

PROJECT SUMMARY (M/P+F/S)

Compiled Sep.1995
Revised Mar.1996

OCE COK/S 202/94

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																				
1. COUNTRY	Cook Islands	1. SITE OR AREA	Coastline of Rarotonga Is. 13.5km long, population 18,000, 9,000 live on the island.			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"/> Discontinued or Cancelled <input type="checkbox"/> Processing																			
2. NAME OF STUDY	Additional Study on Coastal Protection and Port Improvement	2. PROJECT COST (US\$1,000)	<table border="1" style="font-size: small;"> <tr> <td>M/P 1)</td> <td>Local Cost</td> <td>Foreign Cost</td> <td></td> <td></td> </tr> <tr> <td>I/S 1)</td> <td>32,047</td> <td></td> <td></td> <td></td> </tr> <tr> <td>2)</td> <td>15,432</td> <td>5,209</td> <td></td> <td>10,163</td> </tr> <tr> <td>3)</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	M/P 1)	Local Cost	Foreign Cost			I/S 1)	32,047				2)	15,432	5,209		10,163	3)					3. CONTENTS OF MAJOR PROJECT(S) <M/P> 1) Coastlines to be protected are as follows: (US\$ 14,626,000) - Avarus/Avatiu town area - North-east of Matavera/Puppa village and east end of the airport - West end of the airport - Fokuniu I.R. and north-west of Tokerau/Inava village - South-west of Arca village - Mopaso and south-east of Tikioiki village - Aritei, Mukupure, akoko Akoko and east of Avana village 2) Plans for port improvement are as follows: (US\$ 17,421,000) - Extension of container stock yard - Extension of Avatiu east breakwater, widening of port entrance and ship turning basin and deepening of basin and wharf - Rehabilitation of the existing wharf - Providing facilities for fishery activities - Marina for pleasure boats - Protection facilities for small fishing boats during cyclones <F/S> Description of Short-term Plan for 1997 are as follows: (Coastal Protection) US\$ 5,458,000 - Seawall constructions in front of Health Dept. and its adjacent coast, between Avatiu/Avarus town area including reclamation, along the airport's east coast, along the airport's west coast. (Port Improvement of Avatiu port area) US\$ 9,974,000 - Extension and strengthening of east and west breakwaters, - Expansion of port area by way of dredging and reclamation, construction of fishing wharf and related facilities, dredging, rehabilitation of existing quay and construction Imp. Period: 1997. -2010.		
M/P 1)	Local Cost	Foreign Cost																								
I/S 1)	32,047																									
2)	15,432	5,209		10,163																						
3)																										
3. SECTOR	Transportation/Port	4. FEASIBILITY AND ITS ASSUMPTIONS	<table border="1" style="font-size: small;"> <tr> <td>Feasibility:</td> <td>EIRR1) 10.70</td> <td>FIRR1) 390</td> </tr> <tr> <td>Yes/No</td> <td>EIRR2)</td> <td>FIRR2)</td> </tr> <tr> <td></td> <td>EIRR3)</td> <td>FIRR3)</td> </tr> </table>	Feasibility:	EIRR1) 10.70	FIRR1) 390	Yes/No	EIRR2)	FIRR2)		EIRR3)	FIRR3)	(Description) Refer to "Coastal Protection and Port Improvement (M/P+F/S 1992)".													
Feasibility:	EIRR1) 10.70	FIRR1) 390																								
Yes/No	EIRR2)	FIRR2)																								
	EIRR3)	FIRR3)																								
4. REFERENCE NO.		10. STUDY TEAM	Conditions and Development Impacts: Assumptions : <M/P>(M/P for coastal protection) - Coastlines where overtopping heights by large cyclones are estimated 7m or higher - Coastlines where remarkable erosions were reported - To prevent environmental pollution considering the tourism industry (M/P for port improvement) - To recognize that Avatiu port is the lifeline of commodities transportation - Cargo demands to be handled in both Avatiu/Avarus ports are as follows; <table border="1" style="font-size: x-small;"> <tr> <td></td> <td>1997</td> <td>2011</td> </tr> <tr> <td>International cargo</td> <td>46,400PT(1,390TEU)</td> <td>54,200PT(1,730TEU)</td> </tr> <tr> <td>Domestic cargo</td> <td>2,400PT</td> <td>2,800PT</td> </tr> </table> - Function allocations are Avatiu as commercial/fishery and Avarus as marina. <F/S>EIRR/FIRR are estimated on condition that the existing port management cost be eliminated by 70% and port charges by increased by 50%. Effects: <M/P,F/S> - Reduction of cyclone damages by the coastal protections. Amount of the said damage reduction is estimated as US\$				1997	2011	International cargo	46,400PT(1,390TEU)	54,200PT(1,730TEU)	Domestic cargo	2,400PT	2,800PT												
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Domestic cargo	2,400PT	2,800PT																								
5. TYPE OF STUDY	M/P+F/S	8. DATE OF SAV	1991/4	2. MAJOR REASONS FOR PRESENT STATUS																						
6. COUNTERPART AGENCY	Ministry of Economical Planning	9. CONSULTANT(S)	Pacific Consultants International Overseas Coastal Area Development Institute																							
7. OBJECTIVES OF STUDY	To formulate a coastal protection plan and port improvement plan			3. PRINCIPAL SOURCE OF INFORMATION ①																						
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Operation of the electronic computer																									
12. EXPENDITURE	Total 57,966 (¥000) Contracted																									

和名 海岸保全・改良計画調査 (精完調査)

[M/P+F/S]

PROJECT SUMMARY (Basic Study)

Compiled Mar.1990
Revised Mar.1996

OCE FIJA 501/78

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDY RESULTS					
1. COUNTRY	Fiji	1. SITE OR AREA	An area of 100 sq.km in and around coconut stands in Taveuni Island						
2. NAME OF STUDY	Analytical Survey of Coconut Forests in Taveuni Island	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost				
3. SECTOR	Forestry/Forestry & Forest Conservation		(US\$1,000)	1)	2)				
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)	<p>For the purpose of exploiting coconut stands a forest survey was conducted and its results were analyzed. As a result, a survey manual for coconut stands was presented containing following components: 1. Survey by sample tree method to prepare a tree volume table 2. Survey by sample tree method to prepare photo stand volume table 3. Preparation of standard interpretation cards</p> <p>Utilization plan of coconut plan plantation was formulated through grabbing the growing stock and the wood increment using the aerial photos.</p> <p>The total growing stock is estimated as 750,000 cu.m. The felling plan and the extraction plan are prepared with the assumption of rotation age of 50 years. Applying sustainable felling system, some 20,000 cu.m of annually felled volume is estimated. By means of transportation, log yard should be established while the existing roads and harbours are enough for it.</p> <p>To contribute to the planning of such as utilization plan, "Manual for Forest Survey on Coconut Plan Plantation" was formulated.</p>						
5. TYPE OF STUDY	Basic Study	7. OBJECTIVES OF STUDY							
6. COUNTERPART AGENCY	DAFF Fijian Forest Department	8. DATE OF S/W				1977/6			
		9. CONSULTANT(S)				Japan Forest Technical Association			
		10. STUDY TEAM				<p>No. of Members 10 Period Jul.1977-Mar.1978 (9 months)</p> <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;">33.00</td> <td style="text-align: center;">13.00</td> <td style="text-align: center;">20.00</td> </tr> </table>	Total M/M	Japan	Field
Total M/M	Japan	Field							
33.00	13.00	20.00							
		11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	None						
12. EXPENDITURE		5. TECHNICAL TRANSFER	<p>1) To conduct sample plot survey with counterparts. 2) To give the technical guidance on the method to prepare a tree volume table.</p>						
	Total 78,294 (¥000) Contracted 68,344	4. CONDITIONS AND DEVELOPMENT IMPACTS	<p>Copra productivity of coconut plan plantation reportedly drops with the stand age ranging from 40 to 50 years. It leads to very effective utilization of the plantation to properly implement and combine the regeneration of the existing stands and the logging derived from it. The inventory results on the growing stock would become an essential factor to progress the management of coconut plan plantation efficiently.</p> <p>PRESENT STATUS OF STUDY RESULTS (Description) The results are used for the materials of governmental administration. It is one of common interest in the Pacific Region to exploit coconut stands in addition to Fiji. The proposal in this survey would be useful for these countries.</p>						
		1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued						
		(Description)	<p>The survey manual is used by the authorities concerned. (FY1994 Domestic Survey)(FY1995 Domestic Survey) No additional information. (FY1995 Overseas Survey) The follow-up study is impossible due to the lack of the related materials.</p>						
		2. MAJOR REASONS FOR PRESENT STATUS							
		3. PRINCIPAL SOURCE OF INFORMATION	①, ②						

和名 林業開発 (TAVEUNI島)コココナツ林解析調査

PROJECT SUMMARY (Basic Study)

Compiled Mar.1990
Revised Mar.1996

OCE FJ/A 502/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS					
1. COUNTRY	Fiji	1. SITE OR AREA	An area of 18.7 sq.km in Koroutari district Nua Levu Island			1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued			
2. NAME OF STUDY	The Survey for Forest Development in Fiji	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) 1) As to Koroutari District, the stand density control diagram presented in this study has been utilized for forest planning. 2) As to Mukuna District, the results of this study have been utilized for forest planning. (FY1994 Domestic Survey)(FY1995 Domestic Survey) No additional information. (FY1995 Overseas Survey) The findings of the study have been utilized in the various development projects.				
3. SECTOR	Forestry/Forestry & Forest Conservation	(US\$1,000)	1)							
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)			The basic materials for the following issues were prepared based on the investigation on natural conditions, especially soil condition. The principles and methods were proposed. 1) Inventory method of wood resources 2) Criteria on evaluation of forest productivity using the combination of two factors: species and site conditions 3) Preparation of Forest Productivity Map on the basis of the said criteria 4) Preparation of Suitable Species Map with the use of Forest Productivity Map 5) As to the area in Koroutari District, based on the results of the analysis on pine plantations, it was recommended that the authorities concerned must establish a forest management plans. 6) As to the area in Mukuna District, based on the results of the analysis on broad-leaves forests and its productivity, it was recommended to conduct a productivity survey for re-afforestation project in broad-leaves forest near future using the reference materials and the study method in this study.					
5. TYPE OF STUDY	Basic Study	6. COUNTERPART AGENCY								
6. COUNTERPART AGENCY	Fijian Forest Department	7. OBJECTIVES OF STUDY			4. CONDITIONS AND DEVELOPMENT IMPACTS These recommendations introduced the "right tree on right site" policy. By implementing of re-afforestation with the policy, planning achievement, growth of planting trees and increase of these production would be realized. Clarification of potential forest productivity of the subject area and selection of proper species are basic information. The results could be applied as essential material for the formulation of forest management plan.					
7. OBJECTIVES OF STUDY	To establish the measurement method of forest resources, and prepare the basic materials for formulation of working plans.	8. DATE OF SAV								
8. DATE OF SAV	1980/7	9. CONSULTANT(S)			2. MAJOR REASONS FOR PRESENT STATUS					
9. CONSULTANT(S)	Japan Forest Technical Association	10. STUDY TEAM								
10. STUDY TEAM		11. ASSOCIATED AND/OR SUBCONTRACTED STUDY			3. PRINCIPAL SOURCE OF INFORMATION ①, ②					
No. of Members 33 Period Jul.1980-Mar.1982 (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;">108.00</td> <td style="text-align: center;">81.00</td> <td style="text-align: center;">27.00</td> </tr> </table>		Total M/M	Japan	Field				108.00	81.00	27.00
Total M/M	Japan	Field								
108.00	81.00	27.00								
12. EXPENDITURE		5. TECHNICAL TRANSFER			1) To accept trainees. 2) To conduct field surveys with counterparts. 3) To give a guidance on forest productivity survey.					
<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: center;">165,470 (¥000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">147,000</td> </tr> </table>		Total	165,470 (¥000)	Contracted				147,000		
Total	165,470 (¥000)									
Contracted	147,000									

国名 林業資源調査

PROJECT SUMMARY (Basic Study)

