

STUDY SUMMARY SHEET (M/P+F/S)

ASE LAO/S 201B/89

1. COUNTRY	Laos	
2. NAME OF STUDY	Improvement of Drainage System in Vientiane	
3. SECTOR	Social Infrastructure / River & Erosion Control	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Municipality of Vientiane
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd. Mitsui Consultants Co., Ltd.	
7. STUDY PERIOD	Mar.1989 ~ Mar.1990 12month(s) ~	
8. SITE OR AREA	City of Vientiane(52 sq.km)<M/P> Hong Ke System,Nam Pasak System etc<F/S>	
9. MAJOR PROPOSED PROJECT(S)		
<p><M/P></p> <ul style="list-style-type: none"> - A Master Plan of storm water drainage for the entire study area - Selection of Priority Project <p><F/S></p> <p>(1)Hong Ke System</p> <ul style="list-style-type: none"> a.Nong Chanh retarding basin: storage volume 120,000 cu.m. b.Hong Thong storage canal: storage volume 16,000 cu.m. c.Kho Kao storage canal: storage volume 32,000 cu.m. d.Hong Ke Canal: maximum design discharge 58.1 cu.m/sec. <p>(2)Ham Pasak System</p> <p>Improvement of Ham Pasak canal and construction of short-cut canal (1,140m)</p> <p>(3)Hong Kai Keo System</p> <ul style="list-style-type: none"> a.Hong Kai Keo canal: maximum design discharge (downstream) 23.5 cu.m/sec. b.Nong Bon retarding basin: storage volume 50,000 cu.m. <p>In addition to the above, the construction of canal(total length 1,800m) is recommended.</p>		

ヴィエンチャン排水網整備計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

(1)Improvement of Hong Ke, Hong Thong and Kho Kao Channels

(FY 1997 Overseas Survey)

Subsequent study:

Review (ADB loan)

Consulting Company / SNC-LAVALIN International Inc. (Canada)

Finance:

(FY 1998 Domestic Survey)

June 1994 17.5 mil.USS ADB.

Drainage Improvement Plan proposed by F/S is mostly covered by this ADB fund.

Construction:

1996-2000

Detail:

The Government of Lao PDR. applied for Japanese grant aid in Feb.1991, but did not get the approval.

Municipality of Vientiane places high priority on this project among the on going project.

(FY 1993 Overseas Survey)

In May.1992, Counterpart requested Japan's grant aid for the Project of Improvement of Environment and Drainage System in Vientiane.

Total cost 10.4 billion yen

Main Components Hong Ke Canal

Nong Chanh retarding basin

(FY 1995 Overseas Survey)

June,1995, the mayor of the Municipality of Vientiane has submitted the request for the implementation of this project to the office in charge of the Government of Laos PDR.

The Government of Laos PDR. gives the top priority to solve the flood problem at the capital city and expects the grant aid from the Government of Japan.

(FY 1997 Domestic Survey)

This study proposed a natural purification method as a mean for water treatment after draining. At present, Lao Government is preparing to request a grant aid assistance for the project as an environment project including construction of a treatment plant, because the proposed method is inappropriate.

(FY 1997 Overseas Survey)

Fund for remaining components is desired as the drainage system in Vientiane is in poor condition.

STUDY SUMMARY SHEET

(F/S)

ASE LAO/A 301/89

1. COUNTRY	Laos	
2. NAME OF STUDY	Agricultural and Rural Development Project in the Suburbs of Vientiane	
3. SECTOR	Agriculture / (Agriculture in) General	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Agriculture and Forestry
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd. Construction Project Consultants	
7. STUDY PERIOD	Aug.1988 ~ Jun.1989 10month(s) ~	
8. SITE OR AREA	Saythany and Saysetha Districts of Vientiane Municipality	
9. MAJOR PROPOSED PROJECT(S)		
<p>1. Irrigation and drainage</p> <p>a. Main pump station: Discharge 4.86 cu.m./sec.</p> <p>b. Regulation pond: Storage capacity 110,000 cu.m.</p> <p>c. Handreach: 11.4km</p> <p>d. Main irrigation canal: 19.3km</p> <p>e. Secondary irrigation canals: 20.8km</p> <p>f. Drainage canals: 39.4km</p> <p>g. On-farm works: 880ha</p> <p>2. Rural infrastructures</p> <p>a. Road: 6.7km</p> <p>b. Deep well and water supply facilities</p>		

首都郊外農村開発計画調査

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Subsequent Studies: Nov.-Dec.1989 B/D</p> <p>Finance: Aug.2.1990 E/N (Agricultural, Rural Development Project in Suburbs of Vientiane-Phase I 1,074 million yen) Jul.3.1991 E/N (Agricultural, Rural Development Project in Suburbs of Vientiane-Phase II 688 million yen) Jul.1.1992 E/N (Agricultural, Rural Development Project in Suburbs of Vientiane-Phase III 450 million yen)</p> <p>Construction: Mar.1994 completed The facilities are operated smoothly under the guidance of JICA experts. (FY 1994 Domestic Survey)</p>		

STUDY SUMMARY SHEET

(F/S)

ASE LAO/S 301/90

1. COUNTRY	Laos		
2. NAME OF STUDY	The Ngon Bridge Construction Project		
3. SECTOR	Transportation / Road		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Communication, Transport, and Construction	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Construction Project Consultants		
7. STUDY PERIOD	Jan.1990 ~ Jan.1991 12month(s) ~		
8. SITE OR AREA	Vientiane Municipality, Xaythani district (1200 sq.km, habitant 79000)		
9. MAJOR PROPOSED PROJECT(S)			
<p>1. Bridge Foundation: Multi-column foundation by reverse circulation drill method concrete pile Bridge Type: 5 span post-tensioned concrete T-girder Dimension: Bridge length 230m, span 45,060m, total width 11m, carriage width 7.5m, sidewalk 2.5m (upper stream side only)</p> <p>2. Approach Road Total Length: 3,350m Dimension: Total width 9.0m, carriage width 6.0m, shoulder width 1.5m x 2 (sealed by SBST) Pavement: Subbase course 20cm, base course 15cm, surface DBST, subgrade 30cm (if required)</p>			

タゴン架橋計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
Description :		
<p>The ferry operation has been experiencing difficulties because of the breakdown of the boats. The operating rate of the ferry is 50% or even less, and the Government of Lao PDR and Vientiane Municipality are hoping the early implementation of this project.</p>		
<p>Finance:</p>		
<p>Lao PDR gave up Japan's grant aid and adopted the BOT by the Australian firm (Transfield).</p>		
<p>Construction:</p>		
<p>Apr.1994 Construction of the steel-truss-type bridge was completed.</p>		

STUDY SUMMARY SHEET

(M/P)

ASE LAO/A 101/92

1. COUNTRY	Laos	
2. NAME OF STUDY	The Integrated Agricultural Rural Development Project in Savannakhet Province	
3. SECTOR	Agriculture / (Agriculture in) General	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Agriculture and Forestry
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Kokusai Kogyo Co., Ltd. Construction Project Consultants	
7. STUDY PERIOD	Nov.1990 ~ May.1992 18month(s) ~	
8. SITE OR AREA	Savannakhet province (Khantaburi, Champong, Sonkon, Udonpon, Saiburi, Atosapant, Sonburi) Khammouane province (Right bank of Xebang fai River)	
9. MAJOR PROPOSED PROJECT(S)		
<p>1. Nhyod H. Bak Irrigation Project Irrigable area : 95ha Dam : Homeneous earth dam l=965m h=21m Main canal : 10.7km, secondary canal : 15.0 km</p> <p>2. Namphou Irrigation Project Irrigable ara : 705 ha Main dam : Homogeneous earth dam, l=730m, h=10.5m 2 other dams and 3 gate weirs</p> <p>3. Road improvement 29.6km, 9 bridges</p> <p>4. Agriculture supporting center</p> <p>5. Water supply : 10 wells</p>		

サバナケート県農業開発計画実施調査

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

The reasons for realizing the projects are as follows:

- The Government of Lao eagerly requested, the implementation of the Project by Japanese Grant Aid Program.
- The project has been realized.
- The outputs have been utilized for establishment of system, marketing and so on.

(1) Development of Irrigation Facilities

1-1. Construction of irrigation facility, agriculture support center, rural infrastructure service

Subsequent Studies:

May.-Sep.1993 B/D

(The project cost was estimated as 2.3 billion yen)

*Difference from the proposal of this study:

Part of the agriculture supporting center and the demonstration farmland in Namph area are excluded (FY 1998 Domestic Survey).

Finance:

Dec.1993 E/N 498 mil.Yen (The Integrated Agricultural Rural Development Project in Savannakhet Province-Phase 1/2)

Jul.1994 E/N 476 mil.Yen (The Integrated Agricultural Rural Development Project in Savannakhet Province-Phase 2/2-1)

Jul.1994 E/N 1,251 mil.Yen (The Integrated Agricultural Rural Development Project in Savannakhet Province-Phase 2/2-2)

*Project contents:

(FY 1998 Domestic Survey)

- Nhyod H. Bak Irrigation Project Area (950ha): earth dam (h=24m, l=921m), main canal (11.7km), second canal (11km).
- Namphou Irrigation Project Area(410ha): water intake weir (h=2.5m, l=36m), main canal, 3 roller gates, 2 slide gates.
- Road improvement(l=29.6km). - Agriculture supporting center. - Rural water supply: 10 wells.

Construction:

(Construction Trader:Hazama-Gumi)

<Phase-I>

Dec.1993 The agreement with the consultant (Kokusai Kougyo Co., Ltd.) had been signed.

Mar.25.1994 The construction works started.

Feb.20.1995 Completed. (FY 1996 Overseas Survey)

<Phase-II>

Aug.1994 The agreement with the consultant (Kokusai Kougyo Co., Ltd.) had been signed.

Dec.29.1994 The construction works started.

Feb.2.1996 Completed

Maintenance & Operation:

The Agriculture Office was opened in Savannakhet Province and it had been in charge of M&O of the constructed facilities.

(FY 1996 Domestic Survey)

Effect:

The yields are more than doubled. (FY 1996 Domestic Survey)

However, it has been taken over by Savannakhet since Mar.1.1997. The management system will be handled by the supporting institutions. At present, maintenance section is being undertaken by the beneficiary farmers who has organized water utilization association, and sequentially water management will be transferred to the association.

(FY 1996 Overseas Survey)

1-2. Construction of terminal canals (conducted by Laos under Agricultural Promotion Bank) (FY 1997 Domestic Survey)(FY 1998 Overseas Survey)

Contractors: Local contractors in Laos.

*Contents

Tertiary canals	H.Xay (Phase 1) 21	H.Bak (Phase 2) 50
completed	8	7
Completed in 1997	13	0

(FY 1998 Domestic Survey)(FY 1999 Overseas Survey)

Construction in Namphou area was completed and in H.Bak area is under implementation.

Effect:

Distribution system has improved by rehabilitation of roads and bridges. Buses started to circulate in some parts.

(2) Japanese technical cooperation

(FY 1998 Domestic Survey)

Acceptance of trainees: two trainees (one month each).

Dispatch of experts on maintenance & management of facilities:

1996 ~ 1998 Senior JOCV (2 persons), 1997 A short-term expert, 1998 ~ A expert.

(3) Remaining projects

(FY 1998 Domestic Survey)

Project: Agricultural environment improvement project in lower Xe banglai plain.

Impeding factors: It has not been decided to construct the Nam Tsunyu dam which would influence the form of agricultural development in lower Xe banglai plain.

Future prospects: NTEC, an implementing organization of Nam Tsunyu dam was already established. It seems that the dam construction will be started soon. If the dam is constructed, 200m³/s of water will flow into the Xe banglai river. Therefore, the government of Laos have to conduct the agricultural project in lower Xe banglai plain which will be influenced by the dam if the dam construction is decided. They desire the project and its study to be conducted by Japanese government which conducted the study on M/P.

(FY 2000 Domestic Survey)

サバナケート県農業開発計画実施調査

STUDY SUMMARY SHEET

(M/P+F/S)

ASE LAO/S 202B/92

1. COUNTRY	Laos	
2. NAME OF STUDY	Solid Waste Management System Improvement Project in Vientiane	
3. SECTOR	Public Utilities / Urban Sanitation	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Communication, Transport and Construction, The Vientiane Municipality
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Kokusai Kogyo Co., Ltd.	
7. STUDY PERIOD	Sep.1991 ~ Aug.1992 11month(s) ~	
8. SITE OR AREA	Project Area: Vientiane Municipality Urban Area in 2000 (approximately 30km ²) / Population : Vientiane municipality 424.7 thousands, Urban Area 142.7 thousands	
9. MAJOR PROPOSED PROJECT(S)		
<p>*project costs are shown in "1,000kip" instead of US\$ 1,000.</p> <p>1. Collection (1995) (2000)</p> <p>1) Collection Ratio 50% 100%</p> <p>2) Collection System Curb and Bell System (Residence, shop) Container System (Large Amount Producer)</p> <p>2. Road Sweeping, Drain Cressing, Grass Cutting</p> <p>1) The Length of Road Sweeping by DCTC 15km 15km</p> <p>2) The Area of Cleansing Activity 50% 100% through Public Cooperation</p> <p>3) Sprinkling Road 65% 100%</p> <p>3. Final Disposal</p> <p>1) Disposal Site KM18-DS KM18-D3</p> <p>2) Sanitary Landfill 100% 100%</p> <p>3) Landfill Structure Level 2 Level3</p> <p>4. Operation and Maintenance</p> <p>1) Vehicle Dept DCTC DCTC</p> <p>2) Maintenance Facility KM 7 Maintenance Facility</p> <p>5. Organization urban Service</p> <p>6. Source of Revenue (million kips) 532 1,375</p>		

首都廃棄物処理計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

Subsequent Studies:

(FY 1997 Domestic Survey)

Oct.1995~Mar.1996 B/D (JICA)

Contents:

Equipment to collect the waste, construction of the work shop and improvement of the final disposal.

Finance:

Jun.25.1996 E/N 705 mil.Yen (Solid Waste Management System Improvement Project in Vientiane)

*Project Content:

1. Provision of machinery for collection, transportation and reclamation
2. Improvement of a final disposal plant (13.5ha, administration office 100m2)
3. Construction of workshop (900m2)

Construction:

(FY 1997 Overseas Survey)

Jun.1996~Dec.1997

Contractor / Hazama

Japan's Technical Cooperation:

(FY 1999 Overseas Survey)

Apr.-Sep.1999 Dispatch of a short term expert

May 1999-Apr.2001 Dispatch of a JOCV(civil engineer)

Detail:

(FY 1995 Overseas Survey)

Laos Government gives the top priority for this project, and requests to JICA to implement as early as possible.

In 1997, when this project implementation is completed, the local government of Vientiane Municipality plans to establish a new department for the wasted materials treatment.

(FY 1996 Domestic Survey)

The local cost necessary for the project implementation was already secured in Apr.1996. Also, the allocation of the operation cost after the completion of the project has been approved in advance by the City Government.

(FY 1997 Domestic Survey)

Laos side has requested for dispatch of experts on solid waste disposal and maintenance of machinery.

(FY 1997 Overseas Survey)

After the completion of Hand-over ceremony, the new Urban Service Department of Vientiane Municipality will be managing. Therefore, request for dispatch of a long-term expert on the solid waste management and JOCVs (mechanical engineer) has been submitted.

(FY 1999 Overseas Survey)

On Jan. 5 of 1998, the facilities were handed over to the Urban Service Department which is organized by Vientiane Municipality Governor. It is all managed by Lao staffs and employees including the allocation of operation cost. Urban Service Department was organized as the Urban Cleaning Service Division in 1999.

STUDY SUMMARY SHEET (M/P+F/S)

ASE LAO/A 221/93

1. COUNTRY	Laos	
2. NAME OF STUDY	Agricultural Development Project to Control Slash and Burn Cultivation in Oudomxay Province	
3. SECTOR	Agriculture / (Agriculture in) General	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Agriculture and Forestry
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd. Construction Project Consultants	
7. STUDY PERIOD	Mar.1992 ~ Aug.1993 17month(s) ~	
8. SITE OR AREA	M/P : 3 districts in Oudomxay Province(558,000ha) F/S : Xai, Beng and Hun areas (773ha in total)	
9. MAJOR PROPOSED PROJECT(S)		
<p>1.Irrigation system rehabilitation : 3 Locations, Replacement of 4 Diversion Weirs, 21.9km of main irrigation canal, etc</p> <p>2.Social infrastructures : 9.4km of district roads, 3 rural water supply, 12 primary schools.</p> <p>3.Agricultural station : 1,050m² of main office, 885m² of research and training house, 1,825m² of staff quarters, etc.</p> <p>4.Extension office : 2 offices (416m²), 280m of quarters.</p> <p>5.Rice bank : 3 locations, 104m² of each office, etc.</p> <p>6.Equipment : rice mills, rainfall recorders, water level gauges, office equipment, etc.</p>		

ウドムサイ県焼畑地域農業開発計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

Finance:

(FY 1996 Domestic Survey)

The project has been realized with the small-scale grant aid assistance of Japanese Embassy.

*Contents of the Phase I

(FY 1998 Domestic Survey)

Construction of water intake facilities, canals, and incidental facilities in Xai area.

(FY 1997 Overseas Survey)

The project has not been realized due to financial and social reason, and delay of related project. Laos side has intention to implement small-scale project on annual basis with small-scale grant aid.

*Contents of the Phase II

(FY 1998 Domestic Survey)

Construction of water intake facilities, canals, and incidental facilities in Hun areas.

(FY 1999 Overseas Survey)

Improvement of Seed Center in Oudomxai Province

Aug.27.1998 Small-scale Grant Assistance from Government of Japan(US\$57,222)

*Contents: Improvement of Seed Center, Construction of irrigation system, House for seedlings, Office of the Center.

Construction:

(FY 2000 Domestic Survey)

Construction of water intake facilities, canals, and incidental facilities in Xai area(Phase I) was completed in 1998.

Construction of water intake facilities, canals, and incidental facilities in Hun areas(Phase II) was completed in 2000.

Improvement of Seed Center in Oudomxai Province was completed in 1998.

Operation and Management:

(FY 1998 Domestic Survey)

The water users' association already organized by farmers is in charge of operating/managing the water intake facilities, irrigation canals, and incidental facilities in Xai area.

Detail:

Request on Japan's Grant Aid has been made after F/S. However, the implementation has not yet been decided.

(FY 1995 Domestic Survey)

The Government of Laos plans to submit an official request of the grant aid for this project the Embassy of Japan on Sep.1995.

(FY 1995 Overseas Survey)

The Government of Laos already requested to the Government of Japan to make this project as for a grant aid project. And the Government wants JICA to commence the implementation of this project as early as possible.

(FY 2000 Domestic Survey)

The Government of Laos already is going to submit the request to the Government of Japan to make the Nam Mao-2 in Xai area as for a grant aid project.

