly hall: 8, Agricultural development center: 1																																																														
9. CONSULTANT(S) Kokusai Kougyo Co., Ltd. Naigai Engineering Co., Ltd.		Imp. Period:		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>4. FEASIBILITY AND ITS ASSUMPTIONS</th> <th>Feasibility: Yes/No</th> <th>EIRR1)</th> <th>EIRR2)</th> <th>EIRR3)</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>			4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes/No	EIRR1)	EIRR2)	EIRR3)																																																							
4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes/No	EIRR1)	EIRR2)	EIRR3)																																																														
10. STUDY TEAM No. of Members 12 Period Sep. 1992-Feb. 1994 (18 months) Total M/M Japan Field 73.33 27.27 46.06		Conditions and Development Impacts: (Conditions) Select following harvests and culticating systems: Upland rice: double cropping, dry and wet season. Maize: only in wet season. Vegetables (tomato, cucumber, onion, eggplant, field peas, kidney beans, etc.): rotate crop only in dry season. Pasturage: whole year (Development Impacts) 1) Contribution to the national economy: by infrastructures, increase of products, exportation, new technologies, etc. 2) Contribution to the local economy: beneficiaries will be constructors, rice mills, storages, transporters, suppliers of equipment and materials, general labourers, etc. 3) Improvement of the revenue and the living standard of the farmers at present (Lps.) small scale medium scale large scale 1,730 8,840 170,966 after completion of the project (Lps.) 27,910 122,383 2,038,884				2. MAJOR REASONS FOR PRESENT STATUS																																																												
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY Survey of River route, Soil Test, Water quality Test, Geological Survey, Topographic Survey, Economic Survey for farmhouses		5. TECHNICAL TRANSFER				3. PRINCIPAL SOURCE OF INFORMATION ①, ②																																																												
12. EXPENDITURE Total 302,296 (¥000) Contracted 268,797																																																																		

PROJECT SUMMARY (F/S)

Compiled Mar. 1990
Revised Mar. 1996

CSA JAM/A 301/85

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Jamaica	1. SITE OR AREA	Black River Lower Morass Area (situated in the western part of Jamaica near the southern coast in the Parish of St. Elizabeth)			1. PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input checked="" type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Agricultural Development Project on the Black River Lower Morass	2. PROJECT COST (US\$1,000)	Total Cost	Local Cost	Foreign Cost	(Description) It was subject to establish a holding company who would be responsible for construction of civil engineering works, development and operation of the pilot farm, land lease and management as well as recruitment, training, selection and settlement of farmers. However, due to some reasons such as rather expensive cost per unit area, etc., some agency (National Investment Bank) refused to establish the holding company, as of November, 1985. Proposed membership of the Board of Directors to be appointed by the Government was, Permanent Secretary of the Ministry of Agriculture or his nominee, Commissioner of Land, a representative from the Ministry of Finance, a representative from the Jamaica National Investment Bank, a representative from the National Water Commission, and two other nominees. (FY1992 Overseas Survey) Waiting for the answer. (FY1994 Domestic Survey) Government has changed its agricultural development policy from food production to export oriented agriculture following the change of regime. (FY1995 Domestic Survey) No additional information.	
3. SECTOR	Agriculture/Agriculture in: General		1) 54,300	17,800	36,500		
4. REFERENCE NO.			2) 11,700	900	10,800	(Description) It was subject to establish a holding company who would be responsible for construction of civil engineering works, development and operation of the pilot farm, land lease and management as well as recruitment, training, selection and settlement of farmers. However, due to some reasons such as rather expensive cost per unit area, etc., some agency (National Investment Bank) refused to establish the holding company, as of November, 1985. Proposed membership of the Board of Directors to be appointed by the Government was, Permanent Secretary of the Ministry of Agriculture or his nominee, Commissioner of Land, a representative from the Ministry of Finance, a representative from the Jamaica National Investment Bank, a representative from the National Water Commission, and two other nominees. (FY1992 Overseas Survey) Waiting for the answer. (FY1994 Domestic Survey) Government has changed its agricultural development policy from food production to export oriented agriculture following the change of regime. (FY1995 Domestic Survey) No additional information.	
5. TYPE OF STUDY	F/S		3) 5,600	5,600			
6. COUNTERPART AGENCY	Ministry of Agriculture, Department of Planning and Policy	3. CONTENTS OF MAJOR PROJECT(S)				(Description) It was subject to establish a holding company who would be responsible for construction of civil engineering works, development and operation of the pilot farm, land lease and management as well as recruitment, training, selection and settlement of farmers. However, due to some reasons such as rather expensive cost per unit area, etc., some agency (National Investment Bank) refused to establish the holding company, as of November, 1985. Proposed membership of the Board of Directors to be appointed by the Government was, Permanent Secretary of the Ministry of Agriculture or his nominee, Commissioner of Land, a representative from the Ministry of Finance, a representative from the Jamaica National Investment Bank, a representative from the National Water Commission, and two other nominees. (FY1992 Overseas Survey) Waiting for the answer. (FY1994 Domestic Survey) Government has changed its agricultural development policy from food production to export oriented agriculture following the change of regime. (FY1995 Domestic Survey) No additional information.	
7. OBJECTIVES OF STUDY	F/S - to formulate the project and verify its technical and economic feasibility	1) Major Investment for the Project a. Irrigation Area : 3,000 ha b. Major Facilities: (1) Diversion Weir; (2) Irrigation Pump St.; 1 place with 4 units of 120MM 70Cm diameter, (3) Drainage Pump St.; 4 places with 15 units of 100-125HP 800mm diameter, (4) Irrigation Canal: main 35.2km & secondary 31.6km, (5) Drainage Canal: main 41.3 km, secondary 194.0km & catch drain 17.0km, (6) Farm Road: main 35.2km & secondary 83.4km, (7) Flood Protection Dike: 29.0km, (8) Others: Office & Quarters, Ground water level observation wells & Environment conservation. 2) Post Harvest Facility: 5 drying & storage stations and 1 rice mill 3) Social Infrastructure: Upgrading/construction of Housing, Schools, Health center Road, Motor supply and Community center Implementation period will be 6 years which consists of Phase-I of 3 years including detailed design and Phase-II of 3 years.					
8. DATE OF SAV	1983/12	Imp. Period:	1985. -1991.			(Description) It was subject to establish a holding company who would be responsible for construction of civil engineering works, development and operation of the pilot farm, land lease and management as well as recruitment, training, selection and settlement of farmers. However, due to some reasons such as rather expensive cost per unit area, etc., some agency (National Investment Bank) refused to establish the holding company, as of November, 1985. Proposed membership of the Board of Directors to be appointed by the Government was, Permanent Secretary of the Ministry of Agriculture or his nominee, Commissioner of Land, a representative from the Ministry of Finance, a representative from the Jamaica National Investment Bank, a representative from the National Water Commission, and two other nominees. (FY1992 Overseas Survey) Waiting for the answer. (FY1994 Domestic Survey) Government has changed its agricultural development policy from food production to export oriented agriculture following the change of regime. (FY1995 Domestic Survey) No additional information.	
9. CONSULTANTS	Nippon Koei Co., Ltd. Tatyo Consultants Co., Ltd.	4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	EIRR1) 13.30 EIRR2) 14.10 EIRR3) 15.60	FIRR1) FIRR2) FIRR3)		
10. STUDY TEAM	No. of Members 10 Period Feb. 1984-Jun. 1985 (17 months) Total M/M Japan Field 11.14 1.55 9.59	Conditions and Development Impacts: Conditions: 1) Agricultural benefit was estimated as the net incremental benefit derived from difference of net crop production between with project and without project conditions. 2) Project area consists of mineral soil area (780ha) and peat soil area (230ha) where different agricultural development plan is adopted. 3) Net annual profit will be expected from twice of paddy in a year on both mineral and peat soil areas and soya bean on mineral soil area in case of with project condition, while it would be born from sugar cane (110ha), rain-fed paddy (100ha) and upland crops 360ha in mineral soil area only, in case of without project condition. 4) The Project cost for economic evaluation does not include costs for procurement and installation of post harvest facility (2 of above), and construction or upgrading of social infrastructure (3 of above). 5) EIRR of small (1480ha in case 3) and medium (2280ha in case 2) scale development plans would be slightly higher than them of whole scale development plan (case 1). However, the Net Present Value, production of paddy and foreign exchange saving of case 1 are substantially larger than those of smaller scale development plans, and secondary benefit from adjacent project area would be expected in case 1 which was recommended.				(Description) It was subject to establish a holding company who would be responsible for construction of civil engineering works, development and operation of the pilot farm, land lease and management as well as recruitment, training, selection and settlement of farmers. However, due to some reasons such as rather expensive cost per unit area, etc., some agency (National Investment Bank) refused to establish the holding company, as of November, 1985. Proposed membership of the Board of Directors to be appointed by the Government was, Permanent Secretary of the Ministry of Agriculture or his nominee, Commissioner of Land, a representative from the Ministry of Finance, a representative from the Jamaica National Investment Bank, a representative from the National Water Commission, and two other nominees. (FY1992 Overseas Survey) Waiting for the answer. (FY1994 Domestic Survey) Government has changed its agricultural development policy from food production to export oriented agriculture following the change of regime. (FY1995 Domestic Survey) No additional information.	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER					
12. EXPENDITURE	Total 239,697 (¥000) Contracted 217,840	3. PRINCIPAL SOURCE OF INFORMATION	①			(Description) It was subject to establish a holding company who would be responsible for construction of civil engineering works, development and operation of the pilot farm, land lease and management as well as recruitment, training, selection and settlement of farmers. However, due to some reasons such as rather expensive cost per unit area, etc., some agency (National Investment Bank) refused to establish the holding company, as of November, 1985. Proposed membership of the Board of Directors to be appointed by the Government was, Permanent Secretary of the Ministry of Agriculture or his nominee, Commissioner of Land, a representative from the Ministry of Finance, a representative from the Jamaica National Investment Bank, a representative from the National Water Commission, and two other nominees. (FY1992 Overseas Survey) Waiting for the answer. (FY1994 Domestic Survey) Government has changed its agricultural development policy from food production to export oriented agriculture following the change of regime. (FY1995 Domestic Survey) No additional information.	