Compiled Mar.1990
Revised Mar.1996

OCE FIJA 503/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDY RESULTS						
1.COUNTRY	Fiji	1.SITE OR AREA	In the water basin within 200nautical miles of Fiji and Tuvalu		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 in Fiji and Tuvalu	2.PROJECT COST	Total Cost Local Cost Foreign Cost (US\$1,000) 1) 2)							
3.SECTOR	Fisheries/Fisheries	3.CONTENTIS OF MAJOR PROJECT(S)	Both Government of Fiji and Tuvalu requested the development of fishing method to explore marine resources and development of unutilized resources in the surrounding water. Upon this request, Japanese Government conducted the development of fishing places of pelagic fish by pole and line fishing, trolling line, and drift gillnet and resources survey including development of demersal fish resources by bottom line.		(Description) Following the result of the study, Governments of Fiji and Tuvalu promoted the bottom line fishing method to fishermen who employed the traditional fishing method, and gave them assistance. The use of this fishing method contributes to the development of fisheries in both countries, by enabling the exports of long tail bream to Hawaii and U.S.mainland. (FY1995 Domestic Survey) No additional information. (FY1995 Overseas survey) The findings of the study have been utilized to prepare for the management guideline. And it is proposed to set up a management resource unit.					
4.REFERENCE NO.										
5.TYPE OF STUDY	Basic Study									
6.COUNTERPART AGENCY	Bureau of Fishery, Ministry of Agriculture and Fishery, Fiji; Bureau of Fishery Ministry of Commerce and Natural Resources, Tuvalu									
7.OBJECTIVES OF STUDY										
8.DATE OF SAV	1984/3	4.CONDITIONS AND DEVELOPMENT IMPACTS	Bottom line and trolling line fishing have been concluded to be the most appropriate fishing in term of haul and economy, based on three year resource survey. Only 10% of whole resources has been utilized in those water basin, and there seems to be plenty of available resources for fishing.							
9.CONSULTANT(S)	Hohsui Corporation									
10.STUDY TEAM	No. of Members 5 Period Jul.1983-Jun.1986(36 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;">99.14</td> <td style="text-align: center;">38.07</td> <td style="text-align: center;">61.07</td> </tr> </table>	Total M/M	Japan	Field	99.14	38.07	61.07			2.MAJOR REASONS FOR PRESENT STATUS
Total M/M	Japan	Field								
99.14	38.07	61.07								
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY										
12.EXPENDITURE	Total 511,058 (¥000) Contracted 416,487	5.TECHNICAL TRANSFER	1) Transfer of resource survey technique to local people. 2) Transfer of navigation technique, engine technology, maintenance of product.		3.PRINCIPAL SOURCE OF INFORMATION ①, ②					

PROJECT SUMMARY (Basic Study)

Compiled Mar. 1990
Revised Mar. 1996

OCE KIR/ A 501/78

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS			
1. COUNTRY	Kiribati	1. SITE OR AREA	Sea shore and off-shore basin between Butaritari Island and Nonouti Island in Gilbert Islands			1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued	
2. NAME OF STUDY	Fishery Resources in the Gilbert Islands	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) Based on the findings of the study, a series of Japanese grant aid was approved to develop fisheries. Mar. 1980 E/N signed (500 million yen) for a fishing training boat May 1982 E/N signed (500 million yen) for a fishing training boat May 1983 E/N signed (200 million yen) for a fishing training boat Sep. 1984 E/N signed (580 million yen) for a fishing mother boat Sep. 1985 E/N signed (939 million yen) for channel development for fishing boats Aug. 1986 E/N signed (189 million yen) for channel development for fishing boats Apr. 1988 E/N signed (253 million yen) for expansion of refrigerating facilities Nov. 1988 E/N signed (130 million yen) for training of fishermen (FY1995 Domestic Survey) No additional information. (FY1995 Overseas Survey) As a result of the study a Pole and Line Fishing Company was established to exploit the wild bait fish resources.		
3. SECTOR	Fisheries/Fisheries	(US\$1,000)	1)					
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)	2)			2. MAJOR REASONS FOR PRESENT STATUS		
5. TYPE OF STUDY	Basic Study	Tarava Island in the Gilbert Islands was the base of the study. Resource development study of Skipjack and other fish was conducted through experiment of Skipjack pole and line fishing and of Fry fishing by Stick-held disp net & round haul fishing in the shore and offshore of Butaritari Island and Nonouti Island.			3. PRINCIPAL SOURCE OF INFORMATION ①, ⑤			
6. COUNTERPART AGENCY	Bureau of Marine Resources	4. CONDITIONS AND DEVELOPMENT IMPACTS						
7. OBJECTIVES OF STUDY		As the results of six month survey of Bonita resources, it was surrounding water basin of Tarava, Abemama and Butaritari Islands and fry resources are also rich. However, traditional way of fishing has continued in each island. Fishing boats which can utilize rich marine resources and improvement of ground facilities are expected.						
8. DATE OF SAV	1978/3	10. STUDY TEAM						
9. CONSULTANT(S)	Hohsui Corporation Universal Fisheries Inc.	No. of Members 2 Period May. 1978 - Nov. 1978 (7 months)						
		Total M/M Japan Field						
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		11. ASSOCIATED AND/OR SUBCONTRACTED STUDY						
12. EXPENDITURE		5. TECHNICAL TRANSFER						
Total	146,452 (¥000)	Fishing method, navigation method, resource survey method, food engine technology were transferred in the resource survey ship.						

PROJECT SUMMARY (M/P+F/S)

Compiled Aug.1995
Revised Mar.1996

OCE KIR/S 201/94

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY Kiribati		1. SITE OR AREA Port Besio, Tarawa Is., Kiribati				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 Ports Development in Kiribati		2. PROJECT COST				(Description) Because of the change of the President of Kiribati as the result of National Election right after the completion of this survey work, the Government is now reviewing the priority of various projects to request Japan as for grant aid cooperation project. Therefore, the implementation of the project is delayed despite of the intention to carry out the project based on the results of this survey works. (FY1995 Overseas Survey) The request was submitted for the Japanese Grant Aid to commence the project from 1996.	
3. SECTOR Transportation/Port		3. CONTENTS OF MAJOR PROJECT(S)					
4. REFERENCE NO.		<table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;">(1) Port Improvement Idea (up to 2005) For Port Besio: Dredging/settle nautical marks 6.0m wharf (extension 80m) Repairment of 1.0m existing wharf (extension 130m) Set a container yard with pavement shed (2,300sq.m) Terminal for passengers (650sq.m)</td> <td style="width: 50%; border: none;">(2) Plan Within Short Period (up to 2000) For Port Besio: -ditto- -ditto- -ditto- Set a container yard shed (800sq.m) Terminal for passengers</td> </tr> </table>					
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5. TYPE OF STUDY M/P+F/S		<table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;">(1) MP 1) 32,520 Local Cost 2) 11,306 Foreign Cost 3) 21,214</td> <td style="width: 50%; border: none;">(2) I/S 1) 19,073 2) 5,017 3) 14,056</td> </tr> </table>				(1) MP 1) 32,520 Local Cost 2) 11,306 Foreign Cost 3) 21,214	(2) I/S 1) 19,073 2) 5,017 3) 14,056
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6. COUNTERPART AGENCY Ministry of Transportation, Communication and Tourism		<table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;">(1) Port Improvement Idea (up to 2005) For Port Besio: Dredging/settle nautical marks 6.0m wharf (extension 80m) Repairment of 1.0m existing wharf (extension 130m) Set a container yard with pavement shed (2,300sq.m) Terminal for passengers (650sq.m)</td> <td style="width: 50%; border: none;">(2) Plan Within Short Period (up to 2000) For Port Besio: -ditto- -ditto- -ditto- Set a container yard shed (800sq.m) Terminal for passengers</td> </tr> </table>				(1) Port Improvement Idea (up to 2005) For Port Besio: Dredging/settle nautical marks 6.0m wharf (extension 80m) Repairment of 1.0m existing wharf (extension 130m) Set a container yard with pavement shed (2,300sq.m) Terminal for passengers (650sq.m)	(2) Plan Within Short Period (up to 2000) For Port Besio: -ditto- -ditto- -ditto- Set a container yard shed (800sq.m) Terminal for passengers
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7. OBJECTIVES OF STUDY Implementation of Feasibility Study to improve the conditions and capacity of the old Besio Port which had been left without any arrangement for long period.		<table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;">(1) Port Improvement Idea (up to 2005) For Port Besio: Dredging/settle nautical marks 6.0m wharf (extension 80m) Repairment of 1.0m existing wharf (extension 130m) Set a container yard with pavement shed (2,300sq.m) Terminal for passengers (650sq.m)</td> <td style="width: 50%; border: none;">(2) Plan Within Short Period (up to 2000) For Port Besio: -ditto- -ditto- -ditto- Set a container yard shed (800sq.m) Terminal for passengers</td> </tr> </table>				(1) Port Improvement Idea (up to 2005) For Port Besio: Dredging/settle nautical marks 6.0m wharf (extension 80m) Repairment of 1.0m existing wharf (extension 130m) Set a container yard with pavement shed (2,300sq.m) Terminal for passengers (650sq.m)	(2) Plan Within Short Period (up to 2000) For Port Besio: -ditto- -ditto- -ditto- Set a container yard shed (800sq.m) Terminal for passengers
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8. DATE OF SAV 1993/12		Imp. Period: 1995.-1997. 1998.-2004.					
9. CONSULTANT(S) Nippon Tetrapod Co., Ltd.		4. FEASIBILITY AND ITS ASSUMPTIONS Feasibility: Yes/No		<table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;">EIRR1) 274 EIRR2) EIRR3)</td> <td style="width: 50%; border: none;">FIRR1) 1.67 FIRR2) FIRR3)</td> </tr> </table>		EIRR1) 274 EIRR2) EIRR3)	FIRR1) 1.67 FIRR2) FIRR3)
EIRR1) 274 EIRR2) EIRR3)	FIRR1) 1.67 FIRR2) FIRR3)						
10. STUDY TEAM No. of Members 17 Period Mar.1994-May.1994 (3 months) Jul.1994-Mar.1995 Total M/M Japan Field 39.00 21.12 17.80		<p>Conditions and Development Impacts:</p> <ol style="list-style-type: none"> 1) Improvement of loading and unloading efficiency by means of yard expansion and introduction of big loading equipment. 2) Almost of all cargo become possible to make pier loading by the construction of 6.0m wharf. 3) Construction of the new shed makes available to use the existing shed as for the cargo shed. 4) Passengers will be able to board on or leave from the vessels direct from the wharf at the passenger's terminal. 5) Function of the port will be maintained and recovered by periodical dredge using the dredge equipment. 6) Establish the Port Bureau in order to utilize the planned port facilities effectively. 7) Southern part of the container yard will be used as for the waste disposal and will contribute to clean up the environment. 					
11. ASSOCIATED AND/OR SUB-CONTRACTED STUDY None		5. TECHNICAL TRANSFER 1) Training in Japan (1 trainee). 2) Train the method using the sample from sea bottom for environmental survey.					
12. EXPENDITURE Total 136,863 (¥000) Contracted 136,863		3. PRINCIPAL SOURCE OF INFORMATION ①, ⑤					

和名 港湾開発計画調査

PROJECT SUMMARY (F/S)

Compiled Mar. 1990

Revised Mar. 1996

OCE PNG/A 301/77

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Papua New Guinea	1. SITE OR AREA		Rabaul, Kavieng		1. PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input checked="" type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled
2. NAME OF STUDY		2. PROJECT COST		Total Cost	Local Cost		
Fishing Base Construction Project		(US\$1,000)	1) 2) 3)				(Description) A follow-up study was conducted in Apr. 1977. (FY1995 Domestic Survey) No available information since the name of consultant in charge has been lost.
3. SECTOR		3. CONTENTS OF MAJOR PROJECT(S)					
Fisheries/Fisheries		Following the idea that Bonito pole and line fishing method is to be transferred to fishing based on fishing base, a fishing base will be established.					
4. REFERENCE NO.							
5. TYPE OF STUDY		F/S					
6. COUNTERPART AGENCY							
7. OBJECTIVES OF STUDY							
8. DATE OF S/W		/					
9. CONSULTANT(S)		Imp. Period:		EIRR1)	FIRR1)		
		4. FEASIBILITY AND ITS ASSUMPTIONS		EIRR2)	FIRR2)		
		Feasibility: Yes/No		EIRR3)	FIRR3)		
		Conditions and Development Impacts: It is presumed that potential demand for marine product amounts to a considerable amount. Supplying system will be improved by the construction of fishing base. It would contribute to promotion of fishery and production of frozen Bonito for export. It also secure animal protein for people of Papua New Guinea.					
10. STUDY TEAM							
No. of Members							
Period Nov. 1976-Dec. 1976 (1 months)							
Total M/M		Japan	Field				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY							
12. EXPENDITURE		5. TECHNICAL TRANSFER					
Total		65,046 (¥'000)					
Contracted							
						2. MAJOR REASONS FOR PRESENT STATUS	
						3. PRINCIPAL SOURCE OF INFORMATION	
						①	

和名 漁業基地建設計画

PROJECT SUMMARY (F/S)