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Subsequent Study: (FY 1997 Domestic Survey) Dec.1996~ B/D</p> <p>Finance: (FY 1998 Domestic Survey) 6 Jan. 1998 E/N 608 mil.yen 15 May 1998 E/N 112 mil.yen (Groundwater Development for Champasak and Saravan Provinces)</p> <p>*Project contents: 1. Consultant contract 2. Contractor contract: 1) Construction of facilities (305 wells and two maintenance & management centers); and 2) Provision of materials for construction, maintenance and management of wells.</p> <p>Background: (FY 1995) A request for Grant Aid has been submitted to Japanese Government to materialize the project. (FY 1997 Domestic Survey) Provision of grant aid assistance is supposed to be approved in December 1997. (FY 1997 Overseas Survey) In Apr.1996, provision of a grant aid assistance was pledged. (1,526mil.yen)</p> <p>Construction: (FY 1997 Overseas Survey)(FY 1998 Domestic Survey) 1998~March 2000 (FY 1999 Domestic Survey) Phase I was completed.</p> <p>Progress Situation of proposed projects: (FY 2001 Domestic Survey) The proposed projects have implemented and completed by the grant aid.</p> <p>Related Projects: (FY 1997 Overseas Survey) UNICEF, UNDP, World Bank, NGOs are implementing groundwater development projects.</p>		

STUDY SUMMARY SHEET (Basic Study)

ASE LAO/S 501/95

1. COUNTRY	Laos	
2. NAME OF STUDY	Topographic Mapping of Bolikhamxai Province	
3. SECTOR	Social Infrastructure / Survey & Mapping	
4. TYPE OF STUDY	Basic Study	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Geography Bureau
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	International Engineering Consultants Association Pasco International Inc.	
7. STUDY PERIOD	Dec.1992 ~ Nov.1995 35month(s) ~	
8. SITE OR AREA	B.Kam Sai Province	
9. MAJOR PROPOSED PROJECT(S)		

ポーリカムサイ県地形図作成(地形図)

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>Borikamusai Province is adjacent to Vientiane capital, and also the nearest area to Vietnam, therefore this area is one of the promising areas for national economic development for the future. The Gov. of Laos is positive for the development of this area. It appears that Urban Establishment Plan (50,000 persons scale) at the Kamasau City in the area is being carried out and based on this plan, Agroforestry Promotion Project in the surrounding area, various projects on Tropical Forest Exploitation and Preservation, are under implementation.</p> <p>(FY 1996 Overseas Survey)</p> <p>The topographic map is in use for the Nam Theun Hydroelectric Power Development Project and for other various public services.</p>	

STUDY SUMMARY SHEET

(M/P+F/S)

ASE LAO/A 201/96

1. COUNTRY	Laos	
2. NAME OF STUDY	Integrated Agricultural Rural Development Project in Boloven Plateau	
3. SECTOR	Agriculture / (Agriculture in) General	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Agriculture and Forestry
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd.	
7. STUDY PERIOD	Mar.1995 ~ Oct.1996 19month(s) ~	
8. SITE OR AREA	The study area covers the Boloven Plateau above the altitude 200 m at sea level, which extends over 4 provinces in southern area of LAO PDR.	
9. MAJOR PROPOSED PROJECT(S)		
<p><M/P> Agricultural (Irrigation) development and rural development mainly infrastructure improvement of road, water supply, electrification, school, clinic, community hall, etc. for 16 model development areas (about 21,000 ha in total).</p> <p><F/S> Agricultural (Irrigation) development and rural development 1.Upper Champi Area(730 ha) 2.Upper Tapoun Area (80 ha) 3.Upper Kaphue Area (1000 ha) 4.Lower Xeset Area (1000 ha) 5.Upper Tay-Un Area (330 ha) 6.Establishment of Highland Vegetable Trial and Demonstration Station</p> <p>Project Cost <M/P> 260,699 (Local Cost;072,672/Foreign Cost;188,027) <F/S> 1. 7,885 (2,369/5,516) 2.3,679 (1,089/2,590) 3.7,720 (2,234/5,486) 4.13,943 (4,101/9,842) 5.3,800 (1,114/2,686) 6.1,624 (304/1,320)</p> <p>Imp.Period <M/P> 15 years <F/S> 1.18 months 2.16 months 3.24 months 4.24 months 5.18 months 6.11 months</p>		

ボロベン高原農業・農村総合開発計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

(FY 1997 Domestic Survey)

The government of LAO PDR requested to Japanese government to implement several projects proposed in the plan on 1996-1997.

(FY 1998 Domestic Survey) (FY 1998 Overseas Survey)

Sep. 1997 Request for a grant aid assistance was submitted to Japanese government.

Amount: 1,489.7million yen

Contents:

1) Agricultural and rural development (irrigation/drainage, and social infrastructure), and farm management in Upper Champi, Upper Kaphue, and Upper Tay-Un areas.

2) Establishment of the highland vegetable examination station

Operation and management after construction (planned):

- Water users' association organized by farmers will be in charge of operating/ managing the water intake facilities, irrigation canals, and incidental facilities in Upper Tay-Un area.

- Since there is an experience of operating the irrigation facilities for coffee, the agency implementing the project will be in charge of operating the station.

(FY 1999 Domestic Survey)

It is said that Japan's grant aid was approved in FY 1999.

(FY 2001 Domestic Survey)(FY 2002 Domestic Survey)

The plan was reexamined within the Integrated Agricultural Development Project in Laos. The government has made request for grant aid. In its review, the projects related to agricultural roads, rural water supply, community facilities were proposed; no component of irrigation facilities proposed.

Technical Cooperation:

(FY 1998 Overseas Survey)

Requesting the dispatch of two JICA experts (agronomy, and irrigation) for 1999.

(FY 1999 Overseas Survey)

JICA expert(Agronomist) is dispatched to Agriculture and Forestry Service Office, Champasack Province from 10th Jan. 2000-9th Jan. 2002.

STUDY SUMMARY SHEET

(F/S)

ASE LAO/S 306/96

1. COUNTRY	Laos	
2. NAME OF STUDY	Construction of Mekong Bridge at Pakse	
3. SECTOR	Transportation / Road	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Communication, Transport, Post and Construction.
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd. Construction Project Consultants	
7. STUDY PERIOD	Jul.1995 ~ Jul.1996 12month(s) ~	
8. SITE OR AREA	Pakse town in Champasak province	
9. MAJOR PROPOSED PROJECT(S)		
1.Bridge Prestressed Concrete Box Girder Bridge Length 1380 m 2.Approach Roads Pakse side 680 m Phonthong side 2350 m		

パクセ橋建設計画調査

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
Description :		
<p>Subsequent Study: (FY 1998 Domestic Survey) April 1996~4.5 months JICA Appraisal Survey for implementation. Aug.28.1996 E/N 1.43 Hundred mil. Yen (Construction of Mekong Bridge at Pakse D/D) Sep.1996~Mar.1997 D/D was conducted. *Contents/Topographical survey and geotechnical investigation, Design for foundation, sub-structure, super-structure, and approach road.</p> <p>Finance: (FY 1998 Domestic Survey) (FY 1998 Overseas Survey) 23 May 1997 E/N 5,446mil.yen (Construction of Mekong Bridge at Pakse)</p> <p>Construction: (FY 1998 Overseas Survey)(FY 2000 Domestic Survey) Oct.1997~Aug.2000 completed Contractors/Shimizu-Hazama JV</p> <p>(FY 2001 Domestic Survey) The new market was built under the investment of Viet Nam near the Pakse bridge and the distribution of goods to Thailand was increased. Moreover, the promotion of the community development is expected at the Phonhong opposite to the Pakse.</p> <p>Technical Cooperation: (FY 1999 Overseas Survey) Counterpart Training: 4 participants were accepted in 1997 and 1998. A request for acceptance of another 2 participants in 2000 was submitted.</p> <p>Detail: (FY 1997 Domestic Survey) By both this project and the road rehabilitation projects in the southern provinces by ADB, all season international road network in Indochina countries will be completed.</p>		

STUDY SUMMARY SHEET

(M/P)

ASE LAO/A 118/98

1. COUNTRY	Laos	
2. NAME OF STUDY	Watershed Management Plan for Forest Conservation in Vangvieng District	
3. SECTOR	Forestry / Forestry & Forest Conservation	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Forestry, Ministry of Agriculture and Forestry
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Japan Forest Technical Association Kokusai Kogyo Co., Ltd.	
7. STUDY PERIOD	Sep.1996 ~ Sep.1998 24month(s) ~	
8. SITE OR AREA	Aerial Photography Area: approx. 700,000ha consisting of some parts of Vientiane Province and Sai Somboun Special Zone locate in the watershed of the Nam Ngum Reservoir Study Area: approx. 170,000ha of the Nam Xong watershed covering Vangvieng District within the Aerial Photography Area Model Area: approx. 59,400ha of the Somboun and Namon areas in the southern part of the Study Area	
9. MAJOR PROPOSED PROJECT(S)		
<p><M/P></p> <p>There are four main causes of forest degradation and resulting impediment to watershed conservation in the Model Area as "Shortage of Farmland", "Population Increase", "Low Labour Absorption Capacity of Other Industries", "Inadequate Forest Management". These four impeding factors of watershed management have resulted in "Expansion and Overuse of Uncontrolled Slash & Burn Land", "Degradation of Forest", "Frequent Flood and Decrease of River Base Flow", "Decrease of Agricultural Production". These four problems form a vicious circle. To cut the vicious circle, it was decided that the objective of watershed management in the Model Area would be "conservation of the watershed environment stabilizing slash and burn cultivation". The following four principles and some programs under the principles respectively were adopted to achieve the objective.</p> <p>1) Introduction of a sustainable production system: Agroforestry development, Agriculture on slopes, Non-wood forest products production, Paddy seeds multiplication and supply system establishment, Second cropping promotion at lowland paddy, Dish culture expansion.</p> <p>2) Rehabilitation of degraded forest: Man-made forest development, Bamboo plantation, Natural regeneration.</p> <p>3) Improvement of the living environment: Improvement and new construction of local roads, Construction of domestic water supply facilities, Existing primary school upgrading.</p> <p>4) Strengthening of the rural community support system: Land forest allocation program, Revolving fund system establishment, Weaving development, Skill-based informal education, Improvement of cooking stove dissemination, School forest establishment, Bamboo crafts promotion.</p>		

PRESENT STATUS	<p style="text-align: center;">In Progress or In Use</p> <p style="text-align: center;">Delayed</p> <p style="text-align: center;">Discontinued</p>
<p>Description :</p> <p>Project-type technical cooperation: (FY 1999 Domestic Survey) Jul. 1996 - Jul. 1998 "The Forest Conservation and Afforestation in Lao RDR I". *Model area for the M/P formulation of watershed management in this Study is consist of Somboun and Namon Area. This project-type technical cooperation targeting the Somboun Area started in Jul. 1996 prior to this Study. Consequently, this Study was conducted under cooperation of the Project. Jul. 1998 - Jul. 2003 "The Forest Conservation and Afforestation in Lao RDR (II)". *The Project is conducting the programs such as model forest establishment and rural development programs. The Project is expected to cooperate with the Afforestation Center to conduct the program effectively.</p> <p>Finance: (FY 1999 Domestic Survey) 10 Jun.1998 E/N 416 mil.yen "Afforestation Center Construction Project". *It is under construction in Somboun Area and will be started to use in a few months.</p> <p>Others: (FY 1999 Domestic Survey) The study results such as aerial photographs, topography maps, socio-economic baseline survey, PRA as well as master plan for the watershed management were provided to the Project through the government of Laos.</p>	

STUDY SUMMARY SHEET

(M/P+F/S)

ASE LAO/A 202/00

1. COUNTRY	Laos		
2. NAME OF STUDY	The Study for the Small Rural Environment Improvement Program for the Depressed Communities in the Districts along the Mekong River		
3. SECTOR	Agriculture / (Agriculture in) General		
4. TYPE OF STUDY	M/P+F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Agriculture and Forestry	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Sanyu Consultants Inc. Nippon Koei Co., Ltd.		
7. STUDY PERIOD	Nov.1998 ~ Jul.2000 20month(s) ~		
8. SITE OR AREA	M/P: Districts of Thaphabath, Bolikhan, Paksan and Pakkading of Bolikhamsai Province, Districts of Hinboun, Thakhek, Nongbok and Sebangfai of Khammouane Province Districts of Xaibouri, Khanthabouri, Xayphouthong and Songkhon of Savanakheth Province F/S: Thongharb-Nakhua Area in Pakkading District of Bolikhamsai Province, Vangkhong Area in Hinboun District of Khammouane Province, Phonthan Area in Xayphouthong District of Savanakheth Province		
9. MAJOR PROPOSED PROJECT(S)			
<p>1) Farmers' Organization Strengthening Plan Facilitation of the Establishment and Strengthening of Farmers' Organization in Model Areas: (a) Provision of Legal Framework for Farmers' Group (WUA (Water Users Association) and APG (Agricultural Production Group)), (b) Strengthening Education and Training for Farmers (Group Leaders) and Supporter (DAFSO staff), (c) Deployment of Community Development Organizer at PAFSO level</p> <p>2) Agricultural Finance Strengthening Plan Concrete Plans for the Improvement of Financial System: (a) Improvement of Accounting System in the Banking Sector, (b) Establishment of Financial Market on Short-term Basis, (c) Liberalization of Interest Rate and Opening of New Branches/Field Offices, (d) Improvement of BOL's Training Compound Strengthening of APB as Source of Two-step Loan: (a) Improvement of Accounting System, (b) Restructuring the Head Office, (c) Training of Staff (Executive, Backbone Staff, Liaison staff), (d) Strengthening of MIS and Improving the Mobility of Field Staff</p> <p>3) Stabilization of Farming and Increase in Agricultural Production Strengthening the Support System (Linked to some activities in Model Areas): (a) Cross-sectoral Unification of Extension System, (b) Establishment of Staff Database, (c) Technical Guidance and Training of SMS and TFT Members, (d) Inventory of Irrigation Schemes</p>			
Project Cost(US\$1,000)			
	Local	Foreign Total	Impl. P. (year)
Thongharb-Nakhua Area Development	164.9	659.6	824.5
Vangkhong Area Development	130.6	522.0	652.6
Phonthan Area Development	157.1	599.4	756.5

メコン河沿岸貧困地域小規模農村環境改善計画調査

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

(FY 2002 Domestic Survey)

The result of M/S and F/S insisted upon the necessity of government-led "soft-type" development approaches including human resource development (capacity building of concerned staff). In order to expand IMT throughout the country, the implementing agency rehabilitates existing irrigation facilities with funds from WB and ADB. Simultaneously, it takes the participatory approach. Bolikhamsai Province and Savanakhet Province were treated with targeted site by ADB while Khammouane Province, by WB. However, it is said that the projects face difficulty in altering consciousness among the public sector especially local governmental organizations, and operating participatory projects. It is assumed that new request will be submitted to complement these projects at the start of the project when the importance of "soft-type" projects, proposed M/P and F/S, will be reexamined within JICA.

(FY 2003 Domestic Survey)

Proposed project is partially adopted in a currently implemented Decentralised Irrigation Development and Management Sector Project (DICMP) (funded by ADB and AFD).

(FY 2004 Domestic Survey)

No information to be specifically mentioned.

(FY 2005 Domestic Survey)

No information to be specifically mentioned.

STUDY SUMMARY SHEET

(F/S)

ASE LAO/S 302/00

1. COUNTRY	Laos	
2. NAME OF STUDY	Study on Rural Water Supply and Sanitation Improvement in North-West Region in the Lao People's Democratic Republic	
3. SECTOR	Public Utilities / Water Supply	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Center for Environmental Health and Water Supply
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Japan Techno Co.,LTD.	
7. STUDY PERIOD	Feb.1999 ~ Mar.2001 26month(s) ~	
8. SITE OR AREA	Long and Viangphoukha District of Luang Namtha Province and Houayxai & Pha Oudom District of Bokeo Province	
9. MAJOR PROPOSED PROJECT(S)		
<p>This Study is a participatory development study by its application of the community participation approach. During the pilot activities of the present Study, the villagers are directly involved in the community dialogue at the target villages. These local villagers, comprehending all the relevant factors (i.e., functions of the facilities, methods of operation and maintenance, and the meaning of the village contributions as labor, local materials and required expenditures), have chosen by themselves the water and sanitation facilities such as gravity-fed water supply system and pour flush latrines that they are actually willing to construct and continue using. Therefore this study does not propose the projects such as before study for master plan.</p>		

北西部村落給水・衛生改善計画調査

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

(FY 2001 Domestic Survey)

The study was conducted in three phases. In Phase 1, training including OJT was held for representatives from Lao Women's Union, Lao Youth Union and other such local organizations. The trainees made use of their acquired knowledge to carry out village surveys at the 81 target villages to collect information on socio-economic conditions, water use and sanitation situation, water and sanitation related habits and awareness, and other relevant data. The dialogues with villagers revealed their level of willingness for participation and contribution, and their decision on the choice of water supply and sanitation facility. Also during the village surveys, the trainees surveyed the situation of water sources, made water quality analyses, determined the potentials of the water sources, conducted simple topographical surveys, and designed the facilities.

The results of the surveys were compiled and analyzed to select villages for the pilot study which was carried out in Phase 2. The purpose of the pilot study was to build capacities of local representatives and rural villagers and to expand the water and sanitation coverage. The pilot study was conducted at 34 villages in stages divided as follows.

Stage A: Training of trainers (TOT) on community management, sanitation education and hygiene promotion, and operation and maintenance

Stage B: Participatory village activities including community dialogue, committee organization, hygiene promotion, village contribution confirmation, community management and village agreement

Stage C: Preparation for construction on participatory planning, construction scheduling, guidance on operation and maintenance and plan of action

Stage D: Construction works for water supply and latrines construction through the participation of the villagers

Stage E: Monitoring of behavioral changes and village awareness on social and sanitary improvements

Before the construction works, location of intake facilities, pipeline routes, allocation of communal tapstands, labor scheduling, materials (sand, gravel, wood) preparation were confirmed through dialogue with the villagers.

In Phase 3, through monitoring of the pilot study villages, behaviors in water use, changes in sanitation awareness, and fluctuations in participation levels before and after the construction, and other effects of the pilot study were evaluated. Also in this final phase, a pilot study extension was implemented at 17 villages to further build capacity and extend coverage of water supply and sanitation as a result of the favorable response of the previous pilot study. The results of these surveys were reflected in the development plan formulated for water and sanitation of the target area.

This study introduced participatory survey methods such as PRA (Participatory Rapid Appraisal) and PCM (Project Cycle Management) to facilitate planning based on community dialogues and to obtain the community's consent on the operation and maintenance system. The training sessions contributed to strengthening the capacities of Lao counterparts. The successful results would not only fulfill the requirements for improvements in water supply and sanitation, but also contribute to fostering a sense of ownership of the facilities owing to the adoption of the community participation approach in this Study.

(FY 2005 Domestic Survey)

No information to be specifically mentioned.