PROJECT SUMMARY (F/S)

Compiled Mar. 1990
Revised Mar. 1996

CSA JAM/A 302/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Jamaica	1. SITE OR AREA	22km far from Kingstone in the west (the surveyed area: 274 sq.km, population 130,000)			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 Modernization and Expansion of the Rio Cobre Irrigation scheme		2. PROJECT COST (US\$1,000)		Total Cost	Local Cost	Foreign Cost	(Description) Progress This project is given a high priority in the "Food and Agriculture Policies/Production Five-Year-Plan(1983/84-1987/88)" of the government. Based on the F/S report, the project has been carried out partly sparing local funds and partly with financial support of the USAID. However, those funds are quite limited and cover only the small portion of the project. (FY1992 Overseas Survey) Waiting for the answer. (FY1994 Domestic Survey)(FY1995 Domestic Survey) No additional information.
		US\$1=5.5J\$ in 1986		1) 64,290	30,190	34,100	
3. SECTOR Agriculture/Agriculture inGeneral		3. CONTENTS OF MAJOR PROJECTS)					
4. REFERENCE NO.		The project area is situated in the eastern part of Jamaica near the southern coast in the parish of St. Catherine. Rio Cobre Irrigation System: 12,920ha(completed in 1874) St. Dorothy Irrigation System: 2,140ha(completed in 1953) The main concepts of the project are: - to modernize and expand the present irrigation system by reconstructing and improving existing infrastructures. - to introduce diversified cropping patterns including non-traditional crops into the annual rotation of cropping. - to increase and stabilize yields and production of crops by means of sound management of irrigation and drainage. - to promote the leveling up of living standards and more equitable distribution of income to the people. The main civil works are: 1)rehabilitation of headworks, 2)rehabilitation of canals, 3)reservoirs 4)land consolidation, 5)road construction.					
5. TYPE OF STUDY		F/S					
6. COUNTERPART AGENCY Ministry of Agriculture							
7. OBJECTIVES OF STUDY							
8. DATE OF SAV		1985/12					
9. CONSULTANT(S) Taiyo Consultants Co., Ltd. Nippon Koei Co., Ltd.		Imp. Period:		1988. -1991.			
		4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes	EIRR1) 24.00 EIRR2) EIRR3)	FIRR1) 15.80 FIRR2) FIRR3)	
10. STUDY TEAM		Conditions and Development Impacts: The project implementation: 1) The construction schedule is drawn up in such a way as to make capital investment productive as soon as possible. 2) The major civil works and on-farm development works are rationally integrated in due to consideration of the agricultural development programme particularly paddy land development. 3) Rehabilitation and improvement works for the head works and main canal will be carried out without cutting off the existing water supply to the downstream irrigated area and municipal water supply to Spanish Town. 4) The time required for construction of the project would be about 4 years including detailed design and contract award. Development Impacts: 1)Foreign exchange saving: approximately US\$17.5 million per annual of foreign exchange will be saved by substituting for imported commodities; 2)Demonstration effects: Farmers in other areas become familiar with modern irrigation and drainage practices; 3)Increased employment opportunities: It is expected that the present unemployment in and around the project area will be reduced by implementation of the project; 4)Secondary benefit: The socio infrastructure and local transportation system will be improved.					
No. of Members 13 Period Jan.1986-Jun.1987(18 months)							
Total M/M Japan Field 88.32 32.33 55.99							
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY Geological survey Analysis of samples							
12. EXPENDITURE							
Total 276,497 (Y'000)							
Contracted 251,952							
		5. TECHNICAL TRANSFER				2. MAJOR REASONS FOR PRESENT STATUS	
		(1) Acceptance of one trainee on in-service training in Japan. (2) OJT				Shortage of the funds due to deterioration of the economic circumstances.	
						3. PRINCIPAL SOURCE OF INFORMATION	
						①	

PROJECT SUMMARY (Other)

Compiled Mar. 1990
Revised Mar. 1996

CSA MEX/S 602/79

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS		
1. COUNTRY	Mexico	1. SITE OR AREA	Suburbs of Mexico City			1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Suburban Railways Project (follow-up)	2. PROJECT COST	(US\$1,000)	Total Cost	Local Cost	Foreign Cost	(Description) 1) Section between Mexico City and Queretaro (244km) 1981 Construction works started. 1982 - 86 Due to the decline of oil prices, construction works were virtually suspended. (FY1991 Overseas Survey) Feb. 1992 About 80% of the construction works completed. Scheduled to be operated on commercial basis. 1993 2) Section between Mexico City and Irapuato (95km) Suspended until the section between Mexico City and Queretaro begin operation. (FY1994 Domestic Survey) (Note) The result of this study was also used in the study of 'Project of electrification of line from Mexico to Irapuato' (CSA MEX/S 601/81). (FY1995 Domestic Survey) No additional information.
3. SECTOR	Transportation/Railway	3. CONTENTS OF MAJOR PROJECT(S)	1) Total Cost 2)				
4. REFERENCE NO.		As part of the railway modernization policy, the Mexican Government is planning the electrification of the entire railway system. The Government requested Japanese technical cooperation concerning feasibility studies on two of the high priority sections selected for electrification: Namely, the section between Mexico City and Queretaro (244km) and the section between Mexico City and Irapuato (95km). In response to the request, the Japanese Government sent a team of experts to assist the undertaking of the feasibility studies. The process are the following: 1. This study took the following into account. (1) Several types of electrification are widely applied in the world. (2) Electrification is considered not a simple aggregation but a "united system" integrating the related factors. 2. This study compared the following types - Types of electric generations ; a. AT type, b. direct type - Types of aerial line ; a. multi-lift type, b. arranged-T type This study investigated electric characters of each type, and tried to clear the relation between signal systems and each type. 3. At last the study suggested gov. of Mexico the following issue be very important. A type of electrification, being the most suitable to the whole situation of the nation, should be selected from many types.					
5. TYPE OF STUDY	Other						
6. COUNTERPART AGENCY	Secretaria de Comunicaciones y Transportes						
7. OBJECTIVES OF STUDY	Technical advice and guidance on the physical planning and the operation and management for the trunk line electrification plan of the Mexican National Railway						
8. DATE OF S/W	/	4. CONDITIONS AND DEVELOPMENT IMPACTS	(Condition and Impact) The amount of freight transportation in this section is expected to increase year by year along with Mexico's economic growth. Then this electrification is expected to make possible to speed up the trains and increase their freight capacity. So a technical transfer impact of this electrification is estimated very high.				
9. CONSULTANT(S)	Japan Railway Technical Service	10. STUDY TEAM	No. of Members 4 Period Jun. 1979-Aug. 1979 (2 months) Total M/M Japan Field				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	None	11. MAJOR REASONS FOR PRESENT STATUS	Financial problems.				
12. EXPENDITURE	7,326 (¥000)	12. TECHNICAL TRANSFER	3. PRINCIPAL SOURCE OF INFORMATION				
Total		Contracted	①, ②				