Compiled Mar.1991
Revised Mar.1996

OCE PNG/S 301/89

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT						
1. COUNTRY	Papua New Guinea	1. SITE OR AREA	Rural areas (population 2.6million)			I. PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input checked="" type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled					
2. NAME OF STUDY	Rural Telecommunication Development Plan in Papua New Guinea	2. PROJECT COST	1) (US\$1,000)	Total Cost 30,850	Local Cost 20,871	Foreign Cost 9,979	(Description) PNG government submitted the request for a basic design study to the Mission of the Japanese Ministry of Foreign Affairs in mid-February 1990. The project is considered as lower priority than the others (schools and hospital) by the Japanese Ministry of Foreign Affairs. The project is unlikely to be implemented in the foreseeable future. (FY1994 Domestic Survey)(FY1995 Domestic Survey) No additional information. (FY1995 Overseas Survey) Because the development plans on communications network was changed and this project is considered not to be suitable for the PNG environment, it is unlikely that this project will be implemented.					
3. SECTOR	Communications & B/Telecommunication	3. CONTENTS OF MAJOR PROJECT(S)	2) US\$1=130Yen	3)								
4. REFERENCE NO.		Following criteria are given to the selection of objective villages: 1) Villages with population more than 500. 2) Villages with government organization or private industries. Rural telecommunication development plan was prepared for 374 villages to where the radio telecommunication systems are applicable. The outline of the plan is as follows: 1) 736 telephone sets including pay phones will be installed in 374 villages. 2) The entire project will be divided into five phases through 1997 by giving attention to the schedule of finance and construction as well as to the establishment of a smooth operating system. 3) 75 telephone sets will be installed in 40 villages of 3 provinces during the first phase.										
5. TYPE OF STUDY	F/S											
6. COUNTERPART AGENCY	The Post and Telecommunication Corporation(PTC)											
7. OBJECTIVES OF STUDY	1) Nationalwide "Rural Telecommunication Development Plan" up to 1997 2) "Initial Plan" to selected areas having priority											
8. DATE OF SAV	1988/12	Imp. Period: 1990. -1997.										
9. CONSULTANT(S)	NPT International Corporation	4. FEASIBILITY AND RIS ASSUMPTIONS	Feasibility: Yes/No	ERR1) ERR2) ERR3)	ERR1) ERR2) ERR3)	-0.62						
10. STUDY TEAM	No. of Members 7 Period Mar.1989-Nov.1989(7 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;">40.36</td> <td style="text-align: center;">16.59</td> <td style="text-align: center;">23.77</td> </tr> </table>	Total M/M	Japan	Field	40.36	16.59	23.77	Conditions and Development Impacts: In PNG, about 90% of the population live in rural areas. Most villages do not have any means of telecommunication. PNG Government announced the communications facilities development as one of the main targets for infrastructure development in a Five-Year Economic Plan (1988-1992). The extension of telecommunication to rural areas is expected to bring various social and economic benefits, especially effective in narrowing the disparities between urban and rural areas.				
Total M/M	Japan	Field										
40.36	16.59	23.77										
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	None											
12. EXPENDITURE	Total 135,625 (Y'000) Contracted 126,200	5. TECHNICAL TRANSFER										
		A engineer of PTC took a training in Japan. (Sep.4.1989-Sep.20.1989)				3. PRINCIPAL SOURCE OF INFORMATION						
						①, ②						
						2. MAJOR REASONS FOR PRESENT STATUS						

邦名 地方電話網整備計画

(F/S,D/D)

PROJECT SUMMARY (D/D)

Compiled Mar. 1991
Revised Mar. 1996

OCE PNG/S 401/89

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Papua New Guinea	1.1 SITE OR AREA	80km long highway between Baretina in Central Province and Malalaua in Gulf Province			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"/> Discontinued or Cancelled <input type="checkbox"/> Processing
2. NAME OF STUDY	Detailed Design on Road Construction Project in Baretina-Malalaua	2. PROJECT COST (US\$1,000)	Total Cost	Local Cost	Foreign Cost	(Description)	
3. SECTOR	Transportation/Road		1) 82,800	28,980	53,820		
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)	80 km is broken down into 2 sections. Lot I: 33.5km: Excavation & embankment volume 1,570,000cu.m Bridges 3 Lot II: 47.1km: Excavation & embankment volume 12,000,000cu.m Sand Mat 170,000cu.m Bridges 6			1985 Japanese Govt. committed a loan (4.3 billion yen) D/D undertaken by JICA 1990 - Mar. 1990 PNG Govt. requested the OECF Appraisal Mission for an increase of the loan and obtained the latter's approval. Feb. 1991 OECF I/A signed Jan. 1993 P/Q for the construction works was announced. The project is expected to be commenced later in the year. (FY1994 Domestic Survey) The Engineering Service Contract has been signed by DOW with a Japanese consultant, Nippon Koei Co., for new Road Construction between Baretina and Malalaua on August, 1994. The bidding for the construction will be commenced in December, 1994. The Road Rehabilitation works between Aseki and Lstep had been implemented already by means of the national budget on 1985. Therefore in August, 1993, it has been concluded that no further construction works will be carried out for this section by OECF-SAPI investigation team. (FY1995 Domestic Survey) No additional information. (FY1995 Overseas Survey) May 1995 The construction is commenced. (Scheduled to be completed on May, 2000.)	
5. TYPE OF STUDY	D/D	7. OBJECTIVES OF STUDY	Road Construction				
6. COUNTERPART AGENCY	OICA(DOPP) DON	8. DATE OF SAV	1987/6			The government is keen to develop the Transport Infrastructure as a means of Economic and Social Development.	
9. CONSULTANT(S)	Nippon Koei Co., Ltd. Katahira & Engineers International Pasco International Inc.	9. CONSULTANT(S)	Imp. Period: 1991.9-1995.9				
10. STUDY TEAM	No. of Members 23 Period Oct. 1987-Feb. 1990 (28 months)	4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes/No	EIRR1) 9.10 EIRR2) EIRR3)	FIRR1) FIRR2) FIRR3)	1) ICP training in Japan for Surveyor and Bridge Engineer 2) Guided on mechanical tests to DOW labo. staff 3) Guided on application and using methods of Raymond Sampler and Thinwell Sampler 4) Guided an application of Highway CAD for detailed design of highway	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Aerial Photogrammetry River Cross-section Survey Boring Survey	10. STUDY TEAM	Conditions and Development Impacts: <F/S> 1) Future Traffic Volume: Starting year-200 cars per day, increasing 3% afterwards 2) After 10 years Pavement will be done 3) Time saving: 20 hours by boatride will be shortened to 1.5 hours Running cost saving: difference between boatriding charge and vehicle running cost was considered 4) Sensitivity Analysis: Excluding running cost saving: 18R+9.34 15% decrease of total benefit: 18R+9.34 <D/D> 1) Smooth implementation of land survey and land acquisition 2) Procurement of domestic portion of project cost				
12. EXPENDITURE	Total 776,881 (¥000) Contracted 730,622	11. ASSOCIATED AND/OR SUBCONTRACTED STUDY					

PROJECT SUMMARY (F/S)

Compiled Mar. 1993
Revised Mar. 1996

OCCE PNG/S 302/91

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																					
1. COUNTRY Papua New Guinea		1. SITE OR AREA Tokua and Rabaul in East New Britain				I. 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 type="checkbox"/> Discontinued or Cancelled																					
2. NAME OF STUDY Tokua Airport Development Project		2. PROJECT COST (US\$1,000)																									
		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;">1)</td> <td style="text-align: center;">Total Cost</td> <td style="text-align: center;">Local Cost</td> <td style="text-align: center;">Foreign Cost</td> </tr> <tr> <td></td> <td style="text-align: center;">2)</td> <td style="text-align: center;">70,000</td> <td style="text-align: center;">34,000</td> <td style="text-align: center;">36,000</td> </tr> <tr> <td></td> <td style="text-align: center;">3)</td> <td></td> <td></td> <td></td> </tr> </table>					1)	Total Cost	Local Cost	Foreign Cost		2)	70,000	34,000	36,000		3)										
	1)	Total Cost	Local Cost	Foreign Cost																							
	2)	70,000	34,000	36,000																							
	3)																										
3. SECTOR Transportation/Air Transportation & Airport		3. CONTENTS OF MAJOR PROJECT(S) Tokua Airport Development targeting the year 2000 will be carried out to substitute the present Rabaul Airport due to the danger of volcanic eruptions. Major contents are as follows.				(Description) For urgency of this project, PNG government decided early implementation, but yet considering how to provide its finance. However, PNG government seems to have the earnest desire for Japan to conduct subsequent EID. Remark: The Plessey Co., PLC of England submitted the subject proposal at the end of 1991. (FY1993 Domestic Survey) In 1992 the Prime Minister was alternated. He brought less priority to the project due to financial cost. (FY1994 Domestic Survey) The Volcanos near the present Rabaul Airport have erupted on 19.Sep.1994 and been activating. The volcanic ashes covered the airport and made it unusable. Therefore, Tokua airport commenced to operate small prop. air craft services with 56 flights per week as the emergency measures. The runway of Tokua airport is not paved, therefore, the urgent implementation of the Project is needed. (FY1995 Domestic Survey) Based on the urgent request for grant aid made by the Government of Papua New Guinea, a survey team (Nippon Koei Co., Ltd.) has been despatched to Papua New Guinea on 22nd August, 1995. It is planned to draw up the basic design regarding to the urgent aid until January, 1996. (FY1995 Overseas Survey) No additional information.																					
4. REFERENCE NO.		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Runway</td> <td style="text-align: center;">2,200m x 45m</td> </tr> <tr> <td>Runway Strip</td> <td style="text-align: center;">2,320m x 150m</td> </tr> <tr> <td>Apron</td> <td style="text-align: center;">205m x 140m</td> </tr> <tr> <td>Passenger Terminal Building</td> <td style="text-align: center;">5,000m²</td> </tr> <tr> <td>Cargo Terminal Building</td> <td style="text-align: center;">360m²</td> </tr> <tr> <td>Control Tower</td> <td style="text-align: center;">635m²</td> </tr> <tr> <td>Administration Building</td> <td style="text-align: center;">770m²</td> </tr> <tr> <td>Fuel Farm</td> <td style="text-align: center;">4,000m²</td> </tr> <tr> <td>Parking Lot</td> <td style="text-align: center;">5,200m²</td> </tr> <tr> <td>Operation Equipment</td> <td style="text-align: center;">SUR/OME, NDB, AMS, AFS, SALS, ATC, PAPP, etc.</td> </tr> <tr> <td>Utilities</td> <td style="text-align: center;">Electric, Water, Telephone</td> </tr> </table>						Runway	2,200m x 45m	Runway Strip	2,320m x 150m	Apron	205m x 140m	Passenger Terminal Building	5,000m ²	Cargo Terminal Building	360m ²	Control Tower	635m ²	Administration Building	770m ²	Fuel Farm	4,000m ²	Parking Lot	5,200m ²	Operation Equipment	SUR/OME, NDB, AMS, AFS, SALS, ATC, PAPP, etc.
Runway	2,200m x 45m																										
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Operation Equipment	SUR/OME, NDB, AMS, AFS, SALS, ATC, PAPP, etc.																										
Utilities	Electric, Water, Telephone																										
5. TYPE OF STUDY F/S																											
6. COUNTERPART AGENCY Department of Civil Aviation (D.C.A.)																											
7. OBJECTIVES OF STUDY To develop Tokua Airport as the substitute of existing Rabaul																											
8. DATE OF SAV 1990/11		Imp. Period: 1991. -1997.																									
9. CONSULTANT(S) Nippon Koei Co., Ltd. Pasco International Inc.		4. FEASIBILITY AND ITS ASSUMPTIONS Feasibility: Yes/No		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">EIRR1)</td> <td style="text-align: center;">18.50</td> <td style="text-align: center;">IRR1)</td> <td style="text-align: center;">3.10</td> </tr> <tr> <td style="text-align: center;">EIRR2)</td> <td></td> <td style="text-align: center;">IRR2)</td> <td></td> </tr> <tr> <td style="text-align: center;">EIRR3)</td> <td></td> <td style="text-align: center;">IRR3)</td> <td></td> </tr> </table>		EIRR1)	18.50	IRR1)	3.10	EIRR2)		IRR2)		EIRR3)		IRR3)											
EIRR1)	18.50	IRR1)	3.10																								
EIRR2)		IRR2)																									
EIRR3)		IRR3)																									
10. STUDY TEAM No. of Members 9 Period Feb. 1991-Mar. 1992 (13 months) Total M/M Japan Fild 33.86 18.33 15.53		Conditions and Development Impacts: Conditions: The diverted traffic demand from Port Moresby to Rabaul for international, the revealed traffic of potential demand and increased traffic demand by regional development were projected on the basis of the traffic survey conducted at Port Moresby and Rabaul Airports. A runway of 2,000m x 45m was planned to cater for A310 aircraft and passenger terminal building was planned with a floor area of 5,000m ² . Development Impacts: Operational efficiency will be improved to avoid volcanic disasters. The economic benefits comprise efficiency of fuel consumption for navigation, expenditure by foreign tourists, and passengers' benefit by willingness to pay, etc. (EIRR 18.5%, B/C 1.24, NPV 10,772 thousand Kina)																									
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY - Geotechnical Survey - Topographic Survey		5. TECHNICAL TRANSFER 1) Joint works with respective counterparts. 2) OJT																									
12. EXPENDITURE Total 169,491 (Y'000) Contracted 157,574		2. MAJOR REASONS FOR PRESENT STATUS The shut-down of the Rabaul airport due to the eruption of the volcanoes.																									
		3. PRINCIPAL SOURCE OF INFORMATION ①, ②																									