STUDY SUMMARY SHEET

(M/P)

ASE LAO/A 106/01

1. COUNTRY	Laos		
2. NAME OF STUDY	Master Plan Study on Integrated Agricultural Development		
3. SECTOR	Agriculture / (Agriculture in) General		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Agriculture and Forestry	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Koei Co., Ltd. KRI International Corporation		
7. STUDY PERIOD	Nov.2000 ~ Oct.2001 11month(s) ~		
8. SITE OR AREA	Throughout the country		
9. MAJOR PROPOSED PROJECT(S)			
<p>An action plan towards the year 2020 for the integrated agriculture development has been formulated for 10 sub-sectors, namely, (i) land and water resource development; (ii) institutions and organizations; (iii) human resource development; (iv) field crops; (v) livestock and fisheries; (vi) stabilization of shifting cultivation; (vii) marketing and agro-processing; (viii) rural finance; (ix) rural development; and (x) irrigation. In total, 110 projects have been identified as projects and programs.</p> <p>58 projects were selected as priority projects and were classified in the following four groups.</p> <p>(1) The first group: activities could be implemented almost immediately, have significant impact on value added, provide additional income and create employment opportunities for farm households.</p> <p>(2) The second group: activities relate also to increasing farm income but rank lower priority because of the emphasis on adaptive research and 'learning by doing' which normally takes more time.</p> <p>(3) The third group includes mainly research projects relating to coffee cultivation, export-oriented crops, a projects for setting up a Commodity Market Intelligence Network and a project for Community Management Small Scale Irrigation systems. The research activities have not been ranked high mainly because of the time lag between activity and results and the lack of implementing capacity of these groups of projects.</p> <p>(4) The forth group includes stabilizing of shifting agriculture, rural development projects with emphasis on agriculture, flood disaster, mitigation and rural credit, the priority rating of group 4 is lower due to the long gestation period and the relatively high cost.</p>			

総合農業開発計画調査

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

(FY 2002 Domestic Survey)

- 1 The Laotian government acknowledged JICA Master Plan as the National Agricultural Development Plan.
- 2 The Laotian government has initiated to implement the action plan based on the Development Plan.
3. The first action plan to be implemented are;
 - 1) Continuation of current inland fishery program, a project-based technical cooperation of JICA.
 - 2) Improvements of rice seed multiplication centre (restoration/expansion). Grant Aid
 - 3) Study on irrigation management transfer (requested)

(FY 2004 Domestic Survey)

No information to be specifically mentioned.

(FY 2004 Overseas Survey)

1 Subsequent studies:

- 1) National Poverty Eradication Programme (NPEP)
 - Study Period: October 2003 - January 2004
 - Content: Submitted and approved in the 9th round-table talks. Government is considering to implement the project proposed in the JICA Master Plan to improve agricultural productivity, to improve quality of the agricultural products, and to overcome fragility of communities in poverty.

2) Evaluation of domestic demands for rice seeds

- Study Period: October 2003 - January 2004
- Content: Government has requested technical cooperation in FY 2003 for the "Rice Seed Multiplication System Improvement Project", acknowledging the needs to develop rice seeds to increase the productivity and quality of rice-production.

2 Finance:

- 1) Forest Management and Community Support Project
 - Funding Party: JICA (amount unknown)
 - Content: Placing preservation of northern Laos forest and all project area and sustainable utilisation for rural life as an overall goal, the objective is set to activate forest management, production, and income generation activity by local participants initiatives through expansion of the project. Outputs are as follow:
 - (1) Demonstration of concerned technology for forest management and production in the model site.
 - (2) Training for the staffs of expansion organisation and local participants
 - (3) Implementation of the program selected by Community Support Program (CSP)
 - (4) Suggestions to concerned agencies on methods, forest management, and expansion.
- 2) Agriculture Improvement and Extension Project Phase 2: Placing improvement of productivity of marine cultivation as an overall goal, the objective is set to increase productivity of marine cultivation participated by an agrarian groups in the target area. Outputs are as follows.
 - (1) Capacity building of PAFO/DAFO officers on agricultural technology and expansion methods in target regions.
 - (2) Improvement in marine cultivation techniques of participating agrarians in target regions.
 - (3) Improvement in egg production capability by participating in rural marine beds.
 - (4) Identification of appropriate technologies for small-investment marine cultivation in Laotian rural villages.

3 Technical Cooperation:

1) Training:

- FY 2002 13 personnel
- FY 2003 45 personnel in total (details of the course and term are unknown)

(FY 2005 Domestic Survey)

Dispatch of expert is prepared for irrigation management transfer to the Irrigation Bureau.

STUDY SUMMARY SHEET

(M/P)

ASE LAO/S 112/02

1. COUNTRY	Laos		
2. NAME OF STUDY	The Study on the Improvement of Rural Health Services in the Lao People's Democratic Republic		
3. SECTOR	Public Health and Medicine / Public Health and Medicine		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY		
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Pacific Consultants International (PCI)		
7. STUDY PERIOD	Apr.2001 ~ Aug.2002 16month(s) ~		
8. SITE OR AREA			
9. MAJOR PROPOSED PROJECT(S)			
<p>Basic Strategy</p> <ol style="list-style-type: none"> 1. To promote coordination among the whole health and medical sector at national, prefectural, and country level. 2. To restructure financial system of the health and medical sector and strengthen financial management capabilities of Ministry of Health, prefectural and country health service offices. 3. To improve quality of training programs for health care personnel, especially for nurse, to locate well-trained professional care staff at each health care center and country. Besides, to build up care staff's morale (incentives to work). 4. To establish health care management system and enhance capabilities of health care management, with decentralization scheme in mind. 5. To promote effective and efficient infection disease prevention measures. 6. To strengthen country health care services with a primary health care approach. 7. To promote efficient operations of central and prefectural hospitals. 8. To improve accessibility to essential drugs in terms of supply system as well as pricing mechanism, and to promote rational use of drugs. <p>Priority Projects to be implemented within 5 years</p> <ol style="list-style-type: none"> 1. (To conduct) human resource development 2. To improve financial status of the health and medical sector 3. (To prepare for) infection disease prevention/(eradication)measures 4. (To upgrade and expand) primary health care 5. To strengthen and promote maternal and child health care, and to establish networking 6. To conduct nutritional education 7. To improve services at hospitals, strengthen the maintenance of hospitals, and improve hospital operations and management. 8. To establish strategies to realize appropriate medication based on clinical examination. 9. To promote rational use of drugs and improve community-based revolving fund system (RFS). 			

保健・医療サービス改善計画調査

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>(FY 2003 Domestic Survey) No information.</p> <p>(FY 2004 Domestic Survey) No information.</p> <p>(FY 2005 Domestic Survey) Human resource development project, the main proposed project in the final phase of M/P, is being promoted as mentioned below.</p> <ol style="list-style-type: none"> 1) Establishment and rehabilitation of the buildings of five local nurse schools are being progressed. B/D was conducted in 2003 and the buildings are under construction. 2) JICA experts were dispatched to the Ministry of Health, and a new technical programme for nurses was launched in 2003. 3) The Ministry of Health has implemented Health Forum (participated by each department of the Ministry of Health, donors, and NGOs) after a year of the completion of the study, taking similar form conducted in the M/P. 4) Maintenance of county hospital proposed as one of the main project of the M/P is in progress. B/D for the project has been conducted in 2004. 	

STUDY SUMMARY SHEET

(M/P)

ASE LAO/S 113/02

1. COUNTRY	Laos	
2. NAME OF STUDY	The Study on the Telecommunications Development in Lao P.D.R.	
3. SECTOR	Communications & Broadcasting / Telecommunication	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	ETL, LTC
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd.	
7. STUDY PERIOD	Oct.2001 ~ Nov.2002 13month(s) ~	
8. SITE OR AREA		
9. MAJOR PROPOSED PROJECT(S)		
1) IP-based network for 2002-2005 2) IP-based network for 2006-2010 3) IP-based network for 2011-2015		

電気通信開発計画調査

PRESENT STATUS	<p style="text-align: center;">In Progress or In Use</p> <p style="text-align: center;">Delayed</p> <p style="text-align: center;">Discontinued</p>
<p>Description :</p> <p>(FY 2003 Domestic Survey) Currently, proposed project have been implemented by Grant Aid and is under construction.. 27 Jun. 2003 E/N 219 million YEN "The Project for Improvement of International Telephone Switching System"</p> <p>(FY 2004 Domestic Survey) No information.</p> <p>(FY 2004 Overseas Survey) No information.</p> <p>(FY 2005 Domestic Survey) Proposed project: The Project for Improvement of International Telephone Switching System Funding: Funding party: Yen Loan E/N signed on 27 June 2003 Amount: 219 million JPY Content: Since domestic and international telephone switching has been operated with identical equipment in communication channel bureau in Vientiane before the implementation of the project, operations were inadequate from capacity and functional perspective. Establishment of switching machines for international call has solved the problem. Progress of construction: 100% Benefit: Beneficiaries: Every residents in Laos Effect: Enabled international conference with improved communication quality, which has advanced the national standard as well as benefiting about 20% of whole 600 million population of urban population.</p>	

STUDY SUMMARY SHEET

(M/P+F/S)

ASE LAO/S 207/02

1. COUNTRY		Laos
2. NAME OF STUDY		The Study on Improvement of road in the Southm region in Lao P.D.R
3. SECTOR		Transportation / Road
4. TYPE OF STUDY		M/P+F/S
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Communication, Transport, Post and Construction (MCTPC)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)		Oriental Consultants Co., Ltd. PADECO Co., Ltd.
7. STUDY PERIOD		Nov.2001 ~ Mar.2003 16month(s) ~
8. SITE OR AREA		M/P: Four Southern Laotian Provinces of Champasack, Saravan, Sekong, and Attapeu, as well as the area along Route 1G in Savannakhet Province F/S: Route 14A and 16A, which are located in the Southern Laos.
9. MAJOR PROPOSED PROJECT(S)		
<p>M/P: The Master Plan covers national roads in the southern region and prioritise road improvement projects up to the year 2020 and select the most appropriate project for a feasibility study. The Study roads comprise 16 routes with 880km in the total length among 2,025km of the national road in the study area.Route 14A (between B.Houay Phek. and B.Soukhouma) and 16A(between 1km mark east of Pakson and B.Lak 52) are the most appropriate for implementing and completion by the year 2007 for the southern region of Lao P.D.R.Route 14A will contribute to improving access to the west part of the Mekong River as well as to the southern part of the west bank, which will fuel development of the Emerald Triangle Area. Route 16A will contribute to rural development in an area near the Champasack-Attapeu border and also improve East-West connectivity between Thailand, Laos and Vietnam.</p> <p>F/S: The base case EIRRs for the two projects, 10.5% per cent for Route 14A and 10.7 percent for Route 16A, are close to the test discount rate of 12 per cent, indicating that project implementation 2005-20007 may be appropriate based on their benefit to road users. These particular projects are likely to produce significant social and other benefits in their influence areas and beyond, in addition to their direct economic benefits.</p>		

南部地域道路改善計画調査

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

(FY 2003 Domestic Survey)

In order to realize construction of Route 14A, which was proposed by the study, the Lao Government requested the Japanese Government in 2003 to provide the necessary assistance.

(FY 2004 Domestic Survey)

Subsequent study: Japanese government is in consideration, corresponding to a strong request from the counterpart government.

Finance: Grant Aid (request from Lao government has been sent to Japanese Ministry of Foreign Affairs for consideration). Realisation of the request is highly possible after the implementation of Vientiane Route 1, a similar road sector project conducting a B/D. In addition, for the implementation of the project, research on the possibility of encountering a ruin and its measures requires to be clarified.

(FY 2004 Overseas Survey)

Finance: Currently under consideration by Japanese government.

- 1) Funding party: Grant Aid
- 2) Requested period: May 2004

(FY 2005 Domestic Survey)

Subsequent study: Initial Environmental Examination (IEE) on the Construction and Improvement of Road 14A Project

Implementing period: August 2005-November 2005

Implementing body: Laos MCTPC

Objective: To conduct IEE on No. 14 A based on the result of the mentioned study to promote implementation of the project.

Technical cooperation:

Dispatch of experts to Laos MCTCP

The Laos government is prospected to submit a request for a Yen Grant Aid in early 2005, which the implementation is highly probable.

STUDY SUMMARY SHEET (Basic Study)

ASE LAO/S 504/02

1. COUNTRY	Laos	
2. NAME OF STUDY	The Establishment of GIS Base Map Data for Mekong River Basin in Lao People's Democratic Republic	
3. SECTOR	Social Infrastructure / Survey & Mapping	
4. TYPE OF STUDY	Basic Study	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Geographic Department
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Pasco International Inc. Pasco Inc. Aero Asahi Corporation	
7. STUDY PERIOD	Oct.1998 ~ Mar.2003 53month(s) ~	
8. SITE OR AREA		
9. MAJOR PROPOSED PROJECT(S)		

メコン河流域地理情報作成調査

PRESENT STATUS	<p style="text-align: center;">In Progress or In Use</p> <p style="text-align: center;">Delayed</p> <p style="text-align: center;">Discontinued</p>
<p>Description :</p> <p>(FY 2003 Domestic Survey) There are the demands of GIS data created in the study from various users, the government distribute the data and the plot out-maps. NGD (National Geographical Department) has ever sold only existing map, and now, started to sale GIS data in each the data layer. Through the activities for demands response, NGD keeps the technical skills transfered. However, it is difficult for NGD to update the software, purchase new instruments and repair them because their finances are not enough. NGD sometimes has difficulties to respond o the demands of customers. Under this condition, NGD will not able to have to the new technologies and knowledge and as the results, they will therefore lose the trust of them customers, it is afraid that NGD will revert to the way as this project started. For those several years, NGD has not recruited new employers (if recruited, they were assigned geodesic section), and is going on aging now. It is recommended that NGD should recruit young engineers who will inherit the technologies of GIS.</p> <p>(FY 2004 Domestic Survey) No information to be specifically mentioned.</p> <p>(FY 2004 Overseas Survey) Database, an output of the study, is utilised. JICA HQ is providing GIS training via JICA-Net. Advanced studying and understanding on GIS is highly effective. National Geography Department has agreed to cosponsor the training. JICA is encouraging a capacity development through trainings, which the GIS training course will contribute in the human development. In addition, by having a local facilitator, there are no language barriers in communications. Revision of database by Lao government is anticipated. Technical cooperation: - Terrestrial map construction techniques (GIS system aiming to contribute to terrestrial map maintenance): 1 personnel (20th July - 20th October 2004)</p> <p>(FY 2005 Domestic Survey) No information to be specifically mentioned.</p>	

STUDY SUMMARY SHEET (M/P+F/S)

ASE LAO/S 201/03

1. COUNTRY	Laos	
2. NAME OF STUDY	Vientiane Water Supply Development Project	
3. SECTOR	Public Utilities / Water Supply	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Housing and Urban Planning, Ministry of Construction, Transportation, Post and Communication
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nihon Suido Consultants Co., Ltd.	
7. STUDY PERIOD	Feb.2003 ~ Jan.2004 11month(s) ~	
8. SITE OR AREA	The present service area of the Master Plan	
9. MAJOR PROPOSED PROJECT(S)		
<p>M/P:</p> <p>1st stage: Expansion of Kaolieu Water treatment Plant (Expansion of 40,000m³/ day, 2.2km transmission pipelines 2nd stage: Construction of New Thangone Water treatment Plant (construction of treatment plant to produce a capacity of 60,000m³/ day, 106km of transmission pipelines 73.6km of distribution pipelines</p> <p>F/S:</p> <p>1. Rehabilitation and expansion of Kaolieu water treatment plant, the total capacity will become 60,000m³/ day. 2. Improvement of existing Chinaime Treatment Plant, expansion of resevoir 10,000m³/day 3. Instillation of 2.2km transmission mains</p>		

ビエンチャン市上水道拡張整備計画調査

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

(FY 2004 Domestic Survey)(FY 2004 Overseas Survey)

Responding to the result of social development study, Laos submitted an application of a grant aid in December 2003 for implementation of the first project. The 'Basic Design Study for the expansion of Vietnamese Water supply and sewerage system' was started in June 2004 and now in progress. (July 3 2004-August 6 2004)

(FY 2005 Domestic Survey)

Approval and conclusion of E/N is prospected for a Yen Grant request.

STUDY SUMMARY SHEET

(M/P)

ASE LAO/S 101/04

1. COUNTRY	Laos	
2. NAME OF STUDY	The Study on Mecong Riverbank Protection around Vientian Municipality, in the Lao People's Democratic Republic	
3. SECTOR	Social Infrastructure / River & Erosion Control	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Communication, Transport, Post and Construction (MCTPC)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	NIKKEN Consultants, Inc.	
7. STUDY PERIOD	Dec.2001 ~ Dec.2004 36month(s) ~	
8. SITE OR AREA	7.38km river bank around Vientian Municipality	
9. MAJOR PROPOSED PROJECT(S)		
<p>Project summary: Total length: 7.33 km Urgent prioritized project: 5 (2.70km) Secondary project: 5 (4.68km)</p>		

ビエンチャン市周辺メコン河河岸浸食対策計画(地球環境部)

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

(FY 2005 Domestic Survey)

Subsequent study: Riverbank protection in Lao, the People's Democratic Republic of, technical project

Implementing body: Department of Road of the Ministry of Communication, Transport, Post and Construction (MCTPC)

Implementing period: January 2005-March 2007

Funding:

Requested body: MCTCP M/M signed on 15 October 2004

Requested amount: Estimated 100 million JPY

Details: Dispatch of experts, Supply of equipments, C/P training in Japan

Objective: To support Laos government in order to continuously and appropriately impement the project on its own, based on the master plan prepared in the development study.

The upper goal is to reduce riverbank erosino through constructions based on the master plan.

The project goal is to 1) enable MCTPC to contiuously and appropriately implement riverbank erosion measures in Vientian Municipality, and to 2) diffuse construction methods selected in the M/P.

Contents:

- 1) Establishment of riverbank protection unit
 - 1) the Japanese side will make a proposal on responsibility of the unit
 - 2) the Japanese side will revise plans prepared by MCTPC
 - 3) the Japanese side will make a proposal on annual plan
- 2) Desgin, construction, and management of protection facilities
 - 1) MCTPC will conduct facilities design, which an advise will be given from the Japanese side
 - 2) MCTPC will prepare a glossary on riverbank protection, which an advise will be given from the Japanese side
 - 3) MCTPC and Japannese side will prepare a manual on monitoring and issues
 - 4) To conduct monitoring on existing facilities, which an advise will be given from the Japanese side
 - 5) MCTPC will manage existing facilities, which an advise will be given from the Japanese side.
 - 6) MCTPC will conduct construction with brashwood method, which a field supervisory will be given from Japanase side
3. diffusion of information and techniques of the construction method
 - 1) MCTPC will prepare seminar materials utilising manuals with an assistance from the Japanese side
 - 2) MCTPC will conduct seminars in School of Engineering in Laos University on river engineering
 - 3) MCTPC will conduct seminars to local officials, university, and other related personnel with an assistance from the Japanese side.
4. M/P monitoring
 - 1) MCTPC and the Japanese side will survey situation of the establishment of constructed protection facillities and revise the method if needed.
 - 2) MCTPC and the the Japanese side will prepare a report on appropriateness of the pilot construction.