和名 近郊鉄道計画 (アフターケア)

PROJECT SUMMARY (Other)

Compiled Mar. 1986
Revised Mar. 1996

CSA MEX/S 603/81

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDY RESULTS	
1. COUNTRY	Mexico	1. SITE OR AREA	Section between Mexican city and Irapuato (351.2km)		1. PRESENT STATUS
2. NAME OF STUDY	Proyecto de electrificación de la línea de México a Irapuato	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost
3. SECTOR	Transportation/Railway	(US\$1,000)	1)		
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)	2)		
5. TYPE OF STUDY	Other	For each technical field composing the electrification of the railway, various systems are adopted in the world. These systems may have respective merits and demerits. Since the electrification is not a simple cumulation of those technologies but a composite system organizing each regarding technologies. It has been recommended to the Mexican Government that it is the most important subject to select the most appropriate system for Mexico among AT (feeding, direct feeding, railway track feeding) and the other systems from the point of view of that in comparison of electrical characteristics such as of feeding and/or of collection of current, and to make clear the relationship between feeding system and signaling facilities corresponding facilities. The recommendation is consisted of following items: (1) To draw the operation (driving) plans; (2) Introduction of locomotives. (3) Design of Railway Lines. (4) Arrangements of supplant system of electricity. (5) Arrangements of signaling facilities a. Signaling system for Double track b. CTC for whole section c. New establishment of ATC for whole section. (6) Arrangements of corresponding system, and (7) Arrangements of inspection/repairment systems for rolling stocks.			
6. COUNTERPART AGENCY	Secretaría de Comunicaciones y Transportes				
7. OBJECTIVES OF STUDY	Technical advice and guidance on technical standards and specification for detailed study on electrification of the section between Mexican City and Irapuato, as part of the trunk line electrification plan of the Mexican National Railway	4. CONDITIONS AND DEVELOPMENT IMPACTS	(Description) The recommendations of this study were used by the Mexican Government for preparing tender documents and evaluating the bids. This project was financed by several institutes oriented by NAFINSA. The progress of construction works is as follows: 1) Section between Mexico City and Queretaro (244km) 1981 Construction works started. 1982 - 86 Due to the decline of oil prices, construction works were virtually suspended. (FY1991 Overseas Survey) Feb. 1992 About 80%k of the construction works is completed. (FY1993 Overseas survey) 1994 It is scheduled to be implemented and operated on commercial base. 2) Section between Mexico City and Irapuato (95km) Suspended until the section between Mexico City and Queretaro begin operation. (FY1994 Domestic Survey)/(FY1995 Domestic Survey) No additional information. (FY1995 Overseas Survey) The electrification works of the line between Mexico city and Irapuato had been completed.		
8. DATE OF S/W	1980/0				
9. CONSULTANT(S)	Japan Railway Technical Service				
10. STUDY TEAM	No. of Members 23 Period May. 1980-Mar. 1981 (10 months)				
	Total M/M	Japan	Field	2. MAJOR REASONS FOR PRESENT STATUS	
	32.87	18.50	14.37	(FY1993 Overseas Survey) The main reason is 'devaluation and inflation in the past years.	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	None				
12. EXPENDITURE		5. TECHNICAL TRANSFER		3. PRINCIPAL SOURCE OF INFORMATION	
Total	111,252 (¥000)	On-the-job training for Mexican counterparts through joint work.		①, ②	
Contracted	87,967				

和名 幹線鉄道電化計画

PROJECT SUMMARY (Other)

Compiled .1990
Revised Mar. 1996

CSA MEX/S 604/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS		
1. COUNTRY	Mexico	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 Plan of Industrial Ports	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) The progress of development in the selected ports has been as follows: 1) Altamira Port 1985 Multi-purpose berth (No.1 Berth) completed for use 1990 Feb. No.2 Berth completed for use 1990 May Construction of No.3 Berth to started and to be completed in 1992. (Infrastructure development to be financed by own funds, and necessary equipment by World Bank.) 2) Lazaro Cardenas Port 1985 General cargo berth completed for use No.3 Berth (multi-purpose) will be constructed dependent on the future increase of cargo throughput. 3) Oschon Port Development is suspended. 4) Salina Cruz Port The construction of the breakwater was completed, but the development of the port is suspended. However, the development of oil-exporting port facilities have been under way. (FY1994 Domestic Survey)(FY1995 Domestic Survey) No additional information.	
3. SECTOR	Development Plan/Integrated Regional Development Plan	(US\$1,000)	1)				
4. REFERENCE NO.			2)				
5. TYPE OF STUDY	Other	3. CONTENTS OF MAJOR PROJECT(S)					
6. COUNTERPART AGENCY	Comisión Nacional Coordinadora del Desarrollo, Secretaría de Presidente, (SCT)	The Japanese expert team provided technical advice and guidance on the port development necessary for coastal industrial growth, covering such areas as planning of physical facilities(including cargo facilities at multi-purpose wharves), cargo handling operations, and alternatives of physical development. -Plan and design of basic port facilities of major ports. -How to develop and manage industrial ports.					
7. OBJECTIVES OF STUDY	Technical advice on all aspects of port development for coastal industrial growth	4. CONDITIONS AND DEVELOPMENT IMPACTS					
8. DATE OF S/W	/	Establishment of port managing body which will be responsible for port development and management.					
9. CONSULTANT(S)	Overseas Coastal Area Development Institute						
10. STUDY TEAM	No. of Members 2 Period Jul. 1980-Mar. 1982 (20 months) Total M/M Japan Field						
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER					
12. EXPENDITURE	50,192 (¥000)	On-the-job training was provided to Mexican counterparts concerning planning, design, investigation, management, man-power training and other areas necessary for port development. This technical transfer contributed					
	Total Contracted	3. PRINCIPAL SOURCE OF INFORMATION					
		①, ②					
		2. MAJOR REASONS FOR PRESENT STATUS					
		Reasons for 3) problems in land acquisition					

和名 港湾工業地帯建設にかかる技術協力計画

[M/P, Basic Study, Other]

PROJECT SUMMARY (F/S)