和名 トクア空港整備計画

PROJECT SUMMARY (M/P+F/S)

Compiled Mar.1995
Revised Mar.1996

OCE PNG/S 217/93

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT																													
1. COUNTRY Papua New Guinea		1. SITE OR AREA National Capital District (Port Moresby)				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 Port Moresby Water Supply Development Plan		2. PROJECT COST <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">M/P (1)</td> <td style="width: 15%;">321,000</td> <td style="width: 15%;">Local Cost</td> <td style="width: 15%;">Foreign Cost</td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> </tr> <tr> <td>2)</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>F/S (1)</td> <td>219,130</td> <td></td> <td>21,470</td> <td></td> <td>197,660</td> </tr> <tr> <td>2)</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>3)</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>						M/P (1)	321,000	Local Cost	Foreign Cost			2)						F/S (1)	219,130		21,470		197,660	2)						3)			
M/P (1)	321,000	Local Cost	Foreign Cost																																
2)																																			
F/S (1)	219,130		21,470		197,660																														
2)																																			
3)																																			
3. SECTOR Public Utilities/Sewerage		3. CONTENTS OF MAJOR PROJECT(S)				(Description) 1. Immediate remedial measures recommended in M/P will be partly implemented by Japan's grant aid system (E/N is scheduled in August 1994). 2. The project recommended in F/S will be partly implemented through the BOT system. Proposals are being evaluated by RCDC. 3. The project recommended in F/S will also be partly implemented with OCEC's loan. NCD is now considering an application to the OCEC. (FY1995 Domestic Survey) It has been decided to implement the F/S portion of this project by means of BOT process. (FY1995 Overseas Survey) The project was commenced in September, 1995.																													
4. REFERENCE NO.		1) M/P 1.1 Intake weir and mouth 1.2 Raw water main 1.3 Pumping station 1.4 Expansion of Mt. Eriana plant 1.5 New 2-mile plant 1.6 Three service reservoirs 1.7 Transmission and distribution pipes 2) F/S 2.1 Same as 1.1 2.2 Same as 1.2 2.3 Same as 1.3 2.4 Same as 1.4 2.5 Part of 1.5 2.6 One service reservoir 2.7 Part of 1.7 3) B/D Transmission Pipe (1100mm X2.59km, 600mm X 7.19km)																																	
5. TYPE OF STUDY M/P+F/S		4. FEASIBILITY AND ITS ASSUMPTIONS <table style="width: 100%; border-collapse: collapse;"> <tr> <td rowspan="3" style="width: 15%;">Imp. Period:</td> <td style="width: 15%;">1994. -2015.</td> <td style="width: 15%;">1994. -2000.</td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> </tr> <tr> <td>Feasibility:</td> <td>FERR1)</td> <td>FERR2)</td> <td>FERR3)</td> <td>8.65</td> </tr> <tr> <td>Yes</td> <td>5.73</td> <td>7.37</td> <td></td> <td></td> </tr> </table>						Imp. Period:	1994. -2015.	1994. -2000.				Feasibility:	FERR1)	FERR2)	FERR3)	8.65	Yes	5.73	7.37														
Imp. Period:	1994. -2015.	1994. -2000.																																	
	Feasibility:	FERR1)	FERR2)	FERR3)	8.65																														
	Yes	5.73	7.37																																
6. COUNTERPART AGENCY National Capital District Commission (NCDC)		10. STUDY TEAM No. of Members 12 Period Aug.1992-Mar.1994 (20 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>80.32</td> <td>38.16</td> <td>42.16</td> </tr> </table>						Total M/M	Japan	Field	80.32	38.16	42.16																						
Total M/M	Japan	Field																																	
80.32	38.16	42.16																																	
7. OBJECTIVES OF STUDY Formulation of M/P and F/S on the water supply system, and further basic study on the immediate remedial measures.		11. ASSOCIATED AND/OR SUBCONTRACTED STUDY Water quality analysis Topographical survey																																	
8. DATE OF S/W 1992/4		12. EXPENDITURE <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Total</td> <td style="width: 15%;">291,556</td> <td style="width: 15%;">(¥000)</td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> </tr> <tr> <td>Contracted</td> <td>267,057</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>				Total	291,556	(¥000)				Contracted	267,057																						
Total	291,556	(¥000)																																	
Contracted	267,057																																		
9. CONSULTANT(S) Tokyo Engineering Consultants Co., Ltd. Pacific Consultants International		5. TECHNICAL TRANSFER Measurement of Flow and Pressure Rationing Plan																																	
10. STUDY TEAM		3. PRINCIPAL SOURCE OF INFORMATION ①, ②, ③																																	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		2. MAJOR REASONS FOR PRESENT STATUS Because of the urgency of the project, the government of PNG adopted BOT, which requires the shorter period of time for the borrowing arrangement.																																	

和名 ポートモレスビー市上水道整備計画調査

(M/P+F/S)

PROJECT SUMMARY (F/S)

Compiled Mar.1986
Revised Mar.1996

OCE SLB/S 301/79

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Solomon Islands	1. SITE OR AREA				1. PRESENT STATUS <input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="radio"/> Completed <input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended <input type="radio"/> Implementing <input type="radio"/> Processing <input checked="" type="checkbox"/> Discontinued or Cancelled	
2. NAME OF STUDY Telecommunication Trunk Network Construction Project		Solomon Island					
3. SECTOR Communications & B/Telecommunication		2. PROJECT COST		Total Cost	Local Cost	Foreign Cost	
4. REFERENCE NO.		(US\$1,000)	1)	20,069	620	19,449	
5. TYPE OF STUDY		(US\$1=220Yen)	2)				
6. COUNTERPART AGENCY Ministry of Transport and Communications		3)	3. CONTENTS OF MAJOR PROJECT(S) Contents Scale Construction of over OH system 7 sections horizontal telecommunications network				
7. OBJECTIVES OF STUDY F/S on the telecommunication network construction project.						(Description) Discontinued after the completion of F/S (FY1991 Overseas Survey) No additional information. (FY1994 Domestic Survey) No information.	
8. DATE OF S/W		Imp. Period: 1980. -1983.					
9. CONSULTANT(S) Nippon Telecommunication Consulting Co., Ltd.		4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) 4.30 EIRR2) EIRR3)	HRR1) 4.70 HRR2) HRR3)	
10. STUDY TEAM		Conditions and Development Impacts: To connect Honiara, the capital, and 23 other centers by the OH radio system. Because the country consists of thousands of islands, the study proposes to introduce an over horizontal telecommunications network system. The project will contribute to the closer integration of the island nation and stimulate economic and tourism development.					
No. of Members 12 Period							
Total M/M Japan Field 13,10 0.93 12.17		2. MAJOR REASONS FOR PRESENT STATUS Agreement was not reached on the amount of yen credit.					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		3. PRINCIPAL SOURCE OF INFORMATION ①, ②					
12. EXPENDITURE		5. TECHNICAL TRANSFER On the job training for the counterparts.					
Total 64,103 (¥000)							
Contracted 23,495							

和名 国内電気通信幹線網建設計画

PROJECT SUMMARY (F/S)

Compiled Mar. 1993
Revised Mar. 1996

OCESL/B/S 302/91

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT						
1. COUNTRY	Solomon Islands	1. SITE OR AREA	Henderson International Airport, Honiara							
2. NAME OF STUDY	Development Project of Henderson International Airport	2. PROJECT COST	Total Cost (US\$1,000) 22,000	Local Cost	Foreign Cost 22,000					
3. SECTOR	Transportation/Air Transportation & Airport	3. CONTENTS OF MAJOR PROJECT(S)	<p>1) Civil Works Runway strengthening (maintaining the current scale), taxiway(242.5m long and 21m wide) apron(136m wide and 105 deep), GCE road(20m wide), access road extension, terminal road and car parking sloping, drainage, asphalt pavement, fence(2.4m high) and security.</p> <p>2) Architectural Works Passenger terminal building: one-floor terminal building with a floor space of 4,900 sq. m.; Other works include repair of the existing terminal building and construction of fire station garage.</p> <p>3) Aviation Safety Facilities Radio system: Installation of ILS localizer(LLZ), glidepath(GP) antennas and PWS and renewal of the existing NDB.</p> <p>Other plans include aviation radio facilities, navigation control system, approaching lights, and relocation of weather observation facilities.</p> <p>4) Municipal Service Facilities Fuel depots, electric power facilities, water supply facilities, sewage disposal facilities, incinerator, and telephone system.</p> <p>* The items of the above project costs are 1) costs of the whole projects, 2) costs of priority I projects and 3) costs of priority II projects.</p>							
4. REFERENCE NO.		4. FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes/No	EIRR1) 12.10 EIRR2) 10.90 EIRR3) 13.60	FIRR1) FIRR2) FIRR3)					
5. TYPE OF STUDY	F/S	7. OBJECTIVES OF STUDY	Preparation of W/P and F/S on the short-term development project.							
6. COUNTERPART AGENCY	Civil Aviation Division (CAD), Ministry of Tourism and Aviation (MPA)	8. DATE OF S/W	1990/3							
9. CONSULTANT(S)	Pacific Consultants International	9. CONSULTANT(S)	Pacific Consultants International							
10. STUDY TEAM	<p>No. of Members 6</p> <p>Period Sep. 1990-Oct. 1991 (14 months)</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total M/M</td> <td style="text-align: center;">Japan</td> <td style="text-align: center;">Field</td> </tr> <tr> <td style="text-align: center;">35.45</td> <td style="text-align: center;">20.44</td> <td style="text-align: center;">15.01</td> </tr> </table>	Total M/M	Japan	Field	35.45	20.44	15.01	<p>Imp. Period: 1992. -2000.</p> <p>Conditions and Development Impacts:</p> <p>1) General Conditions: Benefits and costs are yearly calculated on 1991 fixed prices(Solomon dollars) for the period between 1992 and 2010 and import taxes are not taken into consideration.</p> <p>2) Economic Benefits: a) Time saving benefit by congestion eradication. b) Increase in airport revenue such as boarding fees, landing fees, light fees, air navigation fee, space rentals and fuel lubrication payment. c) Increase in import tax revenue on aircraft fuel and lubricant. d) National income increase by the foreign currency consumption by foreign tourists.</p> <p>3) Intangible or indirect benefits such as safety, reliability and punctuality of flight operation and air transportation, comfortableness and convenience of the airport passengers, contribution to the social, economic and cultural development of Solomon Islands.</p> <p>* The item of the above EIRRs are 1) original plan, 2) in the case of 10% cost increase and 3) in the case of 10% cost decrease. Others are 4) 13.4% in the case of 10% traffic volume increase, and 5) 10.8% in the case of 10% traffic volume decrease.</p>		
Total M/M	Japan	Field								
35.45	20.44	15.01								
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Topographic Survey, Soil Test	12. EXPENDITURE	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: right;">148,220 (¥000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: right;">139,000</td> </tr> </table>			Total	148,220 (¥000)	Contracted	139,000	
Total	148,220 (¥000)									
Contracted	139,000									
		5. TECHNICAL TRANSFER	<p>1) OJT</p> <p>2) Accept a Trainee to Japan for training</p>							
		6. MAJOR REASONS FOR PRESENT STATUS	<p>① Completed or in Progress <input type="checkbox"/> Promoting</p> <p><input checked="" type="radio"/> Completed</p> <p><input type="radio"/> Partially Completed <input type="checkbox"/> Delayed or Suspended</p> <p><input type="radio"/> Implementing <input type="checkbox"/> Discontinued or Cancelled</p> <p><input checked="" type="radio"/> Processing</p>							
		3. PRINCIPAL SOURCE OF INFORMATION	<p>(Description)</p> <p>1992.11 A project finding mission visited the Solomon Islands and grant aid request to the Government of Japan is under consideration for this project.</p> <p>(FY1994 Domestic Survey) No additional information.</p> <p>(FY1995 Domestic Survey) Basic survey is carrying on to examine the validity of the terminal building and its attached facilities as for a grant aid project since March, 1995.</p>							

和名 ヘンダーソン国際空港整備計画

PROJECT SUMMARY (M/P+F/S)