STUDY SUMMARY SHEET

(F/S)

ASE MYS/S 301/77

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Kuantan-Kuching Submarine Cable Project	
3. SECTOR	Communications & Broadcasting / Telecommunication	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Jabatam Telekom Malaysia
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Kokusai Denshin Denwa Co, Ltd. Sanyo Techno Marine, Inc.	
7. STUDY PERIOD	Aug.1977 ~ Mar.1978 7month(s) ~	
8. SITE OR AREA	Ocean Area Between Kuantan, Pahan in Peninsula Malaysia & Kuching, Sarawak	
9. MAJOR PROPOSED PROJECT(S)		
Construction of Submarine Cable System between the Peninsula Malaysia and Kuching, Sarawak in East Malaysia.		
Contents: Construction of Submarine Cable System between Cherating, Kuantan and Sematan, Kuching		
Distance: 855.3km		
No. of Capacity: 1.000 voice grade circuits		

東西マレーシア海底ケーブル敷設計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
Description :		
<p>Finance: Jun.1979 L/A (Kuantan-Kuching submarine Cable Project 5,558 mil.Yen)*</p> <p>*Contents of Project: Submarine cables (855.3km and 1,200 voice grade circuits) Construction of terminal Installation of equipments Training for conservators Construction of domestic communication cable</p> <p>Construction: Aug.1980 Completed (by NEC)</p>		

STUDY SUMMARY SHEET

(M/P+F/S)

ASE MYS/S 201B/78

1. COUNTRY	Malaysia												
2. NAME OF STUDY	Sewerage and Drainage System Project: Butterworth/Bukit Mertajam Metropolitan Area												
3. SECTOR	Public Utilities / Sewerage												
4. TYPE OF STUDY	M/P+F/S												
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Health Engineering Dept., Seberang Perai Municipal Council											
	PRESENT COUNTERPART AGENCY												
6. CONSULTANT(S)	Nihon Suido Consultants Co., Ltd.												
7. STUDY PERIOD	Oct.1976 ~ Feb.1979 28month(s) ~												
8. SITE OR AREA	Northwest shore area of Malay Peninsula and Province Wellesley including industrial area facing to Penang island <M/P> Butterworth & Bukit Mertajam Metropolitan Area<F/S>												
9. MAJOR PROPOSED PROJECT(S)													
<p><M/P>To improve sewerage and drainage control facilities in the area facing Penang island</p> <p>-Sewerage facilities: Separate type (including industrial wastewater), main sewers, branch sewers, pumping stations, treatment plans (lagoon)</p> <p>-Drainage facilities: for storm water control by open channels and control pond, design channels with the 2- or 5-year storm return period in Butterworth and Bukit Mertajam urban area, 2 control ponds in Butterworth area, and design control ponds in undeveloped area with the 10-year storm return period.</p> <p><F/S>Establishments of sewerage system plan and drainage control plan are based on the M/P the target year of 2000.</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 20%;">Contents</td> <td>Size</td> </tr> <tr> <td>-Study Area</td> <td>1,100ha (sewerage) 3,500ha (drainage)</td> </tr> <tr> <td>-Sewer pipes</td> <td>d225mm-d900mm, L=55,100m</td> </tr> <tr> <td>-Pumping station</td> <td>8 stations (q=1~23cu.m/min)</td> </tr> <tr> <td>-Treatment plant (stabilization pond)</td> <td>3 plants (Q=10,000~14,000cu.m/d)</td> </tr> <tr> <td>-Drainage facilities</td> <td></td> </tr> </table>		Contents	Size	-Study Area	1,100ha (sewerage) 3,500ha (drainage)	-Sewer pipes	d225mm-d900mm, L=55,100m	-Pumping station	8 stations (q=1~23cu.m/min)	-Treatment plant (stabilization pond)	3 plants (Q=10,000~14,000cu.m/d)	-Drainage facilities	
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-Treatment plant (stabilization pond)	3 plants (Q=10,000~14,000cu.m/d)												
-Drainage facilities													

ペナン州下水道・排水計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

(1) Drainage Facilities

Subsequent Study:

May.1981 D/D of the priority areas of Phase I (i.e., build up area of 3,480ha in Butterworth and Bukit Mertajam) was completed by Nihon Suido Consultants Co.Ltd. and a local engineering firm (Oil Jeik Boon)

Finance:

(FY 1992 Overseas Survey)

Loan (RM.93 mil.) which Seberang Perai Municipal Council had been financed by Federal Government during the 3rd and 4th Development Plan (1976-85).

Construction:

(FY 1992 Overseas Survey)

1985 Phase I (drainage pipe 50km, 3 treatment plants, 8 relay pumps) completed.

Background:

(FY 1992 Overseas Survey)

The local government had to suspend the remaining phases II through V because of the huge financial costs involved. The remaining phases are set aside under "keep in view" status.

The local government is unable to repay the Federal Government loans for the completed Phase I, because its operation runs into deficit every year. The Seberang Perai Municipal Council has asked the Federal Government for conversion of the loans to grants.

(FY 1995 Overseas Survey)

D/D for Butterworth was done in 1981, however, implementation has not started because of budget constraints. In 1995 the municipality decided an obligation towards land developers which makes developers pay M\$ 10,000 per acre and offer lands within developed-to-be land for drainage construction.

(FY 1998 Overseas Survey)

All facility maintenance in the study area has been implemented in accordance with the proposal.

(2) Sewerage Facilities

Subsequent Study:

1980 Phase I D/D completed

Finance:

(FY 1995 Overseas Survey)

Cost M\$ 97 million (Penang Municipality borrowed from Federal Government) Since IWK will take over the project due to the privatization policy of government, Seberang Perai Municipal is released from payment.

Construction:

(FY 1995 Overseas Survey)

1981-85 implemented

(construction of sewerage and three oxidation ponds)

Construction of branch sewerages started in 1985 and stopped in 1993 because of the government policy of privatization.

(FY 1998 Overseas Survey)

All development in the study area have been implemented in accordance with the proposal.

STUDY SUMMARY SHEET (M/P+F/S)

ASE MYS/A 201B/79

1. COUNTRY	Malaysia										
2. NAME OF STUDY	Trengganu Swamp Area Integrated Agricultural Development										
3. SECTOR	Agriculture / (Agriculture in) General										
4. TYPE OF STUDY	M/P+F/S										
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Land Development Authority Central Trengganu Development Authority (KETENGAH)									
	PRESENT COUNTERPART AGENCY										
6. CONSULTANT(S)	Taiyo Consultants Co., Ltd.										
7. STUDY PERIOD	Jun.1979 ~ Feb.1980 8month(s) ~										
8. SITE OR AREA	Trengganu swamp Area on the eastern part of Peninsula Malaysia (about 600sq.km)<M/P>. A part of the Trengganu swamp area (about 3,000ha)on the eastern Peninsula Malaysia<F/S>										
9. MAJOR PROPOSED PROJECT(S)											
<p><M/P> Twenty-four district, which are expected to be highly efficient for the proposed integrated agricultural development, were selected out of 47 swampy districts in the area. The proposed development area: 32,210 ha (the total of 24 districts). The development includes irrigation, fisheries, sericulture, livestock industry and reclamation/immigration.</p> <p><F/S></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 20%;">Land reclamation</td> <td>2,100 ha</td> </tr> <tr> <td>Irrigation canal</td> <td>16.48 km</td> </tr> <tr> <td>Drainage canal</td> <td>29.14 km</td> </tr> <tr> <td>Road</td> <td>31.6 km</td> </tr> <tr> <td>Facilities for settlement</td> <td>705 houses</td> </tr> </table>		Land reclamation	2,100 ha	Irrigation canal	16.48 km	Drainage canal	29.14 km	Road	31.6 km	Facilities for settlement	705 houses
Land reclamation	2,100 ha										
Irrigation canal	16.48 km										
Drainage canal	29.14 km										
Road	31.6 km										
Facilities for settlement	705 houses										

トレンガヌ沼沢地農業総合開発計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

Detail:

(FY1992 Overseas Survey)

In the current State Development Plan, the development of swamp areas is considered to have low priority. Because KETENGAH swamps are largely swamp forests, they would be more costly to develop than the plain swamps. There are many other areas which are not developed and can be developed at lower costs.

Owing to the change in policy under the 6th Malaysia Plan, the development options have been increasingly left to the private sector. At present, both the State Government and private investors are more interested in oil palm plantations, for which some 400,000 acres have been developed.

A few studies were conducted by the KETENGAH, but they were not implemented because of the shortage of funds from the government.

Of the districts covered by the JICA master plan, individual farmers have been undertaking small-scale developments with their own fund in more easily accessible districts. Most of the projects implemented were related to the plantation of fruit trees such as saluk, rambutan, durian, etc., because KETENGAH now placed priority on diversification of the agriculture. A major problem for the farmers in the KETENGAH area (the average landholding ranging from 0.25 to 0.5 acres) is the marketing of fruits they produce.

(FY1993 Overseas Survey)

KETENGAH changed their major emphasis from fruits plantation to the development program for very poor farmers including poultry, fisheries and providing housing facilities.

The development of swamp areas is considered too expensive and of low priority.

The proposed project/program may be implemented if the private sector expresses interest to develop the Swamp Areas.

(FY1995 Overseas Survey)

[M/P]

The proposed area of the M/P is out of KETENGAH area and remains undeveloped.

The project is currently of low priority to the state as there are another available agriculture land that is easily accessible.

There is a low possibility to implement this project because of the decreasing demand of settlement and the change in the policy priority. The proposed area is out of the area where the national agricultural priority is placed.

[F/S]

The proposed pilot project known as the Bukit Barck pilot project was approved by EPU. However, the selected project area subsequently gazetted as a permanent forest reserve for the vest available "Kapur" trees of the "Shrea" species which is found in the area.

Some of the recommendations of the study such as the embankments, drainage channels and roads were implemented outside of the forest reserve area.

(FY 1997 Overseas Survey)

The project is of low priority because there are other available agriculture land which is easily accessible.

(FY 1998 Overseas Survey)

There is little possibility of implementing the proposed projects since the priority of the projects has been lowered and the projects are not included in the Sixth National Development Plan.

STUDY SUMMARY SHEET (Other Studies)

ASE MYS/S 601/79

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Bintulu Deepwater Port Project	
3. SECTOR	Transportation / Port	
4. TYPE OF STUDY	Other Studies	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Bintulu Port Management Body, Ministry of Transport
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	The Overseas Coastal Area Development Institute (OCDI)	
7. STUDY PERIOD	Jan.1980 ~ Feb.1980 1month ~	
8. SITE OR AREA	Bintulu/Sarawak	
9. MAJOR PROPOSED PROJECT(S)		
<p>The port of Bintulu in Sarawak was planned to become a loading port which handle LNG exported to Japan (total of 600 thousand tons since 1983) and fertilizer produced by the ASEAN-project.</p> <p>Because LNG is an important source of foreign exchange, the Malaysian government has completed D/D and invited tenders in order to complete the development of the port by the end of 1982. Because of the pressing schedule and technical difficulty of construction, the Malaysian government requested the assistance from Japan to expedite the project implementation.</p> <p>This study advised on site construction and engineering, and supervision and evaluation of tender documents.</p>		

ピンツル港建設計画

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

Finance:

June 26.1980 L/A 7,800 mil yen

For dredging and construction of breakwaters (including LNG. Pier).

Construction:

Dec.1982 Construction completed

The Deepwater Port of Bintulu was developed at the total cost of 34.5 billion yen and opened in 1985.

Detail:

Three Japanese experts cooperated on the port development during 1982-1985.

STUDY SUMMARY SHEET

(M/P+F/S)

ASE MYS/S 202B/80

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Kelantan Port Development Project	
3. SECTOR	Transportation / Port	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Economic Planning Unit, Prime Minister's Department (EPU)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	The Overseas Coastal Area Development Institute (OCDI) Kokusai Kogyo Co., Ltd.	
7. STUDY PERIOD	Sep.1979 ~ Feb.1981 17month(s) ~	
8. SITE OR AREA	Kelantan, east coast of Peninsular Malaysia	
9. MAJOR PROPOSED PROJECT(S)		
<p><M/P>East coast area of Kelantan is economically the least developed and the only port is useless because of the deposition of silt and sand discharge. The basic objective of the project is the construction of a commercial and fishery port in the area. Recommended new facilities are; Commercial port area: Breakwater(970m,840m), Breakwater(570m), Channel(-7.5m,-5.0m), Quay 2 Berths(-7.5m, 260m), Dolphin 1 Berth, Palm Oil Storage Tanks 4, Petroleum Product Storage Tanks 15. Fishery port area: Mooring facility(-3.0m, 290m, -2.0m, 175m), Wholesale facility 1, Cold Storage Freezing. Ice factory facility each 1 unit.</p> <p><F/S>The project develops the port as a distribution center and a base for coastal and offshore fishing boats. -Breakwater, channel and basin: depth -5.0~-7.5m -Quay: depth -7.5m x 260m -Berths for fishing boats: depth -2.0m~-3.0m -Fishing facilities (Open storage, cold storage) -Access road</p>		

ケランタン州港湾建設計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

The project was suspended after the completion of F/S due to the changes in port operation in Malaysia.

Cargo was increasingly handled in Singapore, and the capacity expansion of Kelantan Port on the east coast became unnecessary for the time being. Although the provincial government hopes its early implementation, the Federal Government postponed the project indefinitely.

(FY1994 Domestic Survey)

No additional information.

STUDY SUMMARY SHEET

(F/S)

ASE MYS/S 302/80

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Beluru/Long Lama/Limbank Trunk Road Construction Project in Sarawak	
3. SECTOR	Transportation / Road	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Sarawak Economic Planning Unit Sarawak Public Works Dept.
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Pacific Consultants International (PCI)	
7. STUDY PERIOD	Mar.1978 ~ Mar.1980 24month(s) ~	
8. SITE OR AREA	Northern Sarawak Miri/Bintulu-Limbang segment	
9. MAJOR PROPOSED PROJECT(S)		
The project is to connect with road between Miri district and Limbang district in where is mostly connected with the river networks.		
Road	Length	Carriage way
Route improvement	69.5km	7.32m
New route construction	141.1km	7.32m
Feeder roads	49.8km(5 routes)	4.27m

サラワク幹線道路建設計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

Subsequent Studies:

(FY 1992 Overseas Survey)

1980~ D/D has been undertaken in stages by the State Public Works Dept. The project design was changed regarding the trunk road from Beluru to Limbang. The development will be primarily focused on the stretch from Batang Tinjar to Long Lama.

(FY 1993 Overseas Survey)

The D/D from Beluru to Long Lama was carried out.

Finance:

(FY 1992 Overseas Survey)

The Federal Government allocated RM 50 million under the 6th Malaysia Plan for the project, but the State Government readjusted its priority and allocated only RM 12 million.

(FY 1993 Overseas Survey)

The construction funding is by Federal Grant from Kuala Lumpur.

Construction:

(FY 1992 Overseas Survey)

A pilot track is being designed in-house by the Dept. and is expected to be completed by the end of the 6th Malaysia Plan (1991-1995).

The present status of the road sections are as follows.

Main road Beluru 19km (Status: sealed road)

Beluru - Batang Tinjar 36.5 km (Status: gravel road)

Batang Tinjar - Long Lama 25 km (Status: 5 km surveyed)

Long Lama - Nganga Medamit (Status: sealed road, upgrading)

Nganga Medamit - Limbang (Status: to be connected)

(FY 1993 Overseas Survey)

Construction (from Beluru to Long Lama) has been done by JKR (Jabatan Kerjaraya) direct work force. The section from 2 km to 12 km has been completed.

Detail:

(FY 1992 Overseas Survey)

A new study on the development of a first class trunk road linking Sarawak and Sabah is being considered. The draft final report of another JICA study (Highway Network Development Plan) has been recently submitted, and its finalized version will be shortly considered by the Sarawak State Government for adoption. The report's new network development proposals may replace the earlier studies on road development in the State.

(FY 1993 Overseas Survey)

It is the long term policy of the Government to link all divisional centers by road. This project is a part of it.

STUDY SUMMARY SHEET

(F/S)

ASE MYS/S 303/80

1. COUNTRY	Malaysia		
2. NAME OF STUDY	Flood Forecasting and Warning System in Sabah and Sarawak		
3. SECTOR	Social Infrastructure / River & Erosion Control		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Irrigation and Drainage (DID)	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	CTI Engineering Co., Ltd.		
7. STUDY PERIOD	Oct.1979 ~ Jul.1980 9month(s) ~		
8. SITE OR AREA	Kinabatangan River in Sabah State and Sadong River in Sarawak State		
9. MAJOR PROPOSED PROJECT(S)			
	K River	S River	Total
Flood Forecasting Center	1	1	2
Relay Station	2	1	3
Monitor Station	1	1	2
Telemeter Station	7	7	14
Transmission & Receiving Station	1	1	2

サバ・サラワク洪水予警報計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Subsequent Study: 1980-81 D/D undertaken by DID</p> <p>Finance: Own fund (M\$700,000)</p> <p>Construction: 1985 commenced 1985 completed</p> <p>Situation: (FY1994 Domestic Survey) Since 1986, the flood forecasting and warning system has been operated and the hydrological information has been collected, monitored and finally used for the flood fighting activities by the authorities concerned.</p>		

STUDY SUMMARY SHEET (M/P+F/S)

ASE MYS/S 203B/81

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Sewerage and Drainage System Project in Alor Setar and its Urban Environs	
3. SECTOR	Public Utilities / Sewerage	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Alor Setar Municipal Council Drainage and Irrigation Dept. (DID)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nihon Suido Consultants Co., Ltd.	
7. STUDY PERIOD	Feb.1979 ~ Mar.1981 25month(s) ~	
8. SITE OR AREA	Alor Setar and Kuala Kedah areas of State, bounded on Thailand in Northwest coast of the Malaysia Peninsula<M/P> Priority area of Alor Setar (187ha)<F/S>	
9. MAJOR PROPOSED PROJECT(S)		
<p><M/P>There is no sewerage facilities in the project areas(Project area ; 3,300ha , Population: 140,000). Main problem in this area is the treatment of night soil. There are some drainage facilities, but flow capability is low, and thus inundation disaster frequently occurs. Contents of the projects are as follows:</p> <p>Sewerage system;</p> <p>Sewers : d225-1,050mm for 21,970m length Pumping Station: 2 stations Plant : 11,850cu.m/day (5trains, 88ha site) Others : Trucks, cleaning machines, experiment equipment Drainage system: main drainage channel, embankment, gate</p> <p><F/S></p> <p>Project area : 187ha Sewers : d225-1,050mm for Length= 22,000m P/S : 2 stations(Q = 13-17cu.m/min) Plant : 1 Stabilization pond Drainage facilities: construction and improvement of existing main channels</p>		

アロースター下水道及び排水計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

This study consists of 2 components (sewerage project, Municipality of Alor Setar in charge and drainage project, DID in charge)

(1) Sewerage Project

Subsequent Study:

Sep.1990~Feb.1993 D/D (including tender document drawing)

(Federal Government Fund: approx. RM 1 mil.)