Compiled Mar. 1986
Revised Mar. 1996

CSA MEX/S 302/83

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1. COUNTRY	Mexico	1. SITE OR AREA	Tuxpan, Veracruz State				I. PRESENT STATUS	<input 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 type="checkbox"/> Processing <input checked="" type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Development Project of the Industrial Port of Tuxpan	2. PROJECT COST	1)	Total Cost	Local Cost	Foreign Cost	(Description) The project was suspended after the completion of the F/S. The project was identified as part of the industrial port development plan by the Mexican Government. The Tuxpan Port was considered as one of the development projects to support and expedite the petroleum development plan in Chicotepec Basin. Because petroleum-producing strata in the Basin were found to be very deep, the petroleum development was suspended in 1982. In response to the onset of severe economic crisis in 1982, the President De la Madrid announced in January 1983 that the industrial port development would be limited to the Altamira Port and the Lázaro Cárdenas Port. This policy has been continued by the President Sáenz who took power in December 1988. Under the circumstances, the development of the Tuxpan Port as an industrial port is currently suspended. (FY1991 Overseas Survey) The development of the Tuxpan Industrial Port must be suspended presently, as far as the transportation problems (railway and roads) can not be solved. (FY1992 Overseas Survey) No additional information. (FY1994 Domestic Survey) No additional information.	
		(US\$1,000)	2)	622,000	196,000	426,000		
		(US\$1=250Yen)	3)					
3. SECTOR	Transportation/Port	3. CONTENTS OF MAJOR PROJECT(S)	As a part of industrial port development plan, Tuxpan Port Project was studied.					
4. REFERENCE NO.		(1) Industrial Port	15 berths (3,0550n)					
5. TYPE OF STUDY	F/S	(2) Commercial Port	Container berth 1 berth Bulk cargo berth 2 berths General cargo berth 1 berth					
6. COUNTERPART AGENCY	Comision Nacional Coordinadora de Puertos, Secretaria de Comunicaciones y Transportes							
7. OBJECTIVES OF STUDY	Formulation of a master plan through 2000, the formulation of a short-term development plan, and the execution of a feasibility study							
8. DATE OF SAV	1982/5	Imp. Period:	1984.4-1986.12					
9. CONSULTANT(S)	Overseas Coastal Area Development Institute	4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility:	EIRR1) 1400	EIRR2)	EIRR3)		
		Yes	EIRR3)	EIRR2)	EIRR3)	EIRR3)		
10. STUDY TEAM	No. of Members 10 Period Jul.1982-Nov.1983(16 months)	Conditions and Development Impacts: (Assumptions) - Industrial, commercial and fishery port functions are taken into consideration. Industrial and commercial cargo forecasts for 1988 are 20.54 million tons and 1.2 million tons, respectively. - Industries consist of iron and steel, machinery, automobile, ship-building, petrochemical, petroleum refining, food processing, paper and pulp, and fish processing. The area of about 3,000 ha is considered necessary for industrial location. (Development Impacts) - New industrial location will create direct employment of about 15,000. - A new urban agglomeration will emerge in the hinterland to support the industrial development and direct employment creation. - The population of the new urban center is estimated to be 190,000, requiring 4,000 ha for settlement.						
	Total M/M 78.33	Japan 58.00	Field 20.33					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER	On-the-job training was provided to counterparts through joint work of data collection and analysis and report writing.				2. MAJOR REASONS FOR PRESENT STATUS	
							The national financial and economic crisis in 1982 - 1983 suspended petroleum development in Chicotepec Basin, and the policy changed over the industrial port development.	
12. EXPENDITURE	Total 173,817 (¥000) Contracted 169,244						3. PRINCIPAL SOURCE OF INFORMATION	
							①, ②	

和名 トクスパン工業港開発計画

PROJECT SUMMARY (F/S)

Compiled Mar.1986
Revised Mar.1996

CSA MEX/S 301/83

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1. COUNTRY	Mexico	1. SITE OR AREA		A line linking major cities between Apaseo el Grande and Francisco del Rincon (167km)		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	Guanajuato New Railway Development Project	2. PROJECT COST		Total Cost	Local Cost			Foreign Cost
				(US\$1,000)	1)	386,000	237,000	149,000
				(US\$1=111.95pesos)	2)			
				3)				
3. SECTOR	Transportation/Railway	3. CONTENTS OF MAJOR PROJECT(S)						
				(100 million pesos)				
				Civil engineering works	169			
				Electric engineering works	85			
				Rolling stock bases and workshops	34			
				Land acquisition (compensation)	11			
				Rolling stock	131			
4. REFERENCE NO.		(Description) The implementation of the proposed project was suspended in October 1983, when the then Governor of Guanajuato was replaced together with his technical staff. Because the construction of highways and the electrification of national railways are currently under way, the present Government of Guanajuato State is unlikely to reconsider the project. Therefore, the project is judged as cancelled. (FV1591 Overseas Survey) After the election in 1991, the opposition party took the political power. As a result, the personnel who knows the background of this project left the state government. (FV1594 Domestic Survey) No information.						
5. TYPE OF STUDY	F/S							
6. COUNTERPART AGENCY	Gobierno del Estado de Guanajuato							
7. OBJECTIVES OF STUDY								
Construction of a new railway line for passenger transport in the Bajío Industrial Corridor in Guanajuato State.								
8. DATE OF S/W	1982/12	Imp. Period:		1984.1-1999.6				
9. CONSULTANT(S)	Japan Railway Technical Service	4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility:	EIRR1)	FIRR1)		
				Yes/No	EIRR2)	FIRR2)		
					EIRR3)	FIRR3)		
		Conditions and Development Impacts: Assumptions: - Partial opening of the line in 1990 - Opening of the entire line in 1995 - Completion of double tracking in 2000 Expected development impacts: Balanced development of new residential cities and new industrial parks in the Bajío Industrial Corridor of Guanajuato State.						
10. STUDY TEAM								
No. of Members 12 Period Mar.1983-Nov.1984 (8 months)								
				Total M/M		Japan	Field	
				75.11		46.80	28.31	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY								
12. EXPENDITURE		5. TECHNICAL TRANSFER						
		One counterpart participated in the JICA training program. On-the-job training for undertaking feasibility studies.						
				Total		149,529 (¥000)		
				Contracted		140,700		
				3. PRINCIPAL SOURCE OF INFORMATION				
				①, ②				
				2. MAJOR REASONS FOR PRESENT STATUS				
				1) Departure of the Governor of Guanajuato State 2) Financial difficulty in Mexico 3) Policy change				

和名 グアナフアト州高速鉄道開発計画

PROJECT SUMMARY (F/S)

Compiled Mar. 1988
Revised Mar. 1996

CSA MEX/S 303/85

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1. COUNTRY	Mexico	1. SITE OR AREA	Manzanillo, Colima State				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	Development Project of the Port of Manzanillo	2. PROJECT COST (US\$1,000)	1) 32,800	Total Cost	Local Cost	Foreign Cost		
3. SECTOR	Transportation/Port	3. CONTENTS OF MAJOR PROJECT(S)	2) 240yen				(Description) The project is now under implementation as shown below: 1985 Land development behind Berth B and construction of Berth C started 1987 Cargo handling facilities behind Berth B, Berth C and petroleum tanks and associated facilities completed 1988 Land development and surface pavement behind Berth C completed 1990 A container yard and a berth behind Berth C (land reclamation started in 1990, and the Berth expected to be completed in 1991) The Mexican side completed the detailed design, but the application for an OECF loan fell through. Construction has been partly financed by the World Bank sector loan, but mostly by own funds. (FY1991 Overseas Survey) 1992 Berth C is scheduled to be completed and to be operated from the forth quarter (FY1992 Overseas Survey) 1993.2 Completion of 9 Berths. (FY1994 Domestic Survey) No additional information.	
4. REFERENCE NO.		Facilities	Scale or capacity					
5. TYPE OF STUDY	F/S	- Dredging	1,170,000 cum					
6. COUNTERPART AGENCY	Consiston Nacional Coordinadora de Puertos, Secretaria de Comunicaciones y Transportes	- Quaywall (1-12m)	900 m tegri-bulk berths	2 berths container berth 1 berth)				
7. OBJECTIVES OF STUDY	Formulation of a master plan through 2000, the formulation of a short-term development plan, and the execution of a feasibility study	- Railway	1,500 m					
8. DATE OF SAV	1984/6	- Road	7,500 m					
9. CONSULTANT(S)	Overseas Coastal Area Development Institute	- Storage	15,000 sqm	1 system				
10. STUDY TEAM	No. of Members 8 Period Sep. 1984-Oct. 1985 (13 months)	- Water and electricity supply facilities						
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY								
12. EXPENDITURE	Total 153,736 (¥000) Contracted 147,906							
		5. TECHNICAL TRANSFER	One of the counterparts participated in the JICA training program on methods of feasibility analysis.				3. PRINCIPAL SOURCE OF INFORMATION	①, ②
						2. MAJOR REASONS FOR PRESENT STATUS	This is the most important port along the Pacific coast.	