Compiled Sep.1995
Revised Mar.1996

OCE SLB/A 201/94

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Solomon Islands	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		Whole area of the Solomon Islands					
Development Study on Improvement of Nationwide Fish Marketing System		2. PROJECT COST (US\$1,000)		M/P 1)	Local Cost	(Description) Based on the conclusion and the recommendations of the Master Plan, the Government of Solomon Islands has requested to JICA to conduct the Basic Design Survey in connection with the improvement of Honiara Central Market of Model zone-1, and the pier and unloading facilities were completed in March 1995. After that, additional basic design survey works are continued to make up the on-shore facilities of the Honiara Central Market such as the market-hall, ice manufacturing and freezing facilities. (FY1995 Overseas Survey) Apr.1994-Feb.1995 D/D for the first stage of the Honiara Central Market. (grant aid, eight mil. \$15) Apr.1996-Feb.1997 D/D for the second stage of the Honiara Central Market. (grant aid is secured)	
				F/S 1)	Foreign Cost		
3. SECTOR		3. CONTENTS OF MAJOR PROJECT(S)					
Fisheries/Fisheries		5 model zones to be established. The contents of major projects in each model zone are as follows:-					
4. REFERENCE NO.		1) Improvement of the organization and the regulations covering whole country. Establish a conference to discuss the improvement of organization/ regulations to make more smooth and effective circulation of the marine products and to introduce financial assistance to encourage the marine industry.					
5. TYPE OF STUDY		2) Model zone-1 (type-1): Economic zone of Honiara City, the capital To arrange the Honiara Central Market To establish and to manage a corporation of marine products distribution in Honiara					
6. COUNTERPART AGENCY		3) Model zone-2 (type-1): Florida archipelago Establish a baseport in Tulagi with 5 satellites to control loading, unloading, storage, communication, water supply, transportation etc.					
Fisheries Department, Ministry of Natural Resources		4) Model zone-3 (type-2): Western Province Establish baseport with 6 satellites to control the marine industry					
		5) Model zone-4 (type-3): Rennel Island Arrange the unloading point at Kanggara Bay and establish various servicing facilities including a local center					
7. OBJECTIVES OF STUDY		Imp. Period:					
Implementatin of pre-Feasibility Study on improvement of distribution system of the marine products on whole country and local level in order to increase fishermen's revenue and to make stable supply the marine products to the urban area		4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	FIRR1) 9.67 FIRR2) 13.01 FIRR2) 9.67 FIRR3) 13.01 FIRR3) FIRR3)		
		8. DATE OF S/W		1993/2			
9. CONSULTANT(S)		Conditions and Development Impacts:					
System Science Consultants		(Conditions) 1) To establish firm organizations/ regulations by the Government and the corporations concerned. 2) The transportation and assembling tests should be conducted successfully.					
10. STUDY TEAM		(Development Impacts) 1) Increase of the marine products. 2) Promotion of the export by means of increase of additional value. 3) Save time and expenses for distribution of the marine products. 4) Increase of fishermen's revenue and encouragement of the local society.					
No. of Members 10 Period Mar. 1993-Mar. 1994 (13 months)							
Total M/M Japan Field 40.00 16.47 23.53							
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		5. TECHNICAL TRANSFER					
None		1) Training in Japan. 2) One through the preparation of the study report.					
12. EXPENDITURE		2. MAJOR REASONS FOR PRESENT STATUS					
Total 159,257 (¥000) Contracted 157,112		1) Big socio-economic impacts are expected by the improvement of environments not only for products but consumers. 2) Promotion of the fishery port development as for the basepoint of the widespread commercial area. Because there has been no proper fish market in the studied area, the government has given top priority to this project.					
		3. PRINCIPAL SOURCE OF INFORMATION					
		(1), (2)					

和名 全国水産物流通網改善計画

PROJECT SUMMARY (M/P+F/S)

Compiled Mar. 1990
Revised Mar. 1996

OCE WSM/S 201B/87

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDIED PROJECT										
1. COUNTRY	Western Samoa	1. SITE OR AREA	Apia Port											
2. NAME OF STUDY	Development of the Ports in Western Samoa	2. PROJECT COST (US\$1,000)	M/P 1) 2) 3)	Local Cost	Foreign Cost									
3. SECTOR	Transportation/Port		F/S 1) 2) 3)	10,940	3,260									
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)												
5. TYPE OF STUDY	M/P+F/S	<p><M/P> Long-term development plan of ports in Western Samoa was proposed in the study.</p> <p>1) Apia Port as commercial port, ferry terminal, marina. 2) Asau Port as commercial port. 3) Salelologa Port and Mulinafua Port as ferry terminals.</p> <p><F/S> To maintain and improve Apia port, the following items are listed as the first stage development plan.</p> <p style="margin-left: 20px;">Wharf repair 185m Breakwater 100m Ferry terminal 3,600sq. Yard expansion 6,000sq. Tug boat 1 Buoy lightings 4</p>												
6. COUNTERPART AGENCY	Ministry of Transport	<p>Imp. Period: 1989.4-1991.3</p> <p>4. FEASIBILITY AND ITS ASSUMPTIONS</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Feasibility:</td> <td style="width: 15%;">EIRR1) 13.40</td> <td style="width: 15%;">EIRR1) -2.70</td> </tr> <tr> <td>Yes/No</td> <td>EIRR2)</td> <td>EIRR2)</td> </tr> <tr> <td></td> <td>EIRR3)</td> <td>EIRR3)</td> </tr> </table>				Feasibility:	EIRR1) 13.40	EIRR1) -2.70	Yes/No	EIRR2)	EIRR2)		EIRR3)	EIRR3)
Feasibility:	EIRR1) 13.40	EIRR1) -2.70												
Yes/No	EIRR2)	EIRR2)												
	EIRR3)	EIRR3)												
7. OBJECTIVES OF STUDY	Formulation of M/P up to the year 2005 Preparation of a first stage plan within the framework of the M/P	<p>10. STUDY TEAM</p> <p>No. of Members 6 Period Jan. 1987-Oct. 1987 (10 months)</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Total M/M</td> <td style="width: 15%;">Japan</td> <td style="width: 15%;">Field</td> </tr> <tr> <td style="text-align: center;">25.24</td> <td style="text-align: center;">9.80</td> <td style="text-align: center;">15.44</td> </tr> </table>				Total M/M	Japan	Field	25.24	9.80	15.44			
Total M/M	Japan	Field												
25.24	9.80	15.44												
8. DATE OF SAV	1986/7	<p>Conditions and Development Impacts:</p> <p><M/P> Ports play a central role in the development of this island nation. The proposed first stage development will enable more efficient and safer port operations.</p> <p><F/S> 1) Project life is 18 years until 2005. 2) Rate : US\$ = 2.08 tara = 152 Yen</p> <p>1) Projection of cargo volume for 2005 2) Rehabilitation of superannuated and obsolescent facilities at Apia port 3) Efficient container cargo handling and efficient port operation 4) Improvement of navigation</p>												
9. CONSULTANT(S)	Overseas Coastal Area Development Institute Nippon Tetrapod Co., Ltd.	<p>5. TECHNICAL TRANSFER</p> <p>1) Two weeks training to captain and chief engineer of tugboat in Japan. 2) One week training to crew of tugboat in Western Samoa.</p>												
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		<p>6. MAJOR REASONS FOR PRESENT STATUS</p> <p>1) Urgent repair requirement of dilapidated wharf 2) Importance of ports for the national economy and life in Western Samoa</p>												
12. EXPENDITURE	Total 88,163 (¥000) Contracted 82,711	<p>3. PRINCIPAL SOURCE OF INFORMATION</p> <p>①</p>												

PROJECT SUMMARY (M/P+F/S)

Compiled Sep.1995
Revised Mar.1996

ERP BGR/S 201/94

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT					
1.COUNTRY	Bulgaria	1.SITE OR AREA	City of Sofia			1.PRESENT STATUS	<input type="checkbox"/> Completed or in Progress <input type="checkbox"/> Promoting <input type="checkbox"/> Completed <input type="checkbox"/> Partially Completed <input checked="" type="checkbox"/> Delayed or Suspended <input type="checkbox"/> Implementing <input type="checkbox"/> Processing <input type="checkbox"/> Discontinued or Cancelled				
2.NAME OF STUDY	Solid Waste Management for the Territory of the Sofia Greater Municipality	2.PROJECT COST	M/P 1) 228,000 2) Local Cost F/S 1) 51,100 21,300 2) Foreign Cost 3) 29,800			(Description) The project is suspended because the inhabitants of surrounding area and the concerned authorities have not given the consent to the project. (FY1995 Overseas Survey) No additional information.					
3.SECTOR	Public Utilities/Urban Sanitation	3.CONTENTS OF MAJOR PROJECT(S)	Following projects are selected and recommended as for the projects with priority for sake of improvement of the urban wasted material treatment of the city of Sofia : 1)Improve collection of waste (collection service in whole area) 2)Construction of final waste disposal in Katina 3)Promote the recycle of wasted materials 4)Establish cleaning corporations The Master Plan has recommended the introduction of incinerator as for long-term plan.								
4.REFERENCE NO.		Imp. Period: 1995. -2000.									
5.TYPE OF STUDY	M/P+F/S	4.FEASIBILITY AND ITS ASSUMPTIONS	Feasibility: Yes/No EIRR1) FIRR1) 31.90 EIRR2) FIRR2) 2.90 EIRR3) FIRR3)								
6.COUNTERPART AGENCY	City of Sofia	Conditions and Development Impacts: 1)Revise the rate of charge for waste collection as : after 1997 : 18/capita/year. after 2000 : 65/capita/year. It will be revised according to the rate of inflation in future. 2)Agreement should be acquired from inhabitants of surrounding area and authorities concerned for the construction of Katina waste disposal. 3)Environmental survey 4)Survey of the consciousness of inhabitants 5)Site survey for the location of the project with priority 6)Environmental survey for the location of the project with priority									
7.OBJECTIVES OF STUDY	To draw the basic plan of the waste treatment, select high priority project and to make F/S on the project. Technical transfer to the counterparts.	2.MAJOR REASONS FOR PRESENT STATUS Inhabitants of surrounding area do not agree to construct Katina waste disposal.									
8.DATE OF S/W	1992/11										
9.CONSULTANT(S)	Yachiyo Engineering Co., Ltd.	3.PRINCIPAL SOURCE OF INFORMATION ①, ②									
10.STUDY TEAM	No. of Members 21 Period Oct.1993-Sep.1994 (12 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;">57.27</td> <td style="text-align: center;">21.90</td> <td style="text-align: center;">35.37</td> </tr> </table>	Total M/M	Japan	Field	57.27	21.90	35.37				
Total M/M	Japan	Field									
57.27	21.90	35.37									
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY											
12.EXPENDITURE	Total 251,901 (¥'000) Contracted	5.TECHNICAL TRANSFER One through the preparation of the study report.									

和名 ソフィヤ市廃棄物処理計画調査

PROJECT SUMMARY (Other)

Compiled Mar.1991
Revised Mar.1996

ERP GRC/S 601/89

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDY RESULTS	
1. COUNTRY	Greece	1. SITE OR AREA	The areas specified in Greece as destination the areas in Japan as origin of tourist		1. PRESENT STATUS
2. NAME OF STUDY	Tourism Promotion	2. PROJECT COST			<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
3. SECTOR	Tourism/(Tourism in)General	3. CONTENTS OF MAJOR PROJECT(S)	Total Cost Local Cost Foreign Cost (US\$1,000) 1) 2)		(Description) In accordance with the recommendations of the study, GNTO has increased their promotional budget in Japan, and various promotional activities are being implemented mainly in Tokyo metropolitan area. As a result, 130 thousand Japanese tourists visited Greece in 1989, exceeding the record 129 thousand in 1979 (the Aegean boom). GNTO Tokyo office continues their efforts to promote Japanese tourists to Greece. In addition to their efforts, the official schedule flights directly to Greece from Tokyo was opened by Olympic Airways from 1990, and a desirable increase of Japanese tourists is observed in 1991. (FY1994 Domestic Survey) The number of Japanese tourists visiting Greece has been increasing except for that in 1991, because of Gulf War. Tokyo office of GNTO continues their efforts for tourism promotion through advertising Greek attractiveness by large pictures at railway stations, etc. However, as the representative of GNTO in Tokyo was replaced in mid of this year, it is not clear whether they are willing to change the promotion strategy or not. (FY1995 Domestic Survey) Once GNTO Tokyo Office unofficially sounded to JICA about a request for the new promotion survey for this project, after that, however, no activity is observed as yet. (FY1995 Overseas Survey) The recommendations of the study have been in use to formulate the tourism promotion policies. However, because of the termination of the direct flight between Athens and Tokyo, it is expected to be difficult to increase the number of the Japanese tourists.
4. REFERENCE NO.		4. CONDITIONS AND DEVELOPMENT IMPACTS			
5. TYPE OF STUDY	Other	6. COUNTERPART AGENCY	1) Basic strategies for tourism promotion 2) Promotional activities 3) Improvement plans by target area 4) Improvement of transport service Note: This project is not a concrete project, but only as example. That's why no cost calculation has been conducted.		
6. COUNTERPART AGENCY	Greek National Tourism Organization (E.O.T)	7. OBJECTIVES OF STUDY			Analysis of existing constraints & problems. Possible measures to increase Japanese tourists to Greece
8. DATE OF S/W	1988/3	10. STUDY TEAM	2. MAJOR REASONS FOR PRESENT STATUS The impacts of increased promotional activities by GNTO was proved effective, partly supported by the tourism boom in Japan.		
9. CONSULTANT(S)	AIMEC Corporation Pacific Consultants International	11. ASSOCIATED AND/OR SUBCONTRACTED STUDY			3. PRINCIPAL SOURCE OF INFORMATION ①, ②
12. EXPENDITURE	Total 164,582 (¥000) Contracted 140,614	5. TECHNICAL TRANSFER	Practical methodology of market research Counterparts training in Japan: 3 persons		