(Consultant: local consultant (SMHB))

Difference between proposal of JICA:

The study area was enlarged to include new growth areas (e.g. the Jalan Syed Putra area). Owing to the increased land acquisition costs in the past few years, the stabilization pond method proposed by the JICA study was judged not cost-effective, and the aerated lagoon system was proposed for adoption.

Finance:

(FY 1992 Overseas Survey)

The Federal Government is now keen to attract private investments in infrastructural development. Although RM 40 million was allocated for the Alor Setar sewerage project under the 6th Malaysia Plan, the allocation was subsequently frozen pending the government's final decision on the proposals submitted by a private investor.

Construction:

(FY 1995 Overseas Survey)

1997~1998 proposed to be started

2000 expected to be completed

(FY 1996 Domestic Survey)

The commencement of the construction works seems to be delayed.

(FY 1998 Domestic Survey)

No additional information.

(2) Drainage Project

Subsequent Study:

D/D (Phase I priority area (357ha)) (Federal Government Fund)

Finance:

(FY 1998 Overseas Survey)

Jan. 1996 Alor Setar Flood Mitigation Project (Phase I & II)

Federal government fund

Phase I : RM 3,000,000 (study)

RM 5,000,000 (construction)

Phase II : RM 3,500,000 (study)

RM 18,200,000 (construction)

(FY 1995 Overseas Survey)

Total cost is M\$ 30 million and financed by the Federal Government as a flood control project, in the seventh plan (1996~2000). The construction for five regions covering 800ha was planned, and budget of M\$ 15 million out of M\$ 100 million has been approved.

Construction:

(FY 1998 Overseas Survey)

Phase I (Construction of secondary drain at Jalau Langgar)

July 1997~Sep.1998 (completed)

Phase II (Construction of drainage system at Taman Intan)

March 1998~Sep.2000

Situation:

(FY 1992 Overseas Survey)

Even though the Federal Government allocated fund for the drainage component in 1989 the construction fell behind the schedule, and the Government cancelled the contract. The contractor was reported to be appealing against the cancellation (New Straits Times, March 12, 1993).

STUDY SUMMARY SHEET

(F/S)

ASE MYS/S 304/81

1. COUNTRY	Malaysia	
2. NAME OF STUDY	VHF/FM Broadcast Coverage for Peninsular Malaysia	
3. SECTOR	Communications & Broadcasting / Broadcasting	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Economic Planning Unit, Prime Minister's Dept. and Jabatan Telekom Malaysia
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	NHK Integrated Technology Japan Broadcasting Corporation	
7. STUDY PERIOD	Jun.1980 ~ Feb.1981 8month(s) ~	
8. SITE OR AREA	Peninsular Malaysia	
9. MAJOR PROPOSED PROJECT(S)		
<p>The proposed project will introduce the VHF FM broadcasting system for poor reception areas in Peninsular Malaysia, making maximum use of the existing TV facilities. Major contents of the project are as follows.</p> <ul style="list-style-type: none"> - Transmission: 15 sites (13 existing TV sites, 1 existing microwave site and 1 new site) - Station buildings: 11 new sites and 4 joint-use sites - Towers: 11 new sites and 4 joint-use sites 		

F M放送網整備計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

The reasons for realizing the projects are as follows:

(FY 1992 Overseas Survey)

1. A major reason is the Government's social obligation to ensure the radio coverage as wide as possible for dissemination of information.
2. The increased revenue from radio advertising encouraged the Government to fully implement the recommendations.
3. The demand for higher quality radio broadcast increased (especially after Phase 2) owing to the improved standard of living.

Finance:

(FY 1992 Overseas Survey)

The implementation of the project was divided into three phases and funded by the Federal Government.

Phase 1 4 stations at RM 3 million

Phase 2 8 stations at RM 10 million

Phase 3 24 stations at RM 10 million

Construction:

Difference between proposal of JICA:

(FY1992 Overseas Survey)

The recommendations of the JICA study have been closely adhered to where it is feasible. But the project design or components proposed by the JICA study were changed in certain cases. For example, the transmitter power for Ulu Kali Station in Selangor (Phase 1) was increased from 500 watts to 1 kilowatt to ensure better reception over a wider area. The transmitter power was also increased from 500 watts increased to 5 kilowatts for Gunung Pulai, Johor and Gunung Jerai, and Kedah Stations (Phase 2).

Phase 1: Jul.1983~Dec.1985 (4 stations)

Phase 2: Dec.1987~Dec.1990 (8 stations)

Phase 3: 5 stations at peninsula, 8 stations at Sabah, 11 stations at Sarawaku. (beginning of 1993~Dec.1994)

STUDY SUMMARY SHEET

(M/P)

ASE MYS/S 101/82

1. COUNTRY	Malaysia	
2. NAME OF STUDY	National Water Resources Study	
3. SECTOR	Social Infrastructure / Water Resources Development	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Economic Planning Unit, Drainage and Irrigation Dept., Public Works Dept., Division of Environment, etc.
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	International Engineering Consultants Association Nippon Koei Co., Ltd.	
7. STUDY PERIOD	Oct.1979 ~ Oct.1982 36month(s) ~	
8. SITE OR AREA	The entire country	
9. MAJOR PROPOSED PROJECT(S)		
<p>The study determined the goals for water resource development through the year 2000, and proposed projects/programs to realize the goals. Major proposals are as follows.</p> <ul style="list-style-type: none"> - Construction of multi-purpose dams - Inter-basin and inter-province water training - Hydro-power generation - Improvement of emission treatment at rubber factories and palm oil mills - Sewerage development in 31 cities - Flood control (river channel improvement, embankment, control dams, etc.) 		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

Based on the recommendations of the study, a number of basin-wise master plan studies and feasibility studies have been undertaken, such as

- (1) Perlis-Kedah-Pulau Pinang Regional Water Resources (M/P)
- (2) Regional Water Resources of South Johor (M/P)
- (3) Beris Dam Development (F/S)
- (4) Delang River Flood Control (F/S)
- 1993 D/D implemented (Australian Consultant)
- (5) Pinang Island Flood Control (F/S)
- (6) Kelatang Flood Control (F/S).
- (FY1996 Domestic Survey)

Although DID submitted a request for the implementation of D/D, the provincial government has not approved, yet.

- (7) New National Water Resources Study (M/P)

(FY 1994 Domestic Survey)

The Government of Malaysia has an intention to revise and update the contents of Study because it has passed more than 10 years after the Study.

(FY 1995 Domestic Survey)

The Infrastructural Dept. of EPU and the River Dept. of DID are now drawing up TOR in order to materialize "the New National Water Resources Study for the entire country" as for a JICA's development survey project.

(FY1996 Domestic Survey)

According to DID, the Japanese government will be requested for the assistance to implement "New National Water Resources Study" in 1997.

Detail

This National Water Resources Study produced a significant achievement in terms of having formulated a framework of the nation's water resource development plan. Since then, almost 10 years have passed. The country has attained a remarkable economic development, and accordingly, the conditions/needs of water development and the use have much changed in these years.

(FY 1997 Domestic Survey)

Malaysian government understands the necessity to revise the study.

Whether any action will be taken or not is unclear.

STUDY SUMMARY SHEET

(M/P+F/S)

ASE MYS/S 204B/82

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Urban Transport in Greater Metropolitan Areas of George Town, Butterworth and Bukit Mentajam	
3. SECTOR	Transportation / Road	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Highway Planning Unit, Ministry of Public Works
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Central Consultant, Inc.	
7. STUDY PERIOD	Jul.1979 ~ May.1982 34month(s) ~	
8. SITE OR AREA	Metropolitan area of Penang State<M/P> 1) area around George Town 2) area around Butterworth<F/S>	
9. MAJOR PROPOSED PROJECT(S)		
<p><M/P>Long-term Plan:(1) construction of 25 sections (total 110.6km);(2) improvement of 21 sections (80.6km); (3) construction of 8 newseparated interchanges;(4) improvement of 33 separated interchanges; and (5) construction of terminals</p> <p>High-priority projects: (1) Outer ring road from CBD to Ayar Itam (2) Outer ring road from Ayar Itam to the north coast (3) Improvement of the west coast road and Frai Bridge Bulmatampo (4) Widening of the Federal Route No. 1</p> <p><F/S> (1) Outer ring road of George Town (23.84km and 4 lanes) (2) Ring road of Butterworth (6 lanes in the section from the toll road of Route No.4 to Pulau interchange, and 4 lanes in other sections) which will serve to improve and restructure the existing transport system</p>		

ジョージタウン・バタワース道路計画(フェーズII・ステージ1及びフェーズII・ステージ2)

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

<F/S>

The traffic volume increased considerably in Penang and Butterworth over the past decade and will continue to grow in the future, with the expected completion of the North-South Highway and the linking up with the East-West Highway. The implementation of the projects is essential to disperse and distribute the growing traffic.

<M/P> The study was useful and necessary as Penang undergoes a more intensive pace of industrialization. The traffic study was conducted carefully and the data that was provided was quite believable.

Penang Outer Ring Roads, Butterworth Ring Roads

Subsequent Study:

1992 The Federal Government has appointed two consultants in 1992 to undertake D/D.

1) Under the 6th Malaysia Plan (1991-1995), the two studies have been allocated RM 10 million (Outer Ring Road) and RM 41.7 million (Butterworth Ring Road).

2) The TOR of the studies include feasibility study (including the review of the JICA F/A concerning the proposed alignments, geotechnic study EIA, traffic volumes), detailed engineering design, and scheduling for tender and construction. For the Penang Outer Ring Road, the consultants are expected to prepare tender documents, and for the Butterworth Ring Road, construction of certain segments are included.

(FY 1997 Overseas Survey)

1994~1996 D/D

Implementing Organization / Public Work Department

Consulting Company / ESA Perunding, ZATH Perunding, EEC

Finance:

(FY 1994 Overseas Survey)

The costs of the two ring roads are estimated in total more than RM 200 million. The Federal Government will have to fund these projects, but is also considering the possibility of privatizing certain road segments.

(FY 1997 Overseas Survey)

The project is scheduled to be implemented by BOT scheme.

Background:

JICA's Master Plan Study has essentially been utilized for urban transport planning in Penang.

STUDY SUMMARY SHEET (M/P+F/S)

ASE MYS/S 205B/82

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Sewerage and Drainage System Project in Kelang, Port Kelang and its Environs	
3. SECTOR	Public Utilities / Sewerage	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Kelang Town Council Drainage and Irrigation Department
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Tokyo Engineering Consultants Co., Ltd. Central Consultant, Inc.	
7. STUDY PERIOD	Mar.1981 ~ Dec.1982 21month(s) ~	
8. SITE OR AREA	Kelang North, Kelang South, Port Kelang, North port, Kapar and Meru<M/P> Sewerage : Kelang North Drainage : Kelang North and Port Kelang<F/S>	
9. MAJOR PROPOSED PROJECT(S)		
<p><M/P> Three-stage implementation programs up to 2,000 for drainage and sewerage systems construction. 1) Drainage facilities proposed include improvement of a total of 107km trunk drains, five retention ponds, a total of 11.5km bund, replacement of 26 tidal gates and installation of telemeter system. 2) Sewerage facilities to be constructed include 10 wastewater treatment plants, 12 pumping stations and a total of 113km trunk sewers.</p> <p><F/S> 1) Drainage : Trunk drains, 7,460m Tidal gate, 4 Bunds, 1,980m Telemeter system</p> <p>2) Sewerage : Trunk sewers, dia. 375 - 1,200mm, 6,660m Branch and lateral sewers, 56,985m Kg. Kuantan pumping station, peak flow 23.7cu.m/min. Connaught wastewater treatment plant, oxidation pond 11,592cu.m/d</p>		

クラン地域下水道・排水計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

1. Drainage Component (Drainage and Irrigation Dept.)

Finance & Construction:

(FY 1998 Overseas Survey)

- 1994~June 1995 (completed)
Construction of gate and concrete drain (state fund: RM 719,933)
- 1996~Sep.1997 (completed)
Construction of bridge and concrete culvert (state fund: RM 986,987)
- 1996~Sep.1997 (completed)
Construction of gate and retention pond (state fund: RM 620,000)
- 1996~ (completed)
Construction of concrete drain (federal fund: RM 407,725)
- 1994~July 1995 (completed)
Construction of gate (state fund: RM 923,023)
- 1992~July 1993 (completed)
Construction of "U" drain (state fund: RM 340,250)
- 1994~June 1995 (completed)
Construction of concrete drain box culvert (state fund: RM 707,716)

Background:

(FY 1992 Overseas Survey)

The proposals in the JICA study were accepted by DID. The Federal Government has approved some funding as shown below, but the amount has been insufficient to implement all of the JICA recommendations.

- A tidal gate is being constructed at Jalan Kem in Port Kelang
- A new trunk drain was constructed (part of the 107 km of trunk drains proposed by the JICA study)

The cost is also very small. M\$ 16 million, compared with the JICA plan, M\$ 293 million. The budget for 1996 will be M\$ 4 million.

(FY 1995 Overseas Survey)

D/D and construction is going on step by step in a small scale. So far only 9km of drainage canals was completed out of 107km of JICA study. DID constructed tidal gates and a part of drainage canals before, but now DID budget is limited and Kelang Municipality finances the project step by step.

2. Sewerage Component (Kelang Town Council)

(FY 1992 Overseas Survey)

The data and maps, design calculations for the recommended projects and the type of materials proposed in the JICA report were used as guides by the Town Council. The Council is currently in the process of acquiring the land required to implement some of the JICA recommendations. Because of the lack of funds, many of these projects are under "keep in view" status.

The Ministry of Works and Utilities of the Federal Government engaged consultants in 1992 to conduct a major study on the existing sewerage systems in Malaysia. Local governments were instructed by the Federal Government to place on hold all major sewerage projects pending the recommendations of the on-going study.

(FY 1994 Domestic Survey)

The Kelang City has been negotiating to provide the expense for this project with the higher authorities since the completion of this development study. But the city cannot get an agreement with it.

However, the City are eager to implement this project although the City implemented the intermediate measures project with own budget because the drainage system construction in the area which has been studied by the F/S was urgent matter.

(FY 1995 Overseas Survey)

Sewerage: Kelang Municipality started land purchase from 1991 but stopped since privatization of sewerage project decided in 1993. IWK plans construction for a part in 1988 and part in 1999.

(FY 1998 Overseas Survey)

Subsequent study and construction of gate and pond are to be conducted with the federal government fund (RM 8,000,000).

STUDY SUMMARY SHEET

(F/S)

ASE MYS/S 305/82

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Reclamation Project of Ex-Mining Land for Housing Development and Other Purposes	
3. SECTOR	Social Infrastructure / Architecture & Housing	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Federal Territory (dissolved in 1985)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Kiso-Jiban Consultants Co., Ltd.	
7. STUDY PERIOD	Dec.1979 ~ Mar.1981 15month(s) ~	
8. SITE OR AREA	Kuala Lumpur metropolitan area	
9. MAJOR PROPOSED PROJECT(S)		
<p>The project aims to utilize the ex-mining area for developing low-cost housing projects in metropolitan Kuala Lumpur. During the first stage, it will be necessary to provide housing for 233,000 squatters (25% of the population of the Federal Territory), at a cost of US\$4,900 - 8,320 per unit. The following actions will be necessary before implementation.</p> <p>1) To conduct the subsurface exploration in the ex-mining area to prepare a land classification map.</p> <p>2) To formulate land use and housing development plans and thereby to improve the soft ground.</p>		

錫鋇埋立跡地住宅開發計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

Reasons of Stoppage:

(FY1992 Overseas Survey)

Owing to the changes in development policy, the project implementation was postponed indefinitely. The Ministry of Federal Territory, which had been the counterpart agency for the JICA study, was dissolved in 1985. Some ex-mining areas have been and are being developed by housing projects of the private sector.

STUDY SUMMARY SHEET

(F/S)

ASE MYS/S 306/82

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Kinabatangan River Basin Development Project	
3. SECTOR	Social Infrastructure / Water Resources Development	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Sabah Economic Planning Unit
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	CTI Engineering Co., Ltd. Chuo Kaihatsu Corporation	
7. STUDY PERIOD	Dec.1980 ~ Mar.1982 15month(s) ~	
8. SITE OR AREA	Kinabatangan River Basin/Eastern Saba	
9. MAJOR PROPOSED PROJECT(S)		
<p>For orderly development of the flood prone area of the Basin the proper control of the flooding water is indispensable. To attain this purpose, it is essential to construct dam in the upper or the middle reaches of the Kinabatangan River, as a result of which the benefitted area which is relieved from the flooding can be expected to develop for agricultural purpose and likewise hydro power generation can be developed to support the incremental demand in the East Division. In connection to this, the dam whose construction is proposed at Balat, middle reaches of the Kinabatangan, will be designed as a multi-purpose dam to support the development plans in the project area which consist of flood control agricultural development and hydro power generation. The storage capacity of about 5 billion cu.m to be developed has been allocated for the purpose of flood control and irrigation.</p> <p>A hydro power generation which is generated by utilizing the water head to be created by the proposed dam, will support the power demand in the future.</p>		

キナバタンガン河流域開発計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

Impediment Factor:

Indefinitely suspended after the completion of F/S, mainly owing to the lack of funds.

The result of the study defines that this plan is realizable technically but feasibly, IRR is 7.1%.

To develop unused forest area where the population is rather small, initial investment will become enormous to implement flood control, tree felling, social infrastructure improvement, introduction of labor, etc. Therefore procurement of fund (foreign fund US\$ 600 mil.) is difficult.