和名 マンサニョ港開発計画

PROJECT SUMMARY (F/S)

Compiled Mar. 1990
Revised Mar. 1996

CSA MEX/S 304/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																			
1. COUNTRY	Mexico	1. SITE OR AREA		Industrial City of Lazaro Cardenas which is centrally located in the Pacific coast		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	Repair Dockyard in Lazaro Cardenas	2. PROJECT COST		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;">1)</td> <td style="width: 10%;">Total Cost</td> <td style="width: 10%;">Local Cost</td> <td style="width: 10%;">Foreign Cost</td> </tr> <tr> <td>(US\$1,000)</td> <td>2)</td> <td>101,700</td> <td>49,000</td> <td>52,700</td> </tr> <tr> <td>(US\$=150yen)</td> <td>3)</td> <td></td> <td></td> <td></td> </tr> </table>					1)	Total Cost	Local Cost	Foreign Cost	(US\$1,000)	2)	101,700	49,000	52,700	(US\$=150yen)	3)						
	1)	Total Cost	Local Cost	Foreign Cost																					
(US\$1,000)	2)	101,700	49,000	52,700																					
(US\$=150yen)	3)																								
3. SECTOR	Transportation/Marine Transportation & Ships	3. CONTENTS OF MAJOR PROJECT(S)		Facilities Scale Floating dock 230m x 55m Work Bay 230m x 40m Repair berth and other associated facilities Max. size of objective ship is about 60,000 DW Type, with width below 32.2m (abt 40,000GT) which is max. sizes of ship who can navigate the Panams Channel at present. Start for preparation construction : Jan., 1990 Start of Phase I construction : July, 1990 Completion of : Dec., 1992 Start of Phase II construction : Jan., 1995 Completion of : Dec., 1996		(Description) SOMEX initially expected to select one of its 117 subsidiary enterprises for operation and management of the proposed dockyard. However, privatization of those enterprises was completed in October 1988. Along with the election of the new President in December 1988, top management of SOMEX was also replaced, necessitating the suspension of the proposed project. (FY1991 Overseas Survey) Furthermore, the privatization of the SOMEX itself was determined in 1992 and the necessary procedure is being taken including personnel transfer. The project is now judged cancelled.																			
4. REFERENCE NO.																									
5. TYPE OF STUDY	F/S																								
6. COUNTERPART AGENCY	Banco Mexicano SOMEX																								
7. OBJECTIVES OF STUDY	Feasibility analysis of a repair dockyard and technical transfer to Mexican counterparts																								
8. DATE OF S/W	1986/9	Imp. Period: 1990.1-1996.12																							
9. CONSULTANT(S)	Overseas Ships Building Cooperation Center	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%;">11.00</td> <td style="width: 10%;">FIRR1)</td> <td style="width: 10%;">9.90</td> </tr> <tr> <td></td> <td>Yes/No</td> <td>EIRR2)</td> <td></td> <td>FIRR2)</td> <td></td> </tr> <tr> <td></td> <td></td> <td>EIRR3)</td> <td></td> <td>FIRR3)</td> <td></td> </tr> </table>			Feasibility:	EIRR1)	11.00	FIRR1)	9.90		Yes/No	EIRR2)		FIRR2)				EIRR3)		FIRR3)			
	Feasibility:	EIRR1)	11.00	FIRR1)	9.90																				
	Yes/No	EIRR2)		FIRR2)																					
		EIRR3)		FIRR3)																					
10. STUDY TEAM	No. of Members 9 Period Mar. 1987-Mar. 1988 (13 months) <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">Total M/M</td> <td style="width: 33%;">Japan</td> <td style="width: 33%;">Field</td> </tr> <tr> <td>40.67</td> <td>26.13</td> <td>15.54</td> </tr> </table>	Total M/M	Japan	Field	40.67	26.13	15.54	Conditions and Development Impacts: Assumptions: - Repair demand is projected for 1995, 2005 and 2015. - Gross income is estimated on the basis of past performance, with modification from Japanese data. - Project period is 30 years. - The floating dock and (funadai method) are adopted after comparative analysis of four alternatives of lifting ships. - Development of related infrastructure, such as access channel, access road and water supply to the dockyard, is to be financed by the public sector. - The expected sales revenue comes from foreign ships on about 30 - 40% basis. - About 1400 job opportunities can be created.																	
Total M/M	Japan	Field																							
40.67	26.13	15.54																							
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	None	5. TECHNICAL TRANSFER		On-the-job training for counterparts about technique of F/S.		2. MAJOR REASONS FOR PRESENT STATUS																			
12. EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">Total</td> <td style="width: 10%;">127,908 (¥000)</td> </tr> <tr> <td>Contracted</td> <td>109,909</td> </tr> </table>	Total	127,908 (¥000)	Contracted	109,909					3. PRINCIPAL SOURCE OF INFORMATION															
Total	127,908 (¥000)																								
Contracted	109,909																								
						①, ②																			

PROJECT SUMMARY (Other)

Compiled Mar. 1990
Revised Mar. 1996

CSA MEX/S 605/88

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS								
1. COUNTRY	Mexico	1. SITE OR AREA	Mexico City Metropolitan 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	Air Pollution Control Plan in the Federal District	2. PROJECT COST	Total Cost Local Cost Foreign Cost			(Description) 1) The findings and recommendations of the study were incorporated into the Integrated Air Pollution Control Program for the Federal District announced in September 1989. 2) The air pollution control campaign was launched in January 1989, introducing such measures as compulsory automobile inspection, restrictions on the use of private automobiles, prevention of pollution- preventive devices and additives, and institution building. 3) Based on the findings of the study, a JICA-financed feasibility study (Air Pollution Control Measures for Fixed Sources of Emission???) is now being undertaken (Dec. 1989 - Sept. 1991). 4) In Mar. 1991, some oil refineries in the midtown area were closed. The heavy polluted refineries were regulated. 5) The plant for low-sulphur heavy oil and the plant for gasoline and light oil has been operated since 1991 by co-financing of OECF, Import & Export Bank and the World Bank. (FY1991 Overseas Survey) No additional information. * Contents of OECF Loan. (1) Desulfurization of heavy oil (2) Desulfurization of diesel oil (FY1994 Domestic Survey) No additional information. (FY1995 Domestic Survey) "Survey works for the introduction of combustion technology for air pollution control at 'the Federal District' has been carried out by JICA during 1993 to 1995. (FY1995 Overseas Survey) Various actions are being taken such as the restriction to drive cars except allowed car numbers depend upon the day, the enforcement to control the exhaust gas, improve the quality of gasoline, etc. It is considering to collect and unite various actions to one, and continue for long period.							
3. SECTOR	Administration/Environmental Problems	(US\$1,000)	1) 2)										
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)											
5. TYPE OF STUDY	Other	The study did not identify specific projects per se, but reviewed various measures for air pollution control which the Mexican Government has been either implementing or plans to implement, and evaluated the expected effects of these measures. On the basis of the findings, the study made the following recommendations: 1) Introduction of the secondary air supply device for used cars 2) Further desulphurization of gasoline 3) Improvement of rules and regulations in accordance with the Environmental Law 4) Strengthening of the air pollution monitoring network 5) Institution building and manpower training 6) Strengthening of surveillance over sources of pollutants											
6. COUNTERPART AGENCY	Departamento del Distrito Federal, Direccion General de Reordenacion Urbana y Pro Ecologia	4. CONDITIONS AND DEVELOPMENT IMPACTS											
7. OBJECTIVES OF STUDY	Recommendation of measures for air pollution control	On-going and planned measures for air pollution control in Mexico are as follows: 1) Thermal power generation: change of fuels from heavy oil to natural gas, and increased smoke elimination and desulfurization 2) Factories: change of fuels from heavy oil to natural gas, increased use of low-sulphur fuels, and increased use of low-NOx burners 3) Motorized vehicles: introduction of clear gasoline and tertiary catalytic devices, strengthening of the emission standards and the automobile inspection system											
8. DATE OF S/W	1986/7	10. STUDY TEAM											
9. CONSULTANT(S)	Pacific Consultants International Research, Analysis and Computing	No. of Members 15 Period Feb. 1987-Dec. 1988 (23 months)											
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 30%; text-align: center;">Japan</td> <td style="width: 30%; text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">72.61</td> <td style="text-align: center;">32.47 40.14</td> </tr> </table>			Japan	Field	Total M/M		72.61	32.47 40.14	11. ASSOCIATED AND/OR SUBCONTRACTED STUDY				
	Japan	Field											
Total M/M	72.61	32.47 40.14											
- Chassis dynamo test - Traffic volume estimation (aerophoto reading)		12. EXPENDITURE											
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 30%; text-align: center;">448,778 (¥000)</td> <td></td> </tr> <tr> <td style="text-align: center;">Total</td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">239,000</td> <td></td> </tr> </table>			448,778 (¥000)		Total			Contracted	239,000		5. TECHNICAL TRANSFER		
	448,778 (¥000)												
Total													
Contracted	239,000												
		1) On-the-job training on measuring and detection of atmospheric pollution, factory exhaust gas and so on, 2) A seminar on air pollution control was held for some 200 participants from ODF, SEQUE and											
		3. PRINCIPAL SOURCE OF INFORMATION											
		①, ②, ④											