和名 観光振興計画

[M/P, Basic Study, Other]

PROJECT SUMMARY (M/P+F/S)

Compiled Mar. 1995
Revised Mar. 1996

ERP HUN/S 218/93

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Hungary	1. SITE OR AREA	District-XV Budapest (at the same site with the existing incineration plant)			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	Municipal Solid Waste Management in Budapest	2. PROJECT COST (US\$1,000)	M/P (1) 2) F/S (1) 2) 3)	Local Cost 299,861	Foreign Cost 184,143	115,718	
3. SECTOR	Public Utilities/Urban Sanitation	3. CONTENTS OF MAJOR PROJECT(S)	Construction of new incineration plant -Number of furnaces : 480 t/day x 2 -Incineration capacity : 360 t/day(24hour/day operation) -Location : District-XV -Major facilities : Waste receiving and feeding facilities, Combustion facilities, Drying facilities, Boiler facilities, Power generation facilities, Flue gas treatment facilities, Building facilities. Purchase of vehicles. Final disposal facilities (bulldozer)				
4. REFERENCE NO.		7. OBJECTIVES OF STUDY	-To formulate a M/P for the improvement of the municipal solid waste management in Budapest -To conduct the P/S on the first priority project				
5. TYPE OF STUDY	M/P+F/S	8. DATE OF S/W	1991/12				
6. COUNTERPART AGENCY	Ministry for Environment and Regional Policy (Budapest Capital City Government)	9. CONSULTANT(S)	Environmental Technologic Consultants Co., Ltd.				
		4. FEASIBILITY AND ITS ASSUMPTIONS	Imp. Period: 1995.-1998.	Feasibility: Yes	EIRR(1) 0.19 EIRR(2) EIRR(3)	HRR(1) 4.51 HRR(2) HRR(3)	
		10. STUDY TEAM	Conditions and Development Impacts: The execution of the following financial substantiation is necessary. From the burden share principles(government, municipality, citizen), a financial plan for the project is a combination of the following. -Tax exemption(government)...Duty/vat exemption -Payment of loans(municipality)...10 Million US\$/year -Fee collection(citizen)...118 Forint/month, household(1994-1998) ...235 Forint/month, household(1999-2013) Financial plan -40% of capital : by the government or municipality as grant -60% of capital : ty foreign long term loan(conditions: interest rate 5% repayment 25 years including 7 years grace periods.				
		11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Waste generation volume composition Topographical survey, Water examination, Public opinion survey, Soil test, EIA				
		12. EXPENDITURE	5. TECHNICAL TRANSFER EIA Procedure Pollution control for the existing incineration plant.(flue gas, fly ash etc.) Procedures and methods for various type of survey and analysis. Site selection manual.				
			Total 252,112 (¥000)		3. PRINCIPAL SOURCE OF INFORMATION		
			Contracted 232,029		①, ②		

和名 ブダペスト市都市廃棄物処理計画調査

PROJECT SUMMARY (M/P)

Compiled Sep.1995
Revised Mar.1996

ERP HUN/S 101/94

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDY RESULTS	
1.COUNTRY Hungary		1.SITE OR AREA Sajo Valley area in Borsod, Abauj and Zemplen Districts		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 Air Pollution Control Plan for Sajo Valley Area		2.PROJECT COST (US\$1,000) Total Cost Local Cost Foreign Cost		(Description) Hungarian side requested to JICA a F/S for reconstruction of the boilers at Borsod Power Plant as for an activity of the air pollution control. Mining and Industrial Study Department of JICA has dispatched a contact mission to carry out preliminary survey for the implementation of F/S on July, 1995.	
3.SECTOR Administration/Environmental Problems		3.CONTENT(S) OF MAJOR PROJECT(S) 1) Thermal power plant : Introduce the combustion boiler with circulated flowing floor to Borsod power plant, and convert the existing boilers to the highblid combustion system with flowing floor. 2) Factory : - Convert the fuel from coal to natural gas (Boiler, Tunnel Kiln) - Use low Sox Burner (Cement Kiln) - Convert the heat treatment furnace to "Rath" type - Install a denitrization facility to the nitric acid producing line 3) People's Life : Convert the fuel from coal to natural gas.			
4.REFERENCE NO.		4.CONDITIONS AND DEVELOPMENT IMPACTS Following performances are expected in each 3 cases on the target year of 2005: 1) In case of no activity to control air pollution : Density of sulfurous acid gas will far exceed the environmentally limited value. 2) In case the Government Organizations and private enterprises carry out the planned action to control air pollution : The discharged amount of sulfurous acid gas will be reduced to a quarter of present amount. However in the center of the city of Miskolc, the contents value will exceed the limited value during winter season. 3) In case to take action recommended by this survey in addition to above 2), the value will become lower than the limited value in everywhere through all seasons.		2.MAJOR REASONS FOR PRESENT STATUS Hungary expects Japanese financing for this project.	
5.TYPE OF STUDY M/P		5.TECHNICAL TRANSFER 1)Training at the site as OJT. 2)Training in Japan for counterparts. 3)Seminar was held at Miskolc.			
6.COUNTERPART AGENCY Ministry for Environment and Regional Policy		10.STUDY TEAM No.of Members 13 Period Sep.1992-Jan.1995(29 months) Total M/M Japan Field 68.61 20.27 48.34		3.PRINCIPAL SOURCE OF INFORMATION ①	
7.OBJECTIVES OF STUDY Survey and analyze the relation between local socio-economical activities and the air pollution. Draw up general air pollution control plan.		11.ASSOCIATED AND/OR SUBCONTRACTED STUDY Carbon analysis, Maintenance of the Bureau of Air Measurement, Traffic survey and Chasis-Dynsmo Test			
8.DATE OF S/W 1992/4		12.EXPENDITURE Total 362,890 (¥'000) Contracted			

和名 ショヨバレー地域大気汚染対策計画

PROJECT SUMMARY (M/P)

Compiled Aug. 1995
Revised Mar. 1996

ERP KYR/S 101/94

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS																						
1. COUNTRY	Kyrgyzs	1. SITE OR AREA	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Whole of the country</td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> </tr> <tr> <td colspan="2">2. PROJECT COST</td> <td style="text-align: center;">Total Cost</td> <td style="text-align: center;">Local Cost</td> <td style="text-align: center;">Foreign Cost</td> </tr> <tr> <td colspan="2">(US\$1,000)</td> <td style="text-align: center;">1) 28,700</td> <td style="text-align: center;">600</td> <td style="text-align: center;">28,100</td> </tr> <tr> <td colspan="2"></td> <td style="text-align: center;">2)</td> <td></td> <td></td> </tr> </table>			Whole of the country					2. PROJECT COST		Total Cost	Local Cost	Foreign Cost	(US\$1,000)		1) 28,700	600	28,100			2)			1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
Whole of the country																											
2. PROJECT COST		Total Cost	Local Cost	Foreign Cost																							
(US\$1,000)		1) 28,700	600	28,100																							
		2)																									
2. NAME OF STUDY Improvement of Payment System in the Kyrgyz Republic		3. CONTENTS OF MAJOR PROJECT(S)			(Description) No information (If 1995 Overseas Survey) After reconstruction of the present banking systems, the project will be implemented in 1997.																						
3. SECTOR Administration/Public Finance, Banking		Construction of the settlement system of bank accounts by means of computer network which will be established at Bishkek, the capital city, as for the center, and will serve for whole of the country. The introduction plan of the equipment is as follows : 1) Medium size computer 19 (Bishkek 9, Local 10) 2) Medium/small size computer 11 (Bishkek 6, Local 5) 3) Small size computer 62 (Bishkek 44, Local 18) 4) Peripherals 19 (Bishkek 14, Local 5) 5) Terminal system 100 (whole area of the county)																									
4. REFERENCE NO.		4. CONDITIONS AND DEVELOPMENT IMPACTS			2. MAJOR REASONS FOR PRESENT STATUS																						
5. TYPE OF STUDY M/P		(Conditions) At first, the development works will be made by certain foreign company which saves software development. And gradually, the concerning techniques will be transferred to the local side. (Development Impacts) 1) Widely effected for the development of the national economic activities in general. 2) Contribute much for the economical progress under the market economical system.																									
6. COUNTERPART AGENCY National Bank of Kyrgyzstan		9. CONSULTANT(S) UNICO International Corporation			3. PRINCIPAL SOURCE OF INFORMATION ①, ②																						
7. OBJECTIVES OF STUDY 1) To establish the development strategy in order to build up the system of financing. 2) To establish the development/improvement plan for the settlement system of bank accounts by means of computers.		10. STUDY TEAM No. of Members 10 Period Total M/M Japan Field 69.00 42.00 27.00																									
8. DATE OF SAV 1993/8		11. ASSOCIATED AND/OR SUBCONTRACTED STUDY None																									
12. EXPENDITURE Total 250,000 (¥'000) Contracted		5. TECHNICAL TRANSFER Promote the ability of software development of the local technicians.																									

PROJECT SUMMARY (M/P)

Compiled Aug. 1995
Revised Mar. 1996

ERP KYR/S 102/94

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDY RESULTS							
1. COUNTRY	Kyrgyzs	1. SITE OR AREA	Bishkek and many points in the country								
2. NAME OF STUDY	Development of Radio and TV Broadcasting in the Kyrgyz Republic	2. PROJECT COST				(US\$1,000)	Total Cost	Local Cost	Foreign Cost		
3. SECTOR	Communications & B/Broadcasting	3. CONTENTS OF MAJOR PROJECT(S)	1)	81,700							
4. REFERENCE NO.		1) Facilities to produce programmes for radio broadcasting - Renewal of old facilities at the Radio Center - Modernization of facilities at the Radio Center 2) Facilities to produce programmes for TV broadcasting - Renewal of old facilities at the Old TV Center - Renewal of old facilities at Osh Broadcasting Association - Renovation of TV cameras to CCD type 3) Facilities for transmitting - Renewal of old facilities of radio transmitting - Renewal of old facilities of TV transmitting. 4) Facilities for program transmission - Renewal of facilities for program transmission - Prepare new program transmission circuit for newly established Kyrgyz TV No.2 channel.	2)								
5. TYPE OF STUDY	M/P		6. COUNTERPART AGENCY	State National Broadcasting Company (SNBC)							
7. OBJECTIVES OF STUDY	To make a Master Plan good for upto 2000 AD, for the improvement of the broadcasting activities in order to serve democratization and the market economy in both field of soft and hard.										
8. DATE OF S/W	1993/7		9. CONSULTANT(S)	Integrated Technology Inc.							
10. STUDY TEAM	No. of Members 12 Period Dec. 1993-Feb. 1995 (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;">53.39</td> <td style="text-align: center;">22.07</td> <td style="text-align: center;">31.32</td> </tr> </table>					Total M/M	Japan	Field	53.39	22.07	31.32
Total M/M	Japan	Field									
53.39	22.07	31.32									
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	None										
12. EXPENDITURE	<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: center;">223,206 (¥000)</td> </tr> <tr> <td style="text-align: center;">Contracted</td> <td style="text-align: center;">218,980</td> </tr> </table>					Total	223,206 (¥000)	Contracted	218,980		
Total	223,206 (¥000)										
Contracted	218,980										
		4. CONDITIONS AND DEVELOPMENT IMPACTS	(Conditions) 1) Settlement a firm policy for broadcasting and basic regulations. 2) Produce the programs fit for the peoples' needs. 3) Improvement of the administration system including the transfer to the public enterprise. 4) To make sure the financial resources including the collection of receivers' fee. (Development Impacts) 1) Promote the democratization and market economy by means of various modernized programs. 2) Improve educational activities for adults and school children. 3) Expansion of participation for rural development. 4) Contribution to the environmental protection, medical and health, women's independence, etc.								
		5. TECHNICAL TRANSFER									
		1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued								
		3. PRINCIPAL SOURCE OF INFORMATION	①, ②								
		2. MAJOR REASONS FOR PRESENT STATUS	This Master Plan has been included into the National Development Plan.								
		(Description)	The government is said to be preparing for a proposal for Japanese grant aid on the renewal of old facilities to produce TV programs which is given the top priority among various projects proposed by this survey work. (FY1995 Overseas Survey) Based on the study results, SNBC has started its daily morning programs' package and has been working on improving the quality of its programs. It has been requested to hold several seminars for improving broadcasting services to the Japanese government.								