*This study will not be followed up from FY 1997. (the proposed projects have been discontinued or cancelled)

STUDY SUMMARY SHEET

(M/P)

ASE MYS/S 102/83

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Railway Development Plan	
3. SECTOR	Transportation / Railway	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Malaysian Railway Administration
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Japan Railway Technical Service (JARTS)	
7. STUDY PERIOD	Sep.1982 ~ Oct.1983 13month(s) ~	
8. SITE OR AREA	Sections : Butterworth-Johor Bahru(West Coast Line) ; Kuala Lumpur-Kuantan-Kota Bharu (New East-West line)	
9. MAJOR PROPOSED PROJECT(S)		
<p>As alternatives for railway development, the four cases of A-A, B-B, C-B, and D-C were established. A-A was then proposed as the master plan having a target year of 2005.</p> <p>case A-A : West Coast Line New East-West Line</p> <p style="padding-left: 40px;">Standard gauge Standard gauge Electrification Electrification Double tracking Double tracking</p> <p>Case A-A EIRR 13.8% FIRR 9.4%</p>		

鉄道整備計画

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>Subsequent Studies: 1984-85 F/S conducted (case A-A)</p> <p>Finance: OECF loan (Double Tracking of the West Cost Line) Mar.23.1990 L/A 19,444mil.Yen (Malayan Railway Improvement Project)</p> <p>Construction: Gouble Tracking Project (West Coast Line) implemented</p> <p>Detail: M/P has been utilized as a reference material for drawing up railway policies.</p> <p>(FY 1997 Overseas Survey) As for the New East-West Line, the project has been discontinued due to the change in policy and less feasibility.</p>	

STUDY SUMMARY SHEET

(F/S)

ASE MYS/S 307/83

1. COUNTRY	Malaysia	
2. NAME OF STUDY	VHF/FM Broadcast Coverage for the States of Sabah and Sarawak	
3. SECTOR	Communications & Broadcasting / Broadcasting	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Economic Planning Unit, Prime Minister's Department Jabatan Telekom Malaysia
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	NHK Integrated Technology	
7. STUDY PERIOD	Jun.1982 ~ Mar.1983 9month(s) ~	
8. SITE OR AREA	Saba and Sarawak	
9. MAJOR PROPOSED PROJECT(S)		
<p>The Malasian Government planned to establish the broadcasting networks by FM in VHF band, which not only is strong against interference but also enables regional broadcasting services of high sound quality, on the basis of its high assessment of the role the broadcasting plays, as a method of spreading the know lidge and skills concerning various industrial fields, in enhancing the educational levels of the people that constitute the foundation of national and social developments.</p> <p>The executing agency for broadcasting is Radio Television Malaysia.</p> <p>The enhancement of VHF / FM broadcast coverage by means of the total 24 stations (6 trans mitters per each station), based on the programme expansion plan with 6 channels of FM broadcasting, is devided into 2 phases.</p> <p>1st Phase : 15 FM transmitting stations co-sited in the existing transmitting staties or TELEKOM relay stations (Output power of a transmitter 5 KW x 1 station, 1 KW x 9, 500 w x 5) <implementation period : 3 years> < implementation period ; 4 years></p> <p>2nd Phase : 9 FM transmitting stations newly constructed</p> <p>This results in a population coverage of 96% and a land coverage of 66%.</p> <p>The implementation period is 7 years in total, in consideration of land acquisition and leveling, esppecially for the newly constructed stations, construction of access roads and the tracing period on the staff engaging in operation.</p>		

東マレイシアFM放送網整備計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

The reasons for realizing the projects are as follows:

(FY 1992 Overseas Survey)

1. A Major reason is the Government's social obligation to ensure the radio coverage as wide as possible for dissemination of information.
2. The increased revenue from radio advertising encouraged the Government to fully implement the recommendations.
3. The demand for higher quality radio broadcast increased (especially after Phase 2) owing to the improved standard of living.

Finance:

(FY 1992 Overseas Studies)

The implementation of the project was divided into three phases and funded by the Federal Government.

- Phase 1 4 Stations at RM 3 million
Phase 2 8 Stations at RM 12 million
Phase 3 24 Stations at RM 35 million

Construction:

Difference between proposal of JICA:

The recommendations of the JICA study have been closely adhered to where it is feasible. But the project design or components proposed by the JICA study were changed in certain cases.

Phase 1: Jul. 1983 - Dec. 1985 (4 stations)

Phase 2: Dec. 1987 - Dec. 1990 (8 stations)

Phase 3: 5 stations at peninsula, 8 stations at Sabah, 11 stations at Sarawaku. (Beginning of 1993~Dec. 1994)

*East Malaysia: Bukit Nyaban station was constructed during Phase 2 construction.

Situation:

Three stations of Bukit Setiam (Bintulu), Mukit Tiong (Lawas) and Bukit Lima (Sibu) have been added to the original eight proposed by the JICA study. One more station (Sigapon near Keningau) has been added in Sabah.

STUDY SUMMARY SHEET

(M/P+F/S)

ASE MYS/S 206B/84

1. COUNTRY	Malaysia	
2. NAME OF STUDY	JB-Transplan: Road Construction and Improvement Project in Johor Bahru and its Conurbation	
3. SECTOR	Transportation / Road	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Economic Planning Unit Public Works Detp., Johor
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Fukuyama Consultants International, Inc. Chodai Co., Ltd.	
7. STUDY PERIOD	Aug.1982 ~ Mar.1984 19month(s) ~	
8. SITE OR AREA	Johor Bahru and its adjacent areas	
9. MAJOR PROPOSED PROJECT(S)		
<p><M/P></p> <p>1) Road development plan 2) Public transportation plan 3) Transportation terminals 4) Traffic control 5) Improvement of Johor Bahru causeway</p> <p><F/S></p> <p>1) Construction of new road Johor Bahru - South Pasir Gudang (20km) 2) Traffic separation on the causeway improvement of the existing road (310ha in CBD) 3) Construction of new access road to Johor Bahru Toll Road (4km) 4) Inner ring road and trolley routes New construction and improvement (8km)</p>		

ジョホールバル道路交通計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

(1)Johor Bahru -Pasir Gudang Southern Link /New Access Road
(FY 1994 Domestic Survey)

The Johor State Government has basically decided to implement this proposed highway using a BOT scheme. Several private companies have submitted their proposals to the State Government. These proposals are now being evaluated by the Johor State Government.

(2)Traffic preparation on the causeway
(FY 1992 Overseas Survey)

D/D undertaken

The Government has announced a proposed to build a second causeway.

(FY 1995 Overseas Survey)

The improvement of the Johor Bahru Causeway is to be handled by the Malaysian Highway Authority.

(FY 1994 Domestic Survey)

Completed.

(3)Inner Ring Road and Trolley Route

Subsequent Study:

(FY 1992 Overseas Survey)

1992~1993 D/D

Construction:

Schedule Aug.1993~End of 1999

1st stage:from Mar.1994 to Jul.1996 with a Malaysian Government Budget of 200 million RM

2nd stage:to call for tender in early 1995

3rd stage:expected to begin in 1996/97 under the 7th Malaysian Plan

Situation:

(FY 1992 Overseas Survey)

Some short-term JICA recommendations to improve the traffic situation in Johor Bahru have been implemented. For instance, Jalan Wong Ah Fook and Jalan Tun Razak major roads in the CBD were turned into one-way streets.

The Master Plan was adopted as part of the Johor Bahru Structure plan.

(FY 1993 Overseas Survey)

Public transportation plans and transportation terminal plans are being studied by Johor Bahru City Council again.

For traffic control, some major roads are to be converted to one-way streets to ease traffic flow.

(FY 1994 Domestic Survey)

The Short Term Traffic Improvement Measures proposed by the Master plan Study for the CBD of Johor Bahru have already been implemented.

STUDY SUMMARY SHEET (M/P+F/S)

ASE MYS/S 208/84

1. COUNTRY	Malaysia																			
2. NAME OF STUDY	Perlis Port Development Project																			
3. SECTOR	Transportation / Port																			
4. TYPE OF STUDY	M/P+F/S																			
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Economic Planning Unit Public Works Dept., Ministry of Transport																		
	PRESENT COUNTERPART AGENCY																			
6. CONSULTANT(S)	The Overseas Coastal Area Development Institute (OCDI)																			
7. STUDY PERIOD	Jun.1983 ~ Mar.1984 9month(s) ~																			
8. SITE OR AREA	Perlis																			
9. MAJOR PROPOSED PROJECT(S)																				
<p>Perlis Poat is planned to be a base port for coastal fishing, car ferry terminal and base port for cargo handling. In the Short-Term Plan, the following items are planned.</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 15%;">-Quay(-4.0m)</td> <td style="width: 15%;">410m</td> <td style="width: 70%;"></td> </tr> <tr> <td>- " (-3.5m)</td> <td>550m</td> <td></td> </tr> <tr> <td>-Dredging</td> <td>1,412 thousand cu.m</td> <td></td> </tr> <tr> <td>-Reclamation</td> <td>1,086 "</td> <td></td> </tr> <tr> <td>-Revetment</td> <td>1,000m</td> <td></td> </tr> <tr> <td>-Road</td> <td>51,950m</td> <td></td> </tr> </table>			-Quay(-4.0m)	410m		- " (-3.5m)	550m		-Dredging	1,412 thousand cu.m		-Reclamation	1,086 "		-Revetment	1,000m		-Road	51,950m	
-Quay(-4.0m)	410m																			
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-Dredging	1,412 thousand cu.m																			
-Reclamation	1,086 "																			
-Revetment	1,000m																			
-Road	51,950m																			

ペルリス港開発計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

Subsequent Studies:

Nov.1985 E/S 286 mil.Yen (Perlis Port Construction Project)

L/A was not signed

1987 D/D (Malaysian Government 31 mil.M\$)

Situation:

The project was included in the National Port Plan announced in 1988.

(FY 1995 Overseas Survey)

As the entire port development was considered to be too costly, and due to a lack of funding, the scale of the project based on the proposal has been scaled down.

(FY 1998 Overseas Survey)

It is decided that the proposed projects will be implemented by the private enterprises.

Related Project:

*Passenger Jetty Extension

(FY 1992 Overseas Survey)

1990 Owing to the shortage of funds, the Government took a temporary measure of implementing a detailed design study of only the extension of the existing passenger jetty.

As of Mar.1993 The passenger jetty extension is under implementation by the Public Works Dept. at a cost of RM 23.39 million and is expected to be completed by Dec.1993, in time for the Langkawi International Maritime and Air Exhibition.

STUDY SUMMARY SHEET

(F/S)

ASE MYS/A 301/84

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Afforestation and Settlement Project in Division V of the Bengkoka Area of the State of Sabah	
3. SECTOR	Forestry / Forestry & Forest Conservation	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Sabah Forest Department Sabah Forestry Development Authority (SAFODA)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Japan Overseas Forestry Consultants Association	
7. STUDY PERIOD	Feb.1984 ~ Sep.1984 7month(s) ~	
8. SITE OR AREA	Bengkoka Area of the state of Sabah(36,000ha)	
9. MAJOR PROPOSED PROJECT(S)		
<p>Tree species : Acacia monagium(9,000ha)</p> <p>Infrastructure arrangement :</p> <ul style="list-style-type: none"> Trunk road 46km Branch road 135km Power distribution Water supply facilities Settlement 3,000 immigrants for 400 households at project site <p>*The cost above pertains to the entire period of 50 years.</p>		

サバ州ベンコカ地区造林・入植計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

Background of Project:

(FY 1992 Overseas Survey)

The Bengkoka Afforestation and Settlement Project (BASP) was started in 1979 with the objective to reforest 36,000 ha in the Bengkoka area and resettle 2,000 families. To date, Divisions I - III with over 10,000 ha, including a nursery in Division IV, have been developed by the government funds and a World Bank loan (1985~1989). This project targets Division V.

Situation by Now:

(FY 1995 Overseas Survey)

Sabah Forestry Development Authority (SAFODA) was keen to obtain a loan to develop Division V, and prepared an implementation program (sometime after Nov. 1984). It also planned to procure Yen credit. However, the project has not been implemented due to the difficulty to secure the finance such as the rapid appreciation of Yen and the expected high interest on loan from any other donor. Between 1988 and 1993 SAFODA conducted a review study with Japanese companies as J/V. But the recession, which struck the Japanese economy, resulted in their withdrawal from this project. SAFODA has been in contact with them.

In 1994, the government started privatization and corporatization policies in which she gave incentives to private companies. According to this policy, SAFODA is still seeking for private companies who want to conduct J/V with SAFODA.

(FY 1998 Domestic Survey)

It is heard that SAFODA gave up finding a Japanese company as a partner of J/V. SAFODA has so far not found a J/V partner.

(FY 1998 Overseas Survey)

Demand of timber is estimated to be increased. SAFODA, an implementing agency, returned the V area to the state government. The development of the area will be promoted mainly by the state government.

Others:

(FY 1992 Overseas Survey)

Another Master Plan study was commissioned and completed in 1989, and it estimated a cost of about US\$ 50 million (including the cost of a chip board mill) to reforest an area of 50,000 ha. SAFODA is currently negotiating with a Japanese consortium to develop Bengkoka into a commercial reforestation project for pulp wood. SAFODA is also undertaking research on acacia mangium.

(FY 1995 Overseas Survey)

Other than the division V, SAFODA has implemented afforestation and settlement programs by its own and external fund (World Bank), which have completed 13,000 ha in the I-IV divisions.

Situation of Privatization:

State government decided on a policy of privatizing public enterprises. SAFODA is planned to be privatized, however, its privatization based on a self-supporting accounting system is difficult because the marketing channel for timber has not been established.

STUDY SUMMARY SHEET

(F/S)

ASE MYS/S 309/84

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Perlis-Kedah-Pulau Pinang Regional Water Resources (National Water Resources Study)	
3. SECTOR	Social Infrastructure / Water Resources Development	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Economic Planning Unit
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd. Ohba Co., Ltd.	
7. STUDY PERIOD	Dec.1982 ~ Mar.1985 27month(s) ~	
8. SITE OR AREA	Belis River, Muda River basin, the state at koda	
9. MAJOR PROPOSED PROJECT(S)		
Structure	Scale	
Gravity dam	Height 41m	
Reservoir	Effective storage 102MCM	
	Firm yield 66MCM/year	
Discharge capacity of outline facilities	0.2~15cu.m/s	

ペルリス・ケダ・プ라우ピナン地域水資源開発計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
Description :		
<p>(FY 1998 Domestic Survey) The project has been included in "Comprehensive Management Plan of Muda River Basin (M/P)". The construction is underway by the project proposed by this M/P.</p> <p>Situation: Reasons for Stoppage: Indefinitely suspended after the completion of F/S, owing to the budgetary constraints.</p> <p>(FY 1989 Domestic Survey) 1) Austerity policy necessitated by fiscal deficits. 2) Inter-provincial adjustments are not settled between Penang and Kedah.</p> <p>(FY 1994 Domestic Survey)(FY 1998 Overseas Survey) The Review Work including this Study is underway by JICA with a title of "Comprehensive Management Plan of Muda River Basin (MYS/S 107/95)".</p>		

STUDY SUMMARY SHEET

(M/P)

ASE MYS/S 103/85

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Integrated Development of South Trengganu	
3. SECTOR	Development Plan / Integrated Regional Development Plan	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Trengganu State Economic Planning Unit
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Pacific Consultants International (PCI) Mitsubishi Research Institute Inc.	
7. STUDY PERIOD	Jan.1984 ~ Aug.1985 19month(s) ~	
8. SITE OR AREA	Southern part of Trengganu State (5,370 sq.km, approx. one third of the state total land area)	
9. MAJOR PROPOSED PROJECT(S)		
<ul style="list-style-type: none"> 1) Industry: industries utilizing petroleum and natural gas 2) Agriculture: development of the inland area (Ketangah) 3) Transportation: roads, airports, ports, etc. 4) Flood control: major rivers and the coastline 5) Tourism: coastal and inland areas 6) Urban development: development in association with coastal industrial location 7) Human resource development: politechnics, R & D organization and vocational training centers 		

トレンガヌ南部地域総合開発計画

PRESENT STATUS	<p style="text-align: center;">In Progress or In Use</p> <p style="text-align: center;">Delayed</p> <p style="text-align: center;">Discontinued</p>
<p>Description :</p> <p>Subsequent Studies: (FY 1992 Overseas Survey)</p> <p>The recommendations of the Study are utilized as guidelines for planning in the State of Trengganu. So far, the following two studies have been conducted following the recommendations.</p> <p>(i) Coastal Dungun Structural Plan (ii) Upgrading of the Management of South Trengganu regional development.</p> <p>Detail: (FY 1992 Overseas Survey)</p> <p>When the study was being undertaken, decentralization of industries was one of the most important policies in Malaysia. Around 1986, the policy emphasis shifted to industrial concentration in urban areas. Trengganu State is well endowed with petroleum and natural gas, and the government emphasis in regional development was placed on more underdeveloped states.</p> <p>In Trengganu State, there are three high level committees which have been formed in relation to the said development plan.</p> <p>(i) Petroleum Industry and Manpower Committee (ii) Agriculture and Fishing Committee (iii) State Planning Committee</p>	

STUDY SUMMARY SHEET

(M/P)

ASE MYS/S 104/85

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Regional Water Resources of South Johor (National Water Resources Study)	
3. SECTOR	Social Infrastructure / Water Resources Development	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Economic Planning Unit(EPU), Department of Irrigation and Drainage (DID), and Public Works Dept.(PWD)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd. CTI Engineering Co., Ltd. System Science Consultants Inc.	
7. STUDY PERIOD	Jul.1984 ~ Dec.1985 17month(s) ~	
8. SITE OR AREA	Sayong Dam(Kota Tinggi district)	
9. MAJOR PROPOSED PROJECT(S)		
<p>Master Plan : Target year 2005</p> <p>(1) Water development plan</p> <p style="margin-left: 20px;">Sayong dam Gross storage volume: 176 x 10⁶ m³</p> <p style="margin-left: 40px;">Effective storage volume : 128 x 10⁶ m³</p> <p style="margin-left: 40px;">Dam height : 31 m</p> <p style="margin-left: 40px;">Crest elevation : El 25.5 m</p> <p style="margin-left: 40px;">Dam length : 1,140 m</p> <p style="margin-left: 40px;">Embankment volume : 808,000 m³</p> <p>(2) Flood control plan</p> <p style="margin-left: 20px;">River improvement of Johor river near Kota Tinggi (planning scale : 30 year, river stretch for improvement; 6.7km) and river improvement of Skudai river (planning scale : 20 year, river stretch for improvement: 15.0 km)</p> <p>(3) Pollutant load adatement plan</p> <p style="margin-left: 20px;">Construction of public sewerage system at Pontion Kecil (Pontian Kecil river) and Kota Tinggi / Bandar Tenggara (Johor river)</p>		

PRESENT STATUS	<p style="text-align: center;">In Progress or In Use</p> <p style="text-align: center;">Delayed</p> <p style="text-align: center;">Discontinued</p>
<p>Description :</p> <p>Reasons of Stoppage:</p> <p>The State Government had seriously considered building the Sayong Dam following the recommendations of the JICA Study. However, a subsequent study commissioned by the Federal and Singapore Governments recommended instead the construction of the Linggiu Dam because of its larger water retention capacity. The Linggiu Dam was considered as the next best alternative after the Sayong Dam in the JICA Study. Therefore, the Sayong Dam appears unlikely to be built to the scale proposed by the JICA Study.</p> <p>The water resources available at Sayong will nonetheless still be tapped pending the Federal Government's decision to build a weir at the site.</p>	

STUDY SUMMARY SHEET

(F/S)

ASE MYS/S 310/85

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Tatau-Kapit Trunk Road Project in Sarawak	
3. SECTOR	Transportation / Road	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Economic Planning Unit, Sarawak State Government of Malaysian Federal Government
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Mitsui Consultants Co., Ltd. Pasco International Inc.	
7. STUDY PERIOD	Jul.1982 ~ Dec.1982 5month(s) May.1984 ~ Aug.1984 3month(s)	
8. SITE OR AREA	Tatau-Kapit, Sarawak	
9. MAJOR PROPOSED PROJECT(S)		
<p>This is road improvement project of section Miri/Binturu - Limbang (237.3 km) for realizing the all-weather road with surface pavement, including construction of steel bridge (240 m), located north of Sarawaku state.</p> <p>Exisiting roads in this area are mainly performing as a transportation roads of timber produced in this area.</p> <p>For effective improving of the road, it is recommended that the implemetation progarmme of the project will be divided into three sections as follows.</p> <p>(1) Miri/Binturu Rd. - Long Lama 80.9 km, Open for use 1985</p> <p>(2) Long Lama - G. Mula Junc. 56.7 k, Would be finished in 1990</p> <p>(3) G. Mulu Junc. - Limbang 99.7 km, Would be finished in 1995</p> <p>When the implementation programme is executed the surface treatment would be carried out perior to the enforcement of the asphalt pavement on the road surface based on the 31 road note.</p> <p>The asphalt pavement will be executed in accordance with the degree of the traffic demand in future. And the period will be expected from 1985 to 2003.</p>		

タタウ・カピト幹線道路計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

(FY1992 Overseas Survey)

In the 6th Malaysia Plan, RM 2 million was allocated for the project, but the amount is not adequate to implement the entire project (138.8 km). No attempt has been made to undertake a detailed design study and the State Government has requested that the allocated budget be used elsewhere. The project is deemed discontinued.