和名 メキシコ市大気汚染対策

[M/P, Basic Study, Other]

PROJECT SUMMARY (F/S)

Compiled Sep.1995
Revised Mar.1996

CSA MEX/S 306/94

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT					
1. COUNTRY	Mexico	1. SITE OR AREA		Mexico DF and a part of Mexico State							
2. NAME OF STUDY	Wastewater Treatment in the Federal District of Mexico	2. PROJECT COST (US\$1,000)		Total Cost	Local Cost	Foreign Cost	I. 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				
3. SECTOR	Public Utilities/Sewerage										
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)		(Description) No information. (FY1995 Overseas Survey) A private enterprise which will be with the good technological level and has the capacity to invest the fund should be selected until 2nd semester of 1996. This enterprise has to construct and operate the plant for 10 years and maintain the plant for 20 years. The implementation works will be carried on under BOT system. Definite annual amount as for the depreciation and the fees for operation & maintenance proportionally to the volume of treated sewage will be paid by the state. Supervision of the implementation will be done by CECF and the World Bank, and the auditing by the Ministry of Finance of Mexican Government.							
5. TYPE OF STUDY	F/S	Despite of presence of the sewage treatment system which is good for 80% of population, major part of collected sewage is flowing into Gran Canal and Emisal Central and grow worse the water quality and the environment at the lower reach. Under these circumstances, followings will be implemented. 1) Feasibility Study on the Master Plan drawn for: - All of collected sewage will be treated and utilized as for the irrigation water. - And improve the water quality and the environment at the lower reach (target period is 2015). 2) Detailed Design (at the primary stage) of the treatment facility by means of dirty mud activation method in order to realize the level of water quality which will meet with the level of regulation concerned settled by the Government on 1992. 3) Draw up the guidelines manuals and transfer the technologies concerned.									
6. COUNTERPART AGENCY	Department of the Federal District (DEF)	4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)					
7. OBJECTIVES OF STUDY	To implement the Feasibility Study for the proposed sewage treatment plant at Texcoco Gran Canal which was selected from M/P of Mexican Government. Sewage treatment process of much higher level to treat dirty mud will be applied. Draw up guidelines and manuals for above.	8. DATE OF S/W		Imp. Period:							
8. DATE OF S/W	1993/10	9. CONSULTANT(S)		Pacific Consultants International							
10. STUDY TEAM	No. of Members 7 Period Feb.1994-Feb.1995 (13 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;">38.00</td> <td style="text-align: center;">15.00</td> <td style="text-align: center;">23.00</td> </tr> </table>	Total M/M	Japan	Field	38.00	15.00	23.00	Conditions and Development Impacts: As for the project in urgent, the water quality and environmental conditions at the lower reach should be improved until 1997 upto the level prescribed in the regulations concerned. All of collected sewage will be treated at the treatment facility, and utilized as for the irrigation water until 2015. At that time, the disease germs and the eggs of parasitic worms should be removed.		2. MAJOR REASONS FOR PRESENT STATUS	
Total M/M	Japan	Field									
38.00	15.00	23.00									
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Survey for ground condition, Topographic survey and Environmental survey	5. TECHNICAL TRANSFER		Guidelines and manuals on following three(3) subjects have been made for technological transfer: (1)Technology of the treatment of dirty mud, (2)Higher levelled sewage treatment process and, (3)Recycle of the treated water.							
12. EXPENDITURE	Total 170,954 (¥000) Contracted	3. PRINCIPAL SOURCE OF INFORMATION		①, ②							

和名 メキシコ連邦区下水処理計画調査

PROJECT SUMMARY (F/S)

Compiled Mar. 1995
Revised Mar. 1996

CSA NIC/S 306/93

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Nicaragua	1. SITE OR AREA		the area of the southern side of Lake Managua (about 880km ²)		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 Water Supply Project in Managua		2. PROJECT COST (US\$1,000)					
		1)	40,000	8,000	32,000	(Description) The basic design study of the grant aid project aimed to develop a new groundwater source in North Ticuan'tepe and to install the facilities for water conveyance to Altamira water distribution pond started in July 1994. (F/1995 Domestic Survey) Feb. 1995 Detailed Design completed. Mar. 1995 Signed the Consultant Agreement of D/D. Jun. 1995 Signed the E.N. Jul. 1995 Signed the Consultant Agreement for the construction administration.	
		2)	61,000	12,000	49,000		
		3)	33,000	6,000	27,000		
3. SECTOR Social Infrastructure/Water Resource Development		3. CONTENTS OF MAJOR PROJECT(S)					
4. REFERENCE NO.		1) Development of a new groundwater source in North Ticuan'tepe in the Eastern sub-area and installation of the facilities for water conveyance to the existing water distribution pond in Altamira.					
5. TYPE OF STUDY		2) Development of residual groundwater sources in the Eastern sub-basin and installation of the facilities for water conveyance to the existing water distribution pond in Americas no.4.					
6. COUNTERPART AGENCY INRA INIER		3) Groundwater development in the area adjacent to the east of the Study Area and installation of the facilities for water conveyance to Managua City.					
7. OBJECTIVES OF STUDY to evaluate the groundwater potential of Managua basin and to make a concrete plan for groundwater development							
8. DATE OF SAV		Imp. Period: 1993. -1996.		1995. -1999.		1997. -2000.	
9. CONSULTANT(S)		4. FEASIBILITY AND ITS ASSUMPTIONS Feasibility: Yes/No		EIRR1) EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)	4.00	
		Conditions and Development Impacts: 1) to make possible to improve water supply circumstances of the Highest zone remarkably lacking in domestic water. 2) to make possible to increase the water use amount from 1701 to 2001 per day per head. 3) to make possible to do away with overpumping of groundwater in the Central sub-basin.					
10. STUDY TEAM No. of Members 10 Period Dec. 1991-Sep. 1993 (22 months) Total M/M Japan Field 61.03 19.63 41.40						2. MAJOR REASONS FOR PRESENT STATUS	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY							
12. EXPENDITURE Total 284,760 (¥000) Contracted 272,730		5. TECHNICAL TRANSFER techniques for groundwater development and groundwater management				3. PRINCIPAL SOURCE OF INFORMATION ①	

和名 マナグア市上水道整備計画調査

(F/S, D/D)

PROJECT SUMMARY (M/P+F/S)