和名 全国ラジオ・テレビ放送網整備計画

[M/P, Basic Study, Other]

PROJECT SUMMARY (M/P)

Compiled Mar. 1994
Revised Mar. 1996

BRP POL/S 101/92

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF STUDY RESULTS																									
1. COUNTRY Poland 2. NAME OF STUDY National Transport Plan		1. SITE OR AREA The Republic of Poland : 312 thousand square km. Population of 38.2 million		1. PRESENT STATUS <input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued																									
3. SECTOR Transportation/Transportation in/General		2. PROJECT COST (US\$1,000) <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;"></td> <td style="width: 33%; text-align: center;">1)</td> <td style="width: 33%;"></td> </tr> <tr> <td></td> <td style="text-align: center;">2)</td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">Total Cost</td> <td style="text-align: center;">Local Cost Foreign Cost</td> </tr> </table>			1)			2)			Total Cost	Local Cost Foreign Cost	(Description) One of the recommendations by the study team was "Reorganization of MTRM" which includes an introduction of "model organization system" to the existing "functional organization system".																
	1)																												
	2)																												
	Total Cost	Local Cost Foreign Cost																											
4. REFERENCE NO. 5. TYPE OF STUDY M/P 6. COUNTERPART AGENCY Ministry of Transport and Maritime Economy (MTRM)		3. CONTENTS OF MAJOR PROJECT(S) <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">1. Master Plan</td> <td style="width: 33%;">Short Term Actions (1993 - 1996)</td> <td style="width: 33%;">Medium Term Actions (1997 - 2000)</td> </tr> <tr> <td>Roadway</td> <td>Rationalization and Modernization of PKP</td> <td>High speed service and encouragement of international transport</td> </tr> <tr> <td>Roads and Road Transport</td> <td>Maintenance of existing roads and preparation of road development plan</td> <td>Encouragement of Road administration and construction of highways</td> </tr> <tr> <td>Ports and Maritime Transport</td> <td>Modernization of airport infrastructure and air transport administration</td> <td>Encouragement of international air transport</td> </tr> <tr> <td>Air Transport</td> <td>Urban Transport</td> <td>Completion of suspended projects</td> </tr> <tr> <td></td> <td>MTRM</td> <td>Preparation towards the EC integration</td> </tr> <tr> <td></td> <td>2. Projects and Programs</td> <td></td> </tr> <tr> <td></td> <td colspan="2">Improvement Program of the Transport Administration. Pre F/S on the CKM Railway Line Road Financing System, Port Cargo Information System, Pre F/S on General Cargo Terminals</td> </tr> </table>		1. Master Plan	Short Term Actions (1993 - 1996)	Medium Term Actions (1997 - 2000)	Roadway	Rationalization and Modernization of PKP	High speed service and encouragement of international transport	Roads and Road Transport	Maintenance of existing roads and preparation of road development plan	Encouragement of Road administration and construction of highways	Ports and Maritime Transport	Modernization of airport infrastructure and air transport administration	Encouragement of international air transport	Air Transport	Urban Transport	Completion of suspended projects		MTRM	Preparation towards the EC integration		2. Projects and Programs			Improvement Program of the Transport Administration. Pre F/S on the CKM Railway Line Road Financing System, Port Cargo Information System, Pre F/S on General Cargo Terminals		Polish Government has reacted to the recommendations as follows: 1. Establishment of new departments - Department of Railways - Department of Civil Aviation 2. Reorganization of the existing departments - Department of Transport Policy Reorganization of former Department of Transport systems and Department of International Cooperation - Department of Motor Transport Former Department of Land Traffic Administration (FY1993 Overseas Survey) The Government utilized the study results to formulate following two documents. - Transport Policy and Realization Steps on the way of transforming Polish transport system into adapted one to the market economy and new cooperation conditions in Europe - Polish Transport System's Integration with EC Transport Systems Project and Programs: Improvement Program of the Transport Administration: Essential structural change was carried out in MTRM. It will continue. The CKM Railway Line: F/S was requested to JICA. Port Cargo Information System & General Cargo Terminals: They were used to draft the Maritime State Policy toward 2000. Restructuring of PKP: The Government requested JICA to dispatch experts to conduct 2nd stage of PKP restructuring. The Training Program of PKP Management Staff: This is in implementation phase. The firm to conduct training course has been chosen. (FY1994 Domestic Survey) (FY1995 Domestic Survey) No additional information. (FY1995 Overseas Survey) The Polish State Railways has been undertaking the restructuring work and seeking the possibility of technical assistance from the Japanese government for its privatization.	
1. Master Plan	Short Term Actions (1993 - 1996)	Medium Term Actions (1997 - 2000)																											
Roadway	Rationalization and Modernization of PKP	High speed service and encouragement of international transport																											
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	2. Projects and Programs																												
	Improvement Program of the Transport Administration. Pre F/S on the CKM Railway Line Road Financing System, Port Cargo Information System, Pre F/S on General Cargo Terminals																												
7. OBJECTIVES OF STUDY 1. Prepare a Master Plan for the National Transport Plan which will effectively encourage the economic restructuring toward a free market economy and the integration of the Polish transport system into European and world systems from long term viewpoints. 2. Develop policies, implementation programs and		4. CONDITIONS AND DEVELOPMENT IMPACTS <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">1. Conditions Poland is now in a transition period from controlled economy to the market economy. Therefore, her economy was considered to decline during 1992 and 1995. However, the economy is expected to be reconstructed during 1996 and 2000. In 2000, the economy is considered to reach the level of 1989. After 2000, the economy is expected to grow continuously and it is anticipated that the economy in 2005 would be larger than the level of 1989 by 10%.</td> <td style="width: 50%;">2. Transport Demand Based on the above future economic conditions, transport demand in Poland was estimated. Automobile passenger 1000-person will increase from 138 vehicles in 1990 to 298 vehicles in 2005. Model shares of passenger transport in 1990 were 40% by automobile, 11% by bus and 29% by railway. In 2005, the shares are considered to change to 70% by automobile, 17% by bus and 13% by railway. As to freight transport, model share of truck is expected to increase to 86% in 2005 from 82% in 1990. The share of railway is considered to decrease from 15% in 1990 to 11% in 2005. Shares of other transport modes is thought to stay unchanged. 3. Associated study work carried out as follows: Port Cargo Information System, F/S on General Cargo Terminals, Traffic Survey Agricultural and Industrial Producers Survey, Information Collection of the Progress of the Polish Economic Resourcing, Study on the Polish Economy and Transport systems of the West European Countries, Improvement Program of the Transport Administration, Pre F/S on the CKM Railway Line, Road Financing System</td> </tr> </table>		1. Conditions Poland is now in a transition period from controlled economy to the market economy. Therefore, her economy was considered to decline during 1992 and 1995. However, the economy is expected to be reconstructed during 1996 and 2000. In 2000, the economy is considered to reach the level of 1989. After 2000, the economy is expected to grow continuously and it is anticipated that the economy in 2005 would be larger than the level of 1989 by 10%.	2. Transport Demand Based on the above future economic conditions, transport demand in Poland was estimated. Automobile passenger 1000-person will increase from 138 vehicles in 1990 to 298 vehicles in 2005. Model shares of passenger transport in 1990 were 40% by automobile, 11% by bus and 29% by railway. In 2005, the shares are considered to change to 70% by automobile, 17% by bus and 13% by railway. As to freight transport, model share of truck is expected to increase to 86% in 2005 from 82% in 1990. The share of railway is considered to decrease from 15% in 1990 to 11% in 2005. Shares of other transport modes is thought to stay unchanged. 3. Associated study work carried out as follows: Port Cargo Information System, F/S on General Cargo Terminals, Traffic Survey Agricultural and Industrial Producers Survey, Information Collection of the Progress of the Polish Economic Resourcing, Study on the Polish Economy and Transport systems of the West European Countries, Improvement Program of the Transport Administration, Pre F/S on the CKM Railway Line, Road Financing System	2. MAJOR REASONS FOR PRESENT STATUS																							
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8. DATE OF S/W 1990/11 9. CONSULTANT(S) Pacific Consultants International Overseas Coastal Area Development Institute Japan Railway Technical Service		5. TECHNICAL TRANSFER The study team made efforts to obtain successful technology transfer, counterpart training programs were carried out twice, Seminar was held in Warsaw to strengthen the effect of the technology transfer.		3. PRINCIPAL SOURCE OF INFORMATION ①, ②																									
10. STUDY TEAM No. of Members 17 Period Mar. 1991-Dec. 1992 (21 months) <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">Total M/M</td> <td style="width: 33%;">Japan</td> <td style="width: 33%;">Field</td> </tr> <tr> <td style="text-align: center;">109.20</td> <td style="text-align: center;">22.90</td> <td style="text-align: center;">86.30</td> </tr> </table>		Total M/M	Japan	Field	109.20	22.90	86.30																						
Total M/M	Japan	Field																											
109.20	22.90	86.30																											
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY See the right-hand side of this sheet.																													
12. EXPENDITURE <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">Total</td> <td style="width: 33%;">463,095 ('000)</td> <td style="width: 33%;"></td> </tr> <tr> <td>Contracted</td> <td>446,352</td> <td></td> </tr> </table>		Total	463,095 ('000)		Contracted	446,352																							
Total	463,095 ('000)																												
Contracted	446,352																												

PROJECT SUMMARY (M/P+F/S)

Compiled Mar.1995
Revised Mar.1996

ERP POL/S 219/93

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Poland	1. SITE OR AREA	1) Incineration plant and Sanitary landfill: Flanowo Michalowo area, south-east of Poznan 2) Public recycling center: Eight places in Poznan			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"/> Discontinued or Cancelled <input type="checkbox"/> Processing
2. NAME OF STUDY Solid Waste Management for Poznan City		2. PROJECT COST (US\$1,000)		Local Cost	Foreign Cost	(Description) (FY1994 Domestic Survey) GNP per person is 1910 US\$ in 1992. As the Japanese Grant Aid and Loan are a very few, the possibility of the Japanese Aid is not so high. It is planned to provide the equipments for solid waste management as one of the provision of equipment of JICA in FY 1994. (FY1995 Domestic Survey) No additional information. (FY1995 Overseas Survey) The implementation of the project is considered to be difficult due to the lack of fund of the Poznan Municipality. However, based on the finding of the study, the project to improve the recycling rate is being implemented.	
3. SECTOR Public Utilities/Urban Sanitation				MP 1) 2) FS 1) 1,036 2) 34,341 3) 2,963	24,150 349		
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S)		-8 number of public recycling centers -Incineration plant -Sanitary landfill			
5. TYPE OF STUDY M/P+F/S							
6. COUNTERPART AGENCY -Ministry of Physical Planning and Construction; -Poznan Municipality							
7. OBJECTIVES OF STUDY -Formulation of the solid waste management master plan -Feasibility study for the first priority projects							
8. DATE OF S/W 1991/11							
9. CONSULTANT(S) Pacific Consultants International		Imp. Period: 1995. -1997. 1998. -2000. 1994.					
		4. FEASIBILITY AND ITS ASSUMPTIONS Feasibility: Yes/No		EIRR1) EIRR2) EIRR3)	15.80	FIRR1) FIRR2) FIRR3)	9.90 18.80
10. STUDY TEAM No. of Members 10 Period Mar.1992-May.1993 (15 months) Total M/M Japan Field 55.61 21.22 34.39		Conditions and Development Impacts: -Sanitary treatment for infectious waste -Sanitary treatment for sewage sludge -Prolong the life year of the sanitary landfill -Reduction of illegal dumping cases -Improvement of recycling rate					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY 1) Waste composition survey 2) Topographical survey 3) Geological survey 4) Environmental survey 5) Public opinion survey		5. TECHNICAL TRANSFER 1) Three counterparts took the solid waste management training by JICA in March, 1992. 2) 10 trainees took the group training of the solid waste management by JICA in September, 1992. 3) The seminar for the solid waste management study was held in March, 1993.		2. MAJOR REASONS FOR PRESENT STATUS			
12. EXPENDITURE Total 271,308 (¥000) Contracted 241,718				3. PRINCIPAL SOURCE OF INFORMATION ①, ②, ③			

和名 ポズナニ市廃棄物処理計画調査

PROJECT SUMMARY (M/P)

Compiled Mar.1986
Revised Mar.1996

PLU/PLU/S 101/77

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS		
1. COUNTRY	Plural countries	1. SITE OR AREA	Strait of Malacca, Strait of Lombok			1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Establishment of Electronic and Navigational Aid Systems Project	2. PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) Experts were dispatched following the report recommendations. (FY1994 Domestic Survey) (FY1995 Domestic Survey) No additional information. (FY1995 Overseas Survey) 18 medium wave radio beacon stations and 5 differential omega stations have been installed by Japanese yen credit and French loan, respectively.	
3. SECTOR	Transportation/Marine Transportation & Ships	(US\$1,000)	23,800				
4. REFERENCE NO.		US\$1=442Rp.	1)				
5. TYPE OF STUDY	M/P		2)				
6. COUNTERPART AGENCY	Transportation Ministry Directorate General of Maritime Transportation (Indonesia)	3. CONTENTS OF MAJOR PROJECT(S)					
7. OBJECTIVES OF STUDY	Traffic volume forecast	Installation of electronic navigation system to cover the strait of Malacca - Singapore and the strait of Lombok - McCastle.					
8. DATE OF SAV	1975/3	Decca Medium wave beacon base 3 bases Ray Mark 11 bases Radar beacon 1 base Light house new construction 10, improvement 2 Light buoy new construction 5, improvement 1					
9. CONSULTANT(S)	Pacific Consultants International	4. CONDITIONS AND DEVELOPMENT IMPACTS					
10. STUDY TEAM	No. of Members 19 Period Oct. 1976-Aug. 1978 (23 months) Total M/M Japan Field	Utilization of the Lombok strait will permit navigation of vessels of over 3.5m URC.					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	None				2. MAJOR REASONS FOR PRESENT STATUS		
12. EXPENDITURE	Total 107,631 (¥000) Contracted	5. TECHNICAL TRANSFER			3. PRINCIPAL SOURCE OF INFORMATION		
		None			①, ②		