STUDY SUMMARY SHEET

(F/S)

ASE MYS/S 311/85

1. COUNTRY	Malaysia	
2. NAME OF STUDY	New East-West Railway Project and the West Coast Railway Project	
3. SECTOR	Transportation / Railway	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Malaysian Railway Administration
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Japan Railway Technical Service (JARTS)	
7. STUDY PERIOD	Jun.1984 ~ Dec.1985 18month(s) ~	
8. SITE OR AREA	Between the eastern and western regions of the country and regions along the western coast	
9. MAJOR PROPOSED PROJECT(S)		
<p>The purpose of this project is to build up a modern express railway network in order to develop industries and a national life. Especially two main purpose are considered.</p> <ol style="list-style-type: none"> 1. Enabling people to come and go between Kuala Lumpur and major cities located on Malay peninsula. 2. Distributing industrial development in the eastcoast region, including rapidly developed south area of the state of Trengganu. <p>For their purpose, technical, economical and financial analyses were carried out about "case A-A". Case A-A is mentioned to need more detailed study" in the master plan (1982.9-1983.10. MYS/S102/83). The contents are following:</p> <ol style="list-style-type: none"> 1) Improvement of being eastcoast line between Butter-worth - Kuala Lumpur - Singapore (about 750km, meter gauge) 2) Construction of north-south line (between Kelang - Kuala Lumpur - Kuantan - Kota Bharu (about 550km, double tracks, standard gauge, electrified) <p>The following stages were assumed for the analyses.</p> <p>First stage: Construction of east-west line (340km, Port Kelang - Kuala Lumpur - Kuantan - Paka)</p> <p>Second stage: Improvement of eastcoast line (380km, Kuala Lumpur - Singapore).</p> <p>Third stage : The rest of "Case A-A"</p>		

鉄道整備計画(東西線・西線)

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Reasons for Project Delay or Suspension: (FY 1993 Overseas Survey) This project is cancelled because higher priority is given to the South-North Line project.</p> <p>Situation: (FY 1993 Overseas Survey) Only the double tracking project for a part of the West Coast Line has been implemented.</p>		

STUDY SUMMARY SHEET

(M/P)

ASE MYS/S 105/86

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Klang Valley Transportation Study	
3. SECTOR	Transportation / Urban Transportation	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Klang Valley Planning Secretariat, Prime Minister's Department
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Fukuyama Consultants International, Inc. Pacific Consultants International (PCI)	
7. STUDY PERIOD	Nov.1984 ~ Mar.1987 28month(s) ~	
8. SITE OR AREA	Klang Valley Area (2,842 sq.km) in the central part of Peninsular Malaysia	
9. MAJOR PROPOSED PROJECT(S)		
<ul style="list-style-type: none"> - Introduction of mass transit railway (five lines, 137km) - Construction and improvement of roads - Traffic control plan - Construction of transport terminals 		

クランバレー交通計画

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

Malaysia is pursuing economic development to become a developed country by the year 2020. As part of their efforts, the Government aims to establish and operate an effective urban transport system in and around Kuala Lumpur. The double tracking of national railways and the strengthening of urban and intra-city transport systems are being implemented to alleviate growing road traffic congestions and environmental hazards.

1. Transportation Facilities Projects in Klang Valley

Refer to "Transportation Facilities Projects in Klang Valley (1989)"

2. Railway Improvement Project in the Klang Valley

Subsequent Studies:

Jan.1990~Feb.1991 F/S

Finance:

Mar.23.1993 L/A 19,444 mil yen (Malaysian Railway Improvement Project)

UK ODA, own fund

*Components of the OECF loan

1.Double Tracking: KL-Klang Port (43km), KL-Sentur (2km), branch line to Suban airport (7km)

2.Double Tracking: Rawan-serenban (105km)

3.Modernization of signal and communication system of 1.2

4.Diesel train (18-coach)

Construction:

(FY 1994 Domestic Survey)

1994 Phase I (Rawan-KL-Klang Port) will be completed

Phase II (KL-Serenban) will be commenced

STUDY SUMMARY SHEET

(F/S)

ASE MYS/S 312/86

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Kuantan-Kota Kinabalu Submarine Cable Project	
3. SECTOR	Communications & Broadcasting / Telecommunication	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Syarikat Telekom Malaysia Berhad (Ex. Jabatan Telekom Malaysia)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Sanyo Techno Marine, Inc.	
7. STUDY PERIOD	Jun.1986 ~ Jan.1987 7month(s) ~	
8. SITE OR AREA	Ocean Area between Kuantan in Painsinsula Malaysia and Kota Kinabaru, Sabah in East Malaysia, and both cable landing areas.	
9. MAJOR PROPOSED PROJECT(S)		
<p>In order to cover the trend of increasing demand for the telecommunication service between Peninsular Malaysia and East Malaysia, the Malaysian government intended to provide a wideband optical fiber submarine telecommunication cable system between East Malaysia and West malaysia.</p> <p>Phase 1 Study : - Investigations on the coasts of Cherating near Knantan and Tanjun Aru near Kota Kinabalu landing points. - Demand forecast and traffic estimate.</p> <p>Phase 2 study: - Ocean Survey (sounding, sub-bottom profiling, bottom sampling, etc.) - Inshere Survey and Landing Sites Survey. - Basic System Design for Optical Fiber Submarine Cable System based on the results of demnd forecast traffic estimated and ocean survey.</p> <p>The Financial Analysis (estimation of EIRR/FIRR, etc.) was exempt from the Scope of Work.</p>		

クアantan ~ コタキナバル海底ケーブル建設計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

The increase in system capacity and better communications service were necessary to meet the growing traffic demands between Peninsular Malaysia and Sabah/Sarawak in east Malaysia.

Finance:

Apr.7.1989 Syarikat Telekom Malaysia Berhad issued the Letter of Intent

Jun.1989 Contract was signed with the Japanese Consortium
(NEC Corporation and Mitsui & Co. Ltd.)

The project was financed by the supplier's credit supported by the Export-Import Bank of Japan. The total investment cost was about 6.85 billion yen, or RM 145 million. (FY 1992 Overseas Survey)

Modified Point:

The project design was changed regarding (i) the system capacity and (ii) a minor route diversion in the Indonesian EEZ, owing to the increased traffic forecast and the request from Indonesian authorities.

Situation:

The System has been in service since 31 Dec.1990, and in a good condition.

STUDY SUMMARY SHEET

(F/S)

ASE MYS/A 302/87

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Tanjong Karang Irrigation Development Management Project	
3. SECTOR	Agriculture / (Agriculture in) General	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Irrigation and Drainage (DID) Ministry of Agriculture
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd. Kyowa Engineering Consultants Co., Ltd.	
7. STUDY PERIOD	May.1986 ~ Jun.1987 13month(s) ~	
8. SITE OR AREA	Coastal area in northwest of Selangoal (Area: 20,000ha, Farm household 19,500)	
9. MAJOR PROPOSED PROJECT(S)		
<p>1. Irrigation area: 18,980ha</p> <p>2. Rehabilitation/Improvement of the existing irrigation system</p> <p>(1) Berunam head race: Heightening of regulation gate, electrical operation of gate, etc.</p> <p>(2) Main canal: Widening of canal section, construction of water control facilities, etc.</p> <p>(3) Secondary canal: Construction and heightening works.</p> <p>(4) Distribution Canal: Concrete lining of canal, rehabilitation of check gates and weir</p> <p>(5) Farm road: Extension of farm road network (457 km)</p> <p>3. Procurement of O/M Apparatus</p>		

タンジョンカラン灌漑計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

The reasons for realizing the projects are as follows:

- 1) Socio-economic impact (reduction of rural poverty)
- 2) The National Agricultural Policy emphasizes the use of suitable land for intensive paddy production.

Subsequent Study:

1986-1992 D/D undertaken (DID)

Finance:

1996 48.48 mil.Yen (government budget)

Construction:

Construction had been implemented by DID of Federal Government. (After the completion, management and administration were handed over to DID of Local Government)

Oct.1986 started

1995 completed

Effect:

To date, 60 - 70% of the water supply problems in Kuala Selangor have been solved. Water shortfalls only occur during the drought, affecting farmers whose lands are located at the far end of the main canal. 100% of the project area was irrigated. Accordingly, the farmers in the area got higher income due to the increase of crop intensity to 170-200%, the increase of the average yield from 3.2t/ha to 4.5t/ha, and mechanization.

Situation:

DID is proposing to upgrade the farmroad loading capacity from 3 ton to 7 ton by the government fund for the seventh Malaysian Plan.

The automatic water level regulators do not work properly and are operated manually because of insufficient water level. Some of farmers do not follow the water intake schedule which decided by two water management groups, which causes insufficient water level.

Now, pilot project to produce five crops in two years is under implementation.

STUDY SUMMARY SHEET

(F/S)

ASE MYS/S 313/87

1. COUNTRY	Malaysia		
2. NAME OF STUDY	Computerized Area Traffic Control System in Penang		
3. SECTOR	Transportation / Urban Transportation		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Economic Planning Unit, and Engineering Dept. of the Municipal Council of Penang Island (MPPP)	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Fukuyama Consultants International, Inc. Central Consultant, Inc.		
7. STUDY PERIOD	Jul.1986 ~ Jan.1988 18month(s) ~		
8. SITE OR AREA	Penang Municipality		
9. MAJOR PROPOSED PROJECT(S)			
Preparation of traffic system management plan and expansion plan of area traffic control system in greater George Town Area for the year 2000.			
<p>The traffic system management plan includes</p> <ul style="list-style-type: none"> - Construction and improvement of road 25.1 km - Bus transport system improvement - Introduction of new buses 140 vehicles - Improvement of pedestrian way 10.8 km - Construction of parking buildings 4 locations <p>The ATC system expansion plan includes</p> <ul style="list-style-type: none"> - Traffic signal system 149 sets - CCTV camera 16 locations - Signboard 7 locations 			

ペナン市都市交通コンピューター制御システム

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

(1)The ATC System Expansion Plan

Phase I

Subsequent Study:

Finance:

(FY 1992 Overseas Survey)

RM.2.3 million (Partially, equipment supply was allocated by JICA)

Construction:

(FY 1992 Overseas Survey)

16 junctions has been already implemented.

Modified point:

Although CCTV was recommended for all 16 junctions by the JICA study, it was installed only at two junctions (Dato Karamat and KOMTAR).

Phase II/ III

Reason for Delay:

(FY 1992 Overseas Survey)

Phases II and III which would equip another 37 junctions throughout Georgetown cannot proceed because of financial constraints. However, the Penang Island Municipal Council (MPPP) is unlikely to implement the remaining phases without another feasibility study, in view of the new highways currently under construction (i.e. the Coastal Road and the Outer Ring Road), among others. The traffic situation will become more complex with the linking up of the North-South Highway (from Sungei Petani to Perai, and from Perai to Taiping), and additionally the linking up of the East-West Highway in the not too distant future. The MPPP feels it necessary to wait for the completion of the major road works before initiating a new study over traffic patterns.

(FY 1997 Overseas Survey)

The present ATC system expansion plan Phase II, III has been discontinued owing to the following reasons.

- Decline in priority
- Change in traffic flow with one way street systems being implemented and new roads being built.
- Present ATC System is not user friendly and outdated.
- High cost of equipment.
- Limited functions in the present systems

Penang State Government will decide the implementation of project based on the final report of "Penang Urban Transport Study" (consultant / Halcrow Fox).

Cost / MR1.2mil.

Imp. Period / 1998-2010

(2)The Traffic System Management Plan

(FY 1997 Overseas Survey)

Other recommendations by this study have been implemented or are being initiated. This included improvement of pedestrian way, construction and improvement of roads and other general recommendations.

STUDY SUMMARY SHEET

(M/P+F/S)

ASE MYS/S 207B/88

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Flood Mitigation of the Klang River Basin	
3. SECTOR	Social Infrastructure / River & Erosion Control	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Economic Planning Unit (Prime Min. Dept.) Drainage and Irrigation Detp. (DID)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Pacific Consultants International (PCI) Nippon Koei Co., Ltd.	
7. STUDY PERIOD	Sep.1987 ~ Jan.1989 16month(s) ~	
8. SITE OR AREA	Klang Valley basin (1,288 sq.km)	
9. MAJOR PROPOSED PROJECT(S)		
<p><M/P> Implementation of the master plan is divided into three phases, with a total period of fifteen years.</p> <p>(1) Phase 1 (Urgent Project) River improvement of the main river and tributaries for 10.4km length, construction of retention pond with capacity of 2.7 million m3, construction of diversion channel of 3.25 km in length and drainage facilities in low-lying area of the city (Pumping station Q=2m3, underground retention pond with 32,700 m3 capacity)</p> <p>(2) Phase 2 (Mid-term plan) River improvement of downstream stretch of Klang River for 55.2km. Flood protection level after completion of these works will become about a 30-year return period for mid-stream stretch and 100-year for downstream stretch.</p> <p>(3) Phase 3(Long term plan) River improvement works for Klang, Batu and Gombak rivers for total length of 60.1km. Flood protection level will become 100-year return period for whole stretch of the Project area.</p> <p><F/S></p> <p>(1) River Improvement: Enlargement, deepening and embankment of Klang River(1.3 km in the dity area), Gombak River(2.5 km of mid-stream stretch) and Batu River(6.6km of mid-stream strech).</p> <p>(2) Diversion Channel: Construction of diversion channel connecting Gombak River with retention pond near Batu River(L=3.25km Design discharge 60 m3/s)</p> <p>(3) Batu Retention Pond: Construction of multi-purpose retention pond using ex-minig pond, with flood control capacity of 2.7 million m3 and total area of 113.4 ha including park area.</p> <p>(4) Drainage Facilities: Inner water drainage facilities in Kampung Baru area: (35 ha): Construction of pumping station of 2 m3/s, and underground pond with 32,700m3.</p>		

クラン川流域治水計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

(1)River Road Rehabilitation

Subsequent study:

(FY 1998 Overseas Survey)

7th Malaysian Plan (1991~95) Review study with federal government fund and ADB technical assistance.

Finance:

Own fund, etc.

Construction:

The proposed channel improvement for the Klang, Gombak and Batu rivers is under in-house implementation in stages by the DID.

(FY 1998 Domestic Survey)

Bridge of LRT was constructed in the river channel.

It is to be reviewed with the federal government fund and ADB technical assistance during the 7th Malaysian Plan ()

(2)Gombak Diversion Channel

Subsequent Study:

B/D completed

Finance:

(FY 1998 Domestic Survey)

Own fund

Construction:

(FY 1994 Domestic Survey)

The construction of the Gombak diversion channel has been started in 1994 with the period of about 2 years.

(FY 1998 Domestic Survey)

Construction is delayed due to the technical problem.

(3)Batu Retention Pond

Subsequent Study:

D/D completed

Finance:

(FY 1998 Domestic Survey)

Own fund

(FY 1992 Overseas Survey)(FY 1998 Domestic Survey)

The project has been progressed as proposed.

Construction:

The project will be implemented in stages.

(4)Drainage facilities

Subsequent study:

(FY 1998 Overseas Survey)

1992~93 Review study by ADB.

Finance:

(FY 1998 Overseas Survey)

6th Malaysian Plan (1991~95) RM 760 million (Federal government)

"Klang River Basin Flood Control Project"

Construction:

(FY 1998 Overseas Survey)

7th and 8th Malaysian Plan (1995~99, 99~2003)

Background:

The structural measures of flood mitigation proposed in the Master Plan were accepted by the DID's Dep. of Flood Mitigation and many were integrated in the 6th Malaysia Plan. Some of the non-structural measures have also been accepted.

Most of the recommendations in the JICA study are being implemented in stages with emphasis on the priority areas with frequent flooding.

According to the Master Plan, a part of the Project (River improvement works) is being implemented smoothly.

Annual government funds have been made available. Additionally, Asian Development Bank has been approached. (FY 1993 Overseas Survey)

In the negotiation with the Asian Development Bank, the target year of the Projects is set as 2000.

STUDY SUMMARY SHEET

(F/S)

ASE MYS/S 314/88

1. COUNTRY	Malaysia	
2. NAME OF STUDY	National Tourism Development Plan	
3. SECTOR	Tourism / (Tourism in) General	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Culture Arts and Tourism Tourism Promotion Corporation
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Pacific Consultants International (PCI)	
7. STUDY PERIOD	Mar.1987 ~ Feb.1989 23month(s) ~	
8. SITE OR AREA	International beach resort area in Desal Area in the southeastern part of Malay Peninsula	
9. MAJOR PROPOSED PROJECT(S)		
<p>Construction of Desaru New Tourism Core:</p> <p>1. Construction of infrastructure</p> <ul style="list-style-type: none"> - road: 399m - jetty: 5 spots - water supply: 31,021 cu.m/day - sewage system: 11,028 cu.m/day - solid waste disposal system: 56.8 ton - power supply: 31,530KVA - telecommunication: 584 lines(up to May, 1995) <p>2. Middle class and high class resort hotels (total; 1,800 rooms)</p> <p>3. Other tourism facilities such as sports and recreational facilities</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

1. The land planned for tourism development is government-owned.
2. The existing infrastructure is managed by KEJORA, a statutory body.
3. Management of hotels and transportation means are increasingly privatized.
4. South PTR is close to Singapore to tap its thriving tourism market (both Singaporeans and visitors from other countries).
5. The project has positive socio-economic impacts in employment creation and economic activation.

Subsequent Studies:

(FY 1992 Overseas Survey)

Detailed design studies for infrastructure development have been undertaken by the Public Works Dept., the Drainage and Irrigation Dep., or other relevant departments.

Finance:

(FY 1992 Overseas Survey)

The projects have been implemented in stages with government funds under 5th and 6th Malaysia Plans.

Construction:

(FY 1992 Overseas Survey)

Hotels and recreational facilities have been developed by the private investors. On the other hand, a consortium of private developers which was awarded the contract to develop the Desaru area ran into financial difficulties in 1992, but the contract was awarded to a new consortium of developers, and two hotels (each with about 600 rooms) will be completed by 1994, "Visit Malaysia Year II". The State Government is one of the shareholders of this redevelopment project, which is estimated to cost \$300 million.