Compiled Sep.1995
Revised Mar.1996

CSA NIC/S 201/94

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Nicaragua	1. SITE OR AREA		Whole of the country		1. PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input checked="" type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Road Improvement and Rehabilitation Study	2. PROJECT COST (US\$1,000)		M/P 1) 479 2) 99	Local Cost Foreign Cost 55		
3. SECTOR	Transportation/Road	3. CONTENTS OF MAJOR PROJECT(S)				(Description) At the beginning, the financing from CABS was expected. However, it is still not granted as yet. Afterwards, an idea to get the finance from OECF came out, but the financing of OECF for Nicaragua is not commenced.	
4. REFERENCE NO.		Following projects of the road arrangement have been selected as for the feasible projects. 1) Managua - Masaya (8.52km) : Level or two level crossing, expansion of road width to 4 lanes, reconstruction of 2 bridges, renovation for pavement and partial course.					
5. TYPE OF STUDY	M/P+F/S	2) Managua - Masaya (17.38km) : Renovation of the structure mainly improvement of pavement including facilities for drainage and sidewalks. 3) Managua - Tipitapa (4.30km) 4) Nandaimo - San Venito (65.13km) : Same as above (with a little inferior level of renovation).					
6. COUNTERPART AGENCY	Ministry of Construction and Transportation (MCT)	5) Telica - San Isidro (95.76km) : Same as above (with a little inferior level of renovation).					
7. OBJECTIVES OF STUDY	Draw up the Master Plan for arrangement of main national highways in Nicaragua, and the feasibility study for the national highways with high priority.	Imp. Period: 1997. -2000.					
8. DATE OF S/W	/	4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	FIRR1) 46.00 FIRR1) FIRR2) 38.40 FIRR2) FIRR3) 31.90 FIRR3)		
9. CONSULTANT(S)	Central Consultant, Inc. Nippon Koei Co., Ltd.	Conditions and Development Impacts: Conditions: Construction Period 1997-1999, Project Life 23years. Price Level as of 1993, Remained Value - None. Development Impacts: 1) Managua - Masaya : Reinforce the capacity and contribute to economical activities as for a model case for the others. 2) Managua - Tipitapa : Commutation and shopping to Managua become more convenient. Transportation capacity for agricultural products will be increased. 3) Nandaimo - San Venito: Eater drive for big vehicles, Managua and Masaya will be connected more tightly in the socio-economic field. 4) Telica - San Isidro : Much more safer transportation will be realized.					
10. STUDY TEAM	No. of Members 14 Period Feb.1993-Jun.1994 (17 months) Total M/M Japan Field 68.26 2.40 65.86	2. MAJOR REASONS FOR PRESENT STATUS Ability of repayment?					
11. ASSOCIATED AND/OR SUB-CONTRACTED STUDY	Survey works of traffic, Environmental influence, Quality of the soil and topographic	3. PRINCIPAL SOURCE OF INFORMATION ①					
12. EXPENDITURE	Total 286,063 (¥'000) Contracted						

和名 ニカラグア道路網整備計画調査

PROJECT SUMMARY (Basic Study)

Compiled Mar.1990
Revised Mar.1996

CSA PAN/A 501/83

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS		
1. COUNTRY	Panama	1. SITE OR AREA	In the water basin within 200 nautical miles, deeper than 100m, in the offshore of Caribbean Sea of Republic of Panama			1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Fisheries Resources Survey of the Atlantic Coast	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) (FY1991 Overseas Survey) This study drew international attention to the fisheries resources of the Atlantic Ocean, three groups of private firms including Japanese firms are interested in investing in the fishery. The result of the study is fully utilized. (FY1995 Domestic Survey) No additional information. (due to break up of the consultant in charge of this project.)	
3. SECTOR	Fisheries/Fisheries	(US\$1,000)	1)				
4. REFERENCE NO.			2)				
5. TYPE OF STUDY	Basic Study	3. CONTENTS OF MAJOR PROJECT(S)					
6. COUNTERPART AGENCY	Bureau of Marine Resources, Department of Commerce and Industry	The main objection of this study is to make up basic data of fisheries resources distribution in Caribbean sea area. The study is considered to distribute the nation's large and middle scale fisheries.					
7. OBJECTIVES OF STUDY	Basic Survey of nation's fisheries resources	- Survey of fishery development in the shore of the Atlantic Ocean (1981.82.83) - Improvement of fishing base					
8. DATE OF SAV	1981/11	4. CONDITIONS AND DEVELOPMENT IMPACTS					
9. CONSULTANT(S)	Universal Fisheries Inc.	- Expansion of fishing places which have been limited to shrimp fishing in the shore of the Atlantic Ocean - Development of Pink Shrimp - Comprehensive and long-term development plan is necessary including the Pacific Ocean side for tuna and spearfish.					
10. STUDY TEAM	No. of Members: 3 Period: Jun.1981-Mar.1984 (34 months) Total M/M: 23.00 Japan Field	2. MAJOR REASONS FOR PRESENT STATUS					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		3. PRINCIPAL SOURCE OF INFORMATION			①, ②		
12. EXPENDITURE	Total: 504,162 (¥000) Contracted	5. TECHNICAL TRANSFER					
		two trainees					

和名 大西洋岸漁業資源調査

PROJECT SUMMARY (F/S)

Compiled Mar. 1988
Revised Mar. 1996

CSA PAN/S 302/84

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT							
1. COUNTRY	Panama	1. SITE OR AREA	Panama Metropolitan 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	Urban Transport Project in the Panama Metropolitan Area (ESTAMPA II)	2. PROJECT COST (US\$1,000)	Total Cost	Local Cost	Foreign Cost	(Description) A detailed design study on new road construction was completed in 1990 by IDB finance. The priority of the project is high, but the implementation has been postponed indefinitely due to the continued political destabilization. (FY1991 Overseas Survey) Financial assistance was requested to Japan, the World Bank and the IDA. However, it was not succeeded because of the invasion of Panama by the United States. Domestically, financial assistance is planned to be requested to Banco Fritad con obras Concesionadas. (FY1992 Overseas Survey) In spite of the final design plans, the government of Panama does not have enough disposable finance for the implementation of this project. Therefore, there are negotiations to assure the finance through either international loans or administrative grants. (FY1994 Domestic Survey) No additional information. (FY1995 Domestic Survey) PYSCA, a Panamanian representative of a Mexican Contractor, obtained the approval to be the contractor of Corredor Norte as a part of Panama-Colon express highway.							
3. SECTOR	Transportation/Urban Transportacion	1) 77,577	36,907	41,570									
4. REFERENCE NO.		2) 135,390	70,940	64,450									
5. TYPE OF STUDY	F/S	3) 4,720	2,446	2,274									
6. COUNTERPART AGENCY	Ministry of Public Works	3. CONTENTS OF MAJOR PROJECT(S)											
7. OBJECTIVES OF STUDY	A Feasibility study for the priority projects selected through the master plan study	1) Construction of Corredor Norte and arterial roads connecting thereto. - Corredor Norte - Via El Faical Extension - Via Martin Sosa Extension - Via Cerro Ancón Extension - Via San Miguelito Oeste 2) Existing Road Improvement Projects - Via Espana - Via Bolivar, Sma Miguellito Intersection - Via Cerro Ancón - Via El Faical 3) Bus Center Projects (four bus centers) 4) Bus Maintenance Center Project											
8. DATE OF S/V	1983/3	Imp. Period: 1987.1-1990.6											
9. CONSULTANT(S)	Yachiyo Engineering Co., Ltd.	4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes/No	EIRR1) 26.40 EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)								
10. STUDY TEAM	No. of Members 11 Period May, 1983-Jan. 1985 (20 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;">84.94</td> <td style="text-align: center;">13.84</td> <td style="text-align: center;">71.10</td> </tr> </table>	Total M/M	Japan	Field	84.94	13.84	71.10	Conditions and Development Impacts: 1) The evaluation of all road projects as one large project package is highly significant from an economic standpoint with IRR of 26.4%. When this "package" is opened and separated into new road construction projects and existing road improvement projects, however, the former shows an IRR of 31.4% and the latter, only 10.7% indicating the low economy of improvement projects. 2) The financial internal rate of return (FIRR) of bus center operation will be 10.6% and the generation of fund to pay a 10% per annum interest will be possible. (EIRR) is calculated at 9.6%. 3) Commercial base management is difficult. FIRR calculated for the bus maintenance center as a whole is low at 4.3%. But the construction of bus maintenance center is an essential for the purpose of the improvement of bus operation rate and higher quality bus service.					
Total M/M	Japan	Field											
84.94	13.84	71.10											
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	- Topographic and geological survey. - All photograph and mapping (sub-contract with local consultants)	5. TECHNICAL TRANSFER				2. MAJOR REASONS FOR PRESENT STATUS - Political and economical instability were created by the invasion. - High priority (FY1992 Overseas Survey) Problems in obtaining funds.							
12. EXPENDITURE	<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: center;">741,557 (¥000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">295,841</td> </tr> </table>	Total	741,557 (¥000)	Contracted	295,841	1) OJT : Seminar on urban transport in Panama City 2) Acceptance of trainees : Training on specific fields for five counterparts. 3) Use of local consultants : Soil survey				3. PRINCIPAL SOURCE OF INFORMATION ①, ②			
Total	741,557 (¥000)												
Contracted	295,841												

和名 パナマ首都圏都市交通計画

PROJECT SUMMARY (F/S)