PROJECT SUMMARY (Basic Study)

Compiled Mar.1986
Revised Mar.1996

PLU/PLU/S 501/78

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS		
1. COUNTRY	Plural countries	1. SITE OR AREA	1,150km along the offshore of the east coast of Malay Peninsula			1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	ASEAN Submarine Cable Project: Thailand-Malaysia-Singapore Route	2. PROJECT COST	(US\$1,000)	Total Cost	Local Cost	Foreign Cost	(Description) The recommendations of the study was fully adopted and the installation was completed in 1983. -Fechaburi-Songkhla:CS-12M, Japanese method (1,200 lines), 744 buried -Songkhla-Kuantan-Yatou:CS-5M, Japanese method (480 lines), 851 buried -Total cable length:1,711km (FY1994 Domestic Survey) The telecommunication system has been operated in a good condition since the completion of it. (FY1995 Domestic Survey) Operated in a good condition continuously.
3. SECTOR	Communications & B/Telecommunication	(US\$1,000)	1) 577				
4. REFERENCE NO.		(US\$1,000)	2)				
5. TYPE OF STUDY	Basic Study	3. CONTENTS OF MAJOR PROJECT(S)					
6. COUNTERPART AGENCY	Communication Authority of Thailand, Telecommunication Dept. of Malaysia and Telecommunication Authority of Singapore	The study undertook the hydrographic survey to establish the submarine cable route in order to improve telecommunication services among ASEAN countries. -Routes studied: Fecharuri (Thailand)-Songkhla (Thailand)-Kuantan (Malaysia)-Katon (Singapore) -Sounding survey on sea-bed deposits, presence of base rock, sea-bed obstacles, sampling of deposits, etc. -Cable route length 1,574.4km (850.lnm) -The cable is to be buried for the entire route					
7. OBJECTIVES OF STUDY	Hydrographic survey for submarine cable route	4. CONDITIONS AND DEVELOPMENT IMPACTS					
8. DATE OF S/W	1978/3	The installation of the submarine cable will ensure reliable communication among ASEAN countries.					
9. CONSULTANT(S)	Sanyo Techno Marine, Inc. Kokusai Denshin Denwa Co, Ltd.	2. MAJOR REASONS FOR PRESENT STATUS					
10. STUDY TEAM	No. of Members 18 Period Apr.1978-Sep.1978(5 months) Total M/M Japan Field	3. PRINCIPAL SOURCE OF INFORMATION ①					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	None						
12. EXPENDITURE	Total 157,485 (¥000) Contracted 62,528	5. TECHNICAL TRANSFER					
		(1) OJT for counterparts (2) lectures					

PROJECT SUMMARY (Basic Study)

Compiled Mar.1990
Revised Mar.1996

PLU PLU/S 502/78

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS		
1.COUNTRY	Plural countries	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	Joint Hydrographic Survey in Malacca and Singapore Straits (one fathom bank area)	2.PROJECT COST	Total Cost	Local Cost	Foreign Cost	(Description) (FY1995 Domestic Survey) No information. (FY1995 Overseas Survey) As a performance of this project, the Command Datum Chart has been published.	
3.SECTOR	Transportation/Marine Transportation & Ships	(US\$1,000)	1)				
4.REFERENCE NO.		3.CONTENTIS OF MAJOR PROJECT(S)	Japan and three countries (Indonesia, Malaysia, Singapore) jointly undertook the channel survey in order to establish the navigable channel of 23m in the one fathom area and install navigational aids.				
5.TYPE OF STUDY	Basic Study						
6.COUNTERPART AGENCY	Directorate of Marine Hydrography (Indonesia) Ministry of Communications (Malaysia) Port Authority (Singapore)	4.CONDITIONS AND DEVELOPMENT IMPACTS					
7.OBJECTIVES OF STUDY	Survey of the waterway						
8.DATE OF SAW	1978/8						
9.CONSULTANT(S)	Malacca Strait Council						
10.STUDY TEAM	No. of Members 7 Period Sep.1978-Dec.1978 (4 months) Total M/M Japan Field						
11.ASSOCIATED AND/OR SUBCONTRACTED STUDY							
12.EXPENDITURE	Total 29,985 (¥000) Contracted	3.PRINCIPAL SOURCE OF INFORMATION					
		TECHNICAL TRANSFER				①, ②	

和名 マラッカ海峡リンファゼムバンク区域水路調査

PROJECT SUMMARY (F/S)

Compiled Mar. 1992
Revised Mar. 1996

PLU PLU/S 301/79

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS				III. PRESENT STATUS OF STUDIED PROJECT						
1. COUNTRY	Plural countries	1. SITE OR AREA		Island of Galang, Riau Archipelago in Indonesia, and Tara Island in Philippines		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	Construction of Indo-Chinese Refugee Camps	2. PROJECT COST (US\$1,000)		Total Cost 13,000	Local Cost			Foreign Cost				
3. SECTOR	Social Infrastructure/Architecture & Housing	3. CONTENTS OF MAJOR PROJECT(S)				(Description)						
4. REFERENCE NO.		This Processing Center is supposed to provide the Indo-China refugees with a temporary place before they could actually depart to the country of permanent settlement. 1) Refugee Processing Centre in Indonesia. Presently the camp is planned to have a capacity to shelter 10,000 persons while the administration buildings accommodate 150 persons. The temporary refugees will share a number of services such as public health, storage, and kitchen facilities. 2) Tara Refugee Processing Center. The development plan was designed to provide the basic needs for 4,000 refugees and 150 administrative personnel. However, the authorities only submitted its provisional plan to the Jakarta meeting, and no further action has been observed.										
5. TYPE OF STUDY	F/S											
6. COUNTERPART AGENCY												
7. OBJECTIVES OF STUDY	To formulate the plan for constructing the Processing Centers for Indo-China Refugees at the request of UNHCR, and the respective government of Indonesia and Philippines.											
8. DATE OF S/W	/											
9. CONSULTANT(S)												
								4. FEASIBILITY AND ITS ASSUMPTIONS		Feasibility: Yes/No	EIRR1) EIRR2) EIRR3)	EIRR1) EIRR2) EIRR3)
								Conditions and Development Impacts:				
								1) The Island of Galang is closely located to Singapore and Tanjung Pinang, center city of the Archipelago of Riau. For this good location, the Refugee Processing Centre can stand a sound condition for development of transport and communication. 2) The Philippines side is not ready to provide the basic information about hydrographic survey and transport facilities. For this reason, neither could the study team actually estimate the cost of the project design, nor investigate the plan deeply. Consequently, the study team only submitted the checklist, about the brief and basic guideline for constructing the Tara refugee Processing Centre.				
10. STUDY TEAM										2. MAJOR REASONS FOR PRESENT STATUS		
No. of Members												
Period Jun. 1979-Oct. 1979 (4 months)												
Total M/M Japan Field		5. TECHNICAL TRANSFER				3. PRINCIPAL SOURCE OF INFORMATION						
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY												
12. EXPENDITURE												
Total 18,448 (¥000)												
Contracted												

和名 インドシナ難民センター建設計画

PROJECT SUMMARY (Basic Study)

Compiled Mar. 1986
Revised Mar. 1996

PLU PLU/S 503/82

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS		
1. COUNTRY	Plural countries	1. SITE OR AREA	Malacca and Singapore Straits			1. PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2. NAME OF STUDY	Joint Production of Common Datum Charts of the Straits of Malacca and Singapore	2. PROJECT COST	(US\$1,000)	1)	Total Cost 1,004,820	Local Cost 585,149	Foreign Cost 419,671
3. SECTOR	Social Infrastructure/Survey & Mapping	3. CONTENTS OF MAJOR PROJECT(S)	USS1=142yen 2)				(Description) Detailed marine charts of the entire Malacca and Singapore Straits contributed to the safe passage of large vessels. (FY1994 Domestic Survey) The navigational safety which was achieved at the completion of the Project has been maintained. (FY1995 Domestic Survey) No additional information.
4. REFERENCE NO.		Japan and three countries undertook a joint hydrographic survey on the common datum points -hydrographic survey on common datum points by satellite observation -Data computing and analysis -Drawing of common datum charts -Drawing of land characteristics charts					
5. TYPE OF STUDY	Basic Study						
6. COUNTERPART AGENCY	Hydrographic Offices of Indonesia, Malaysia and Singapore						
7. OBJECTIVES OF STUDY	Drawing of marine charts and tidal current survey						
8. DATE OF S/W	1977/7						
9. CONSULTANT(S)	Malacca Strait Council	4. CONDITIONS AND DEVELOPMENT IMPACTS					
		Development impacts: Common datum charts will improve the navigational charts and thereby contribute to the safe passage of large ocean-going vessels and to the reduction of marine accidents.					
10. STUDY TEAM	No. of Members 457 Period May. 1978-May. 1982 (49 months) Total M/M Japan Field						
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	None						
12. EXPENDITURE	Total 318,670 (¥000) Contracted 1,004,820	5. TECHNICAL TRANSFER			3. PRINCIPAL SOURCE OF INFORMATION		
		(1) GTF for counterparts (2) Participation of counterparts in JICA counterpart training program			①		

和名 マラッカ・シンガポール海峡航路-基準点海図作成

[M/P, Basic Study, Other]

PROJECT SUMMARY (Basic Study)

Compiled Mar. 1990
Revised Mar. 1996

PLU PLU/S 504/84

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS			III. PRESENT STATUS OF STUDY RESULTS	
1.COUNTRY	Plural countries	1.SITE OR AREA The marine cable route between the landing site (Pantalcermin) of Indonesia and the landing site (Colombo) of Sri Lanka			1.PRESENT STATUS	<input checked="" type="checkbox"/> In Progress or In Use <input type="checkbox"/> Delayed <input type="checkbox"/> Discontinued
2.NAME OF STUDY Medan (Indonesia) - Colombo (Sri Lanka) Submarine Cable Project		2.PROJECT COST (US\$1,000)			(Description) (FY1994 Domestic Survey) No additional information. (FY1994 Overseas Survey) Implemented as one segment (Medan-Colombo) of SKE-WR-NE I project (Marseille-Singapore). No. of circuits for PT. Indosat is 133 (Total No. of circuits of cable is 2160). Investment is financed by Japanese expert credit (13,900mYen). (FY1995 Domestic Survey) No additional information.	
3.SECTOR Communications & B/Telecommunication		Total Cost Local Cost Foreign Cost 1) 2)				
4.REFERENCE NO.		3.CONTENT(S) OF MAJOR PROJECT(S) Installation of the submarine cable between the landing sites of Indonesia and Sri Lanka - Total route length 1,384.1nm - Average cable slack 3% - Total cable length 1,412.7nm			2.MAJOR REASONS FOR PRESENT STATUS	
5.TYPE OF STUDY Basic Study		4.CONDITIONS AND DEVELOPMENT IMPACTS The submarine cable route between Indonesia and Sri Lanka is one of the sections of the cable route project connecting Singapore and France (SEA-WR) at present, telecommunication between Sri Lanka and Indonesia is conducted by satellite system, but the submarine cable project will be able to service greater demand with higher reliability.				
6.COUNTERPART AGENCY Directorate General of Post and Telecommunication (Indonesia) and Dept. of Telecommunication (Sri Lanka)		10.STUDY TEAM No. of Members 9 Period Aug. 1983-Mar. 1984 (8 months)			3.PRINCIPAL SOURCE OF INFORMATION ①, ③	
7.OBJECTIVES OF STUDY Hydrographic survey, route selection and financial analysis.		Total M/M Japan Field				
8.DATE OF S/W 1983/3		11.ASSOCIATED AND/OR SUBCONTRACTED STUDY None				
9.CONSULTANT(S) Kokusai Denshin Denwa Co. Ltd. Sanso Hydrographic Survey Co., Ltd.		12.EXPENDITURE Total 330,969 (¥'000) Contracted				
10.STUDY TEAM		5.TECHNICAL TRANSFER				

和名 メダン-コロンボ海底ケーブル建設計画

[M/P, Basic Study, Other]

JICA