Compiled Mar. 1990
Revised Mar. 1996

CSA PAN/S 301/84

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT		
1. COUNTRY	Panama	1. SITE OR AREA	Entire country				1. PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input checked="" type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY	Short-Wave Broadcast Station Project	2. PROJECT COST (US\$1,000)	1) 4,424,380	Total Cost	Local Cost	Foreign Cost		
3. SECTOR	Communications & B/Broadcasting	3. CONTENTS OF MAJOR PROJECT(S)	Necessary experimental equipment and facilities are proposed to undertake the following services: 1) Domestic broadcasting (short-wave) 2) International broadcasting (short-wave) 3) International broadcast relay				(Description) (F/1991 Overseas Survey) The hearing of the background of the project was impossible owing to the political and economic disorder caused by the American invasion. (F/1995 Domestic Survey) No additional information.	
4. REFERENCE NO.		7. OBJECTIVES OF STUDY	Construction planning for the experimental short-wave broadcasting					
5. TYPE OF STUDY	F/S	8. DATE OF S/W	1983/11					
6. COUNTERPART AGENCY	Ministry of Interior and Justice	9. CONSULTANT(S)	Integrated Technology Inc.					
		4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes	FIRR1) FIRR2) FIRR3)	FIRR1) FIRR2) FIRR3)	6.80		
		Conditions and Development Impacts: 1) there are about 60 AM or FM stations operating in Panama, but because of the difficult terrain, the coverage of these stations are inadequate. The short-wave station will improve the situation. 2) Panama can participate in the international broadcasting network. 3) Panama will become one of the regional relay centers connecting South and North America.						
10. STUDY TEAM	No. of Members 9 Period Jun. 1984-Jan. 1985 (7 months) Total M/M Japan Field	5. TECHNICAL TRANSFER	O/T in every field during the technical cooperation at the site.					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	None	2. MAJOR REASONS FOR PRESENT STATUS						
12. EXPENDITURE	Total 53,132 (¥'000) Contracted	3. PRINCIPAL SOURCE OF INFORMATION	①, ②					

PROJECT SUMMARY (F/S)

Compiled Mar.1990
Revised Mar.1996

CSA PAN/S 303/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT			
1.COUNTRY	Panama	1.SITE OR AREA	Area along the Bay at the southern Panama metropolitan 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	Corredor Sur Development Project in the Panama Metropolitan Area (ESTAMPA III)	2.PROJECT COST (US\$1,000)	Total Cost 258,000	Local Cost 165,120		Foreign Cost 92,880	
3.SECTOR	Transportation/Urban Transportation	3.CONTENTS OF MAJOR PROJECT(S)	Corredor Sur I (in the built-up area) Expansion into 6 lanes, new construction: about 10km Corredor Sur II (suburbs) New construction of 6 lanes and 4 lanes: about 12km Major access road Expansion into 6 lanes, new construction: about 13km Extension of Corredor Sur Expansion into 4 lanes: about 2km		(Description) The application for loan application was under way in late 1989, but the application has been postponed indefinitely due to the political destabilization. (FY1991 Overseas Survey) Ministry of Public Works is planning to request budget for Fondo de Preinversion. (FY1992 Overseas Survey) There are no final design plans. There are attempts to obtain funds for both construction and final design plans of the project either by international loans or administrative grants. (FY1994 Domestic Survey) No additional information. (FY1995 Domestic Survey) The Government of Panama is now searching the company who will subscribe for the concession.		
4.REFERENCE NO.		5.TYPE OF STUDY				F/S	
6.COUNTERPART AGENCY	Ministry of Public Works	7.OBJECTIVES OF STUDY				F/S study of South Link Road Construction Project that was selected as priority project in the Master Plan	
8.DATE OF S/W	1987/2	9.CONSULTANT(S)					
10.STUDY TEAM	No. of Members 11 Period Jul.1986-Feb.1988 (20 months)					Imp. Period: 1988. -1999.	
	Total M/M	Japan	Field				
	60.63	3.71	56.92				
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY	Traffic Survey, geological and soil survey, topographic and aerial survey, and mapping.		4.FEASIBILITY AND ITS ASSUMPTIONS Feasibility: Yes EIRR1) 30.00 FIRR1) EIRR2) FIRR2) EIRR3) FIRR3)		3.PRINCIPAL SOURCE OF INFORMATION ①, ②		
12.EXPENDITURE	Total 278,876 (¥000) Contracted 259,501		5.technical transfer 1) OJT : Calculation by the use of personal computer, 2) Accepted trainees: Three (3), 3) Report : Joint works for preparation of English reports in Panama, 4) Use of local consultant: Topographic survey, geological and soil survey, and 5) Prevision an instruction of equipment :				

PROJECT SUMMARY (M/P+F/S)

Compiled Mar.1995
Revised Mar.1996

CSA PAN/S 215/93

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Panama	1. SITE OR AREA	Port of Cristobal and Surrounding Area		1. PRESENT STATUS
2. NAME OF STUDY	Rehabilitation Plan and Container Terminal Operation Plan at the Port of Cristobal	2. PROJECT COST (US\$1,000)	MP) 2) Local Cost	Foreign Cost	<input type="checkbox"/> Completed or in Progress <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Discontinued or Cancelled <input checked="" type="checkbox"/> Promoting
3. SECTOR	Transportation/Port	FS 1) 110,827	2) 330,925	21,096	(Description) Government of Panama is very interested in receiving financial aid from Japan for the implementation of the project. Necessary arrangements are currently being made. (FY1995 Domestic Survey) No additional information.
4. REFERENCE NO.		3) 89,731			
5. TYPE OF STUDY	M/P+F/S	3. CONTENTS OF MAJOR PROJECT(S)			
6. COUNTERPART AGENCY	National Port Authority	Master Plan(2010) Project 1 : New Container Terminal(Telfers Island) Short Term(2000) : Container Berth(d=13.0m, l=300m), Area 10.5ha, Container Crane 2, Transfer Crane 7 Long Term(2010) : Container Berth(d=19.0m, l=600m), Area 21.0ha, Container Crane 4, Transfer Crane 14 Project 2 : Modernization of Existing Container Terminal Short Term(2000) : Expansion 1.8ha, Transfer Crane 1, (additional) Long Term(2010) : Expansion 3.3ha, Transfer Crane 4, (additional) Project 3 : Modernization of Existing Piers and Mole Area Short Term(2000) : Pier No.7: Demolition of Quay Shed 7, 900m ² , Mole Pavement for Open Storage Area 5,000m ² . Long Term(2010) : Pier No.8: Reform to Passenger Terminal, Mole Pavement for Open Storage Area etc. 20,660m ² Project 4 : Access Road Short Term(2000) : Access to Bolivar, Jighway(2 lanes) 2.1km Long Term(2010) : Bypass Route to S16(4 lanes) 3.0km			
7. OBJECTIVES OF STUDY	To formulate the M/P for the port of Cristobal for the period up to the year 2010. And to conduct the F/S of the short term improvement plan for the port of Cristobal for the period up to the year 2000.	Imp. Period: 1994. -2000. 2001. -2010.			
8. DATE OF S/W	1991/12	4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes/No	EIRR1) 18.80 FIRR1) 16.30 EIRR2) FIRR2) EIRR3) FIRR3)	
9. CONSULTANT(S)	Overseas Coastal Area Development Institute Pacific Consultants International	Conditions and Development Impacts:			
10. STUDY TEAM	No. of Members 10 Period Total M/M Japan Field 67.40 28.50 38.90	EIRR 1) In the "without case", no investment is made for the new container terminal at Telfers Island. Excess portion of potential cargo will be lost. 2) Benefit is measured by increase of employee earnings, tax revenue and decrease in container dwelling time in the yard. FIRR 3) Present tariff rate will be maintained. Economic Development 4) This project contributes to industrial development and improvement of the employment condition to a great extent, as a social infrastructure supporting transit trade in the free zone.			2. MAJOR REASONS FOR PRESENT STATUS
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	O/D survey, Bathymetric survey, Geotechnical survey, Topographic survey	5. TECHNICAL TRANSFER			
12. EXPENDITURE	Total 275,065 (¥000) Contracted 266,997	Training on planning and technical aspects in Panama Counterpart training in Japan			3. PRINCIPAL SOURCE OF INFORMATION ①

名称 クリスタバル港管理運営システム計画調査