(FY 1998 Overseas Survey)

Construction of infrastructure was completed with government fund.

Regarding the construction of hotels and tourism-related facilities by private sector, nine (Desaru Golden Beach Hotel, Desaru View Hotel, Desaru Perdana Beach Resort, Sunrising Ramunia Beach Resort, Tanjong Balau Fishing Village, Desaru Impian Resort, Sebana Golf & Marina Resort Bhd., Desaru Villa Desaru Dive Resort Sdn. Bhd.) were completed and the remaining five (Teratai Desaru Dive Resort Sdn. Bhd., Atlantis Binacom Property & Development S/B, Hanging Gardens of Babylon Binacom Property & Development Sdn. Bhd., Comelot Bimacom Property Development Sdn. Bhd., El Dorado Bimacom Property Development Sdn. Bhd.) are being constructed.

Background:

(FY 1992 Overseas Survey)

The Ministry of Culture, Arts, and Tourism still adheres to the policy of dividing the country into six tourism regions (Central Peninsula, West Peninsula, South Peninsula, East Peninsula, Sabah and Sarawak). The JICA study evaluated the South Peninsula Tourism Region (South PTR) as the first priority region.

JICA proposals were accepted in principle by the Johor State Government and are now under implementation at various states.

(FY 1997 Domestic Survey)

Kashima Construction Co., Ltd. tried to acquire land for its own regional development project in Desal Area. But negotiation with the local government of Johor has been broken down since 1990's. The reason for break down is not clear.

STUDY SUMMARY SHEET

(M/P+F/S)

ASE MYS/S 208B/89

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Kelantan River Basin Flood Mitigation	
3. SECTOR	Social Infrastructure / River & Erosion Control	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Drainage & Irrigation Department Ministry of Agriculture
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd.	
7. STUDY PERIOD	Mar.1988 ~ Nov.1989 20month(s) ~	
8. SITE OR AREA	Kelantan river basin having catchment area of 13,100 sq.km and population of 1.1 million	
9. MAJOR PROPOSED PROJECT(S)		
<p><M/P></p> <p>The study formulated a master plan of flood control for the basin area extending 100 km upstream from the mouth of Kelantan River. Major proposals are Lebir dam (about 70m high) at Lebir River (a branch of Kelantan River) and Kemubu dam (about 45m high) at Garas River in order to prevent flood. Furthermore, a river channel improvement of the basin area extending 100km upstream from the mouth of the river increases water volume, which leads the flood water in question flow down safely.</p> <p><F/S></p> <p>1.Protection area: Lower Kelantan river basin</p> <p>2.Flood mitigation method: Construction of Lebir dam, Kemubu dam and river improvement</p> <p>3.Design flood: 10,650 cu.m/ (50-year flood probability)</p> <p>4.Lebir dam Flood control volume: 860 million cu.m Type of dam :rockfill, Dam height 70m Dam volume : 4.9 million cu.m</p> <p>5.Kemubu Dam Flood control volume: 307 million cu.m Type of dam :concrete gravity, Dam height 45m Dam volume: 150,000 cu.m</p> <p>6.River Improvement Total levee: 164 km, Emb. vol. 13.2 million cu.m Verge levee: height 4 m</p>		

ケランタン川流域治水計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

(FY1992 Overseas Survey)

<M/P>

Suggestions of this study were utilized for Feasibility studies that were planned to carry out in the 6th Malaysia Plan (1993-1995).

<F/S>

1.DID requested that the river improvement component be included in the JICA Study to be taken up in the 6th Malaysia Plan (1991-1995).

2.The planning of a feasibility study began in Oct.1992 and 6 consultant teams were invited to visit Kelantan River, Lebir and Kembu dam sites. The consultants' proposals were submitted by 22 Jan.1993. The selection of a consultant is expected to be finalized by April 1993.

3.The feasibility study is scheduled from mid 1993 to the end of 1995(18 months), with financing by the Federal Government (RM 7 mil.).

4.The implementation of the project is expected during the 7th Malaysia Plan with the Federal Government funds. The estimated cost is around RM 1.3 bil., including RM 600 mil. for two dams.

(FY 1998 Overseas Survey)

Higher priority is given to the proposed projects in the National Development Plan since the projects are necessary to social and economic development of the state of Kelantan. In the Seventh National Development Plan, the budget of 20 - 30 million RM is secured for the study on water control of Kelantan River. In addition, funds from overseas are being prepared. However, acquisition of the land for the projects is in delay.

Subsequent Studies:

(FY 1994 Domestic Survey)

It is informed that the F/S for River Development Works was carried out by using the local funds of the Gov't of Malaysia.

(FY 1998 Domestic Survey)

Since large area will be submerged due to the construction of Levir and Kumubu dams, there has been little progress in land acquisition and construction.

(FY 1999 Domestic Survey)

~Jul.1999 F/S was conducted

*Difference with JICA's proposal: The construction of dams were reduced to one, which is the construction of Lebir dam. Watershed construction was added to the project.

(FY 1999 Overseas Survey)

A review study is undergoing by government's fund in order to construct Lebir Dam.

Finance:

(FY 1999 Domestic Survey)

Although the implementation of the project was given top priority by DID, which is the implementing organization, the project was removed from the FY 1999 request list for Japan's grant aid. The project is now under consideration whether to implement it with private fund.

Related Information:

For the improvement of Kelantan River, three projects are involved. They are (1) Sungai Golok Project (northern part of Kelantan), (2) ADB-financed Kemasin-Semarak Project (eastern part of Kelantan), and lastly (3) Improvement of the Kelantan River Ba.nk (area along the Kelantan River).

STUDY SUMMARY SHEET

(M/P+F/S)

ASE MYS/S 209B/89

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Solid Waste Management for Pulau Pinang and Seberang Perai Municipalities	
3. SECTOR	Public Utilities / Urban Sanitation	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Local Government Division of Ministry of Housing and Local Government, Health Service Dept. of Pulau Pinang and Seberang Perai Municipalities
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Yachiyo Engineering Co., Ltd. Kokusai Kogyo Co., Ltd.	
7. STUDY PERIOD	Jan.1988 ~ Aug.1989 19month(s) ~	
8. SITE OR AREA	Pulau Pinang and Seberang Perai Area 1030sq.km ,population 1,090,600 persons	
9. MAJOR PROPOSED PROJECT(S)		
<p><M/P>(~2005)</p> <p>Phase I: Introduction of large-size collection vehicles, more frequent collection, concession to private collectors/review of street sweeping/semisanitary disposal, 1st stage construction of final disposal site</p> <p>Phase II: Partial introduction of stationnal collection system/ sanitary disposal, 2nd stage construction of final disposal site</p> <p>Phase III: Full operation of stationnal collection system/, 2nd stage construction of final disposal site</p> <p><F/S>1. Improvement of solid waste collection</p> <p>(1) Introduction of a three-times-a-week collection system in the housing area</p> <p>(2) Introduction of plastic bags</p> <p>(3) Change from side loaders to compact cars (10 cu.m.)</p> <p>(4) Transfer to a stationnal collection system (20P/station)</p> <p>2. Implementation of sanitary landfill (Establishment of final disposal sites for sanitary landfill with drainage circulation system)</p> <p>3. To strengthen management of project operation</p> <p>(1) Establishment of "Department of Municipal Service"</p> <p>(2) Specialization of technical staff</p> <p>(3) Regional escalation of the project</p> <p>4. To secure budget for sanitation project</p> <p>(1) To secure tax income from the property tax</p> <p>(2) Review of service change</p>		

ペナン廃棄物処理計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled
Description :		
<p>*Sanitary Landfill (FY 1992 Overseas Survey) Out of the proposed three sanitary landfill sites, only the Pulau Burong site was decided to be developed.</p> <p>Subsequent Studies: Review of JICA Study</p> <p>Finance: (FY 1992 Overseas Survey) Federal Government: RM 1.2mil. (FY 1995 Overseas Survey) Ministry of Housing and Local Government/ RM 1.06mil. (Infrastructure Development) State Government/ RM 12.8mil. (Purchase of land and Construction of access roads)</p> <p>Construction: 1991~1994 Preparation for development and implementation of a part of construction work. Preparation: soil survey and EIA Construction: access roads, fences and weight bridges</p> <p>Future Perspective: The State Government is willing to purchase additional 131ha of land in Pulau Burong. Solid wastes in Penang Island will be transported by trucks through Penang Bridge and highway to Pulau Burong. Currently Pulau Burong is level 2 land fill, it is planned to improve to level 4. Solid waste management will be privatized in the future, and nine companies have applied.</p> <p>*Other: The barging concept proposed by the JICA Study has been rejected, because there was no detailed study on the sea-wave conditions, the landing site was thought not possible and barging is too expensive. Experts who reviewed the JICA Study proposal proposed the use of the Penang Bridge for trucking solid wastes over to Pulau Burong.</p> <p>(FY 1998 Overseas Survey) Urban Services Department, Municipal Council of Penang Island will be privatized to Northern Waste Industries Sdn. Bhd. under the policy of central government.</p>		

STUDY SUMMARY SHEET

(F/S)

ASE MYS/S 315/89

1. COUNTRY	Malaysia		
2. NAME OF STUDY	Transportation Facilities Projects in Klang Valley		
3. SECTOR	Transportation / Urban Transportation		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Klang Valley Planning Secretariat, Prime Minister's Department	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Fukuyama Consultants International, Inc. Pacific Consultants International (PCI)		
7. STUDY PERIOD	Feb.1987 ~ Jul.1989 29month(s) ~		
8. SITE OR AREA	Klang Valley Region		
9. MAJOR PROPOSED PROJECT(S)			
	Budget	EIRR	FIRR
Highway Project:			
- Shah Alam Highway Project (47.7km)	249,440	25.7	-
- N-S Expressway Link (33.7km)	132,810	28.5	-
Traffic Control System Project:			
- Kuala Lumpur ATC System	22,260	69.1	-
- Petaling Jaya ATC System	5,110	84.6	-
- Highway Traffic Surveillance System	15,700		-
Freight Terminal Project:			
- KL North Terminal	4,120	32	14.5
- KL South Terminal	3,410	22	13.7
- Klang Terminal	3,880	22	14.9

クランバレー地域都市交通施設計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(1)Highway Project 1.Shah Alam Highway Subsequent Study: D/D undertaken by MHA (Malaysian Highway Authority) Finance: (FY 1998 Overseas Survey) 19 Nov.1993 Agreed BOT scheme by KONSORTIUM EXPRESSWAY SHAH ALAM (KESAS) Investment amount : RM 1,300million Period of concession: Nov.1993~Aug.2022 Construction: (FY 1994 Domestic Survey) The Malaysian Highway Authority (MHA) has decided to implement the proposed Shah Alam Expressway under a BOT scheme. The concession under this scheme was awarded to the private company named GAMUDA. Implementation of this expressway has started and is expected to be completed by 1997. (FY 1998 Overseas Survey) April 1997 Completed</p> <p>(2)Traffic Control System Project The ATC System proposed for Kuala Lumpur City is being implemented by the City Hall using its own funding.</p> <p>(3)Freight Terminal Project 1.KL North and South terminals. Still under consideration by the Government of Malaysia 2.Klang Terminal Subsequent Study: D/D undertaken by Klang Port Authority Construction: (FY 1994 Domestic Survey) Implemented by KCT Berhad as a private project.</p> <p>Reasons for realizing the proposed projects: Privatized components are being implemented, because of the increasing demand for physical distribution (Freight Terminal Project), or of the state policy to provide better traffic mobility between major growth areas (Highway Project). The Government contribution to the project implementation was seriously constrained by the shortage of funds.</p>		

STUDY SUMMARY SHEET

(F/S)

ASE MYS/S 316/89

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Traffic Control and Management System of Malaysian Expressways and Toll Highways	
3. SECTOR	Transportation / Road	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Malaysia Highway Authority(MHA)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Fukuyama Consultants International, Inc.	
7. STUDY PERIOD	Nov.1988 ~ Nov.1989 12month(s) ~	
8. SITE OR AREA	926km expressways and highways under the Malaysia Highway Authority in Peninsular Malaysia	
9. MAJOR PROPOSED PROJECT(S)		
<p>1.Construction of a traffic control and management system for the Malaysian expressways with the length of 915km which is under construction.</p> <p>1)Traffic information collection a.emergency telephones b. vehicle detectors c.weather forecasting facilities d. CCTV cameras</p> <p>2)Information analyzing system a.traffic control center b. sub-centers</p> <p>3)Information dissemination a.changeable message boards b. changeable speed limit signs c.highway radio</p> <p>2.Establishment of the organization for traffic control</p>		

高速道路交通管理計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

Finance:

(FY 1992 Overseas Survey)

Malaysian Highway authority (MHA) is now responsible for the bulk of expressways and highways, excluding the Shah Alam Expressway, Penang Bridge and the Karak Highway which are managed by the concession company, Perlambagaan Lebuhraya Utara Selatan (PLUS). Most of the on-going project components are under the PLUS. In the case of MHA, some budget allocations are approved under the 6th Malaysia Plan, but the project proposals are still under consideration.

(FY 1998 Overseas Survey)

May 1998 Agreed BOT scheme by PLUS
 Investment amount RM 40billion
 Implementing period 7years

Progress situation:

(FY 1992 Overseas Survey)

(1)Traffic Information Collecting Project: Emergency telephones and vehicle detectors are being installed in the North-South Highway.

The weather forecasting facilities and CCTV's are still under consideration, mainly owing to the financial constraints.

(2)Information Analyzing System Project: Both the traffic control center and the sub-centers are earmarked for implementation and the construction is likely to commence in the near future.

(3)Information Dissemination Project: No step has been taken toward implementation.

(FY 1999 Overseas Survey)

The concession companies has already installed some basic traffic control system on the expressway. The government is requesting PLUS to install the system on North-South expressways. Plus is considering it now.

Situation:

(FY 1994 Domestic Survey)

The concession company PLUS (Perlembagaan Lebuhraya Utara Selatan) that manages the Malaysia North-South Expressway is now looking into the installation of optical fiber cables along the North-South expressway. When the optical fiber cables are in place, the proposed Traffic Control and Surveillance System is expected to be implemented in stages.

(FY 1999 Overseas Survey)

In October 1999, Malaysian Highway Authority(MHA) and JICA has completed a study on Intelligent Traffic System(ITS) in Klang Valley and the MSC. The MHA will request Federal Government to finance for the implementation of the project.

(FY 2000 Domestic Survey)

* ITS Project: Study for the Intelligent Traffic System(ITS) that is modified Traffic Control and Sueveillance System including the expressway and plane roads within Klang Valley and MSC Area It is said that the MHA requested the Malaysian Government to finance the ITS project.

STUDY SUMMARY SHEET

(M/P)

ASE MYS/A 101/90

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Fish Marketing and Distribution System	
3. SECTOR	Fishery / Fishery	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Agriculture LKIM
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	System Science Consultants Inc.	
7. STUDY PERIOD	Nov.1989 ~ Mar.1991 16month(s) ~	
8. SITE OR AREA	Whole country	
9. MAJOR PROPOSED PROJECT(S)		
<p>The study proposed strategies for improving FMDS and suggested the alternative plans of improving FMDS's facilities and institutions for the national level and for six model areas (in Kedah, North Terengganu, East Johor, Sarawak and Sabah States) and six marketing centers elsewhere, covering the following basic components. East Johor was selected as the most effective area for the pilot project of FMDS improvement.</p> <ol style="list-style-type: none"> 1. Fish landing to be shifted from private jetties to public LKIM complexes 2. Fish marketing: <ul style="list-style-type: none"> -Facilities: expansion of the fish landing-supply jetties and market halls, enlargement of the fuel pump, improvement of handling equipment, provision of a mooring facility, the cold storage and processing facility -Operation: systematic sorting/grading and improvement of fish handling on board, and privatization of the part of port facilities 3. Quality control: to reinforce low temperature control of fish before landing 4. Distribution system: to strengthen wholesale market functions of the LKIM complex 5. Fishermens' associations: improvement of the existing activities (increased utilization by members, introduction of credit system, expansion of fish sales, training of operation/management staff), and promotion of new activities (market development, and promotion of fish processing and of large fishing boats.) 		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :***Pilot Project**

Refer to "The Pilot Project for Improvement of Fish Marketing and Distribution System in East Johor (A311/1993)"

(1)Facilities construction/ improvement

(FY 1998 Overseas Survey)

Based on the results of this development study, development of the following facilities are expressed in the Sixth and Seventh National Development Plans. Some facilities have been completed.

(i) Kuantan

45 million RM has been disbursed for the improvement and development of the facilities. It is to be completed by April 1999.

(ii) Chendering

The facilities have been improved with the expense of 8.77 million RM.

(iii) Batu Manug

Although the budget of 46.5 million RM for the proposed projects was approved in the Seventh National Development Plan, Ministry of Agriculture postponed implementing the projects.

(iv) Endau

The budget of 37 million RM was approved in the Seventh National Development Plan. LKIM is purchasing the land with 4.5 million RM out of the budget of 37 million RM.

(v) Kuala Kedah

Budget of 2 million RM was allocated for land acquisition. LKIM purchased the land of 20 acres for the construction of the new port which will cost 30 million RM in total.

(vi) Tembirat

LKIM purchased the land of 5 acres. Survey on the channel was conducted with the expense of 0.4 million RM in 1998. Budget of 2.8 million RM in total is required.

(vii) Kuala Perlis

The budget of 21.8 million RM was approved in the Seventh National Development Plan. The project is to be completed by 2000.

(viii) Lumut Fishing Port

This port started its operation in 1992. The port was making the largest profits (485 million RM) as of 1998. The port is landing and treating the fishes caught in Panger Island and Sumatra.

LKIM approved the budget of 1 million RM for the rehabilitation and expansion of the port.

(FY 2000 Overseas Survey)

Completed Programme: Kuantan and Chendering

On-going Programme: Endau, Lumut, Kuala Kedah and Kuala Perlis

Allocated Programme in 8th Malaysian Plan: Batu Maung, Tembirat

(2)Quality Control

(FY 1993 Overseas Survey)

In order to increase fishermen's revenue, it is important to promote quality control, encouraging fishermen to use refrigerated sea-water system to store their catch.

(3)Effects

(FY 1998 Overseas Survey)

It is evaluated that the outputs of this study have been utilized for the followings regarding the fishery marketing system.

- Concentration of landing of the fishes.
- Development of the facilities for the fishery cooperatives and the port facilities.
- Strengthen of the market system.
- Enhancement of the fish quality by improving the market channel.
- Strengthen of the fishery cooperatives.

STUDY SUMMARY SHEET

(M/P+F/S)

ASE MYS/A 202B/90

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Rationalization and Crop Diversification in Non-Granary Irrigated Areas	
3. SECTOR	Agriculture / (Agriculture in) General	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Economic Planning Unit (EPU), Prime Minister's Department, Department of Irrigation and Drainage (DID)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd. Hokkaido Engineering Consultants Co., Ltd.	
7. STUDY PERIOD	Feb.1989 ~ Oct.1990 20month(s) ~	
8. SITE OR AREA	924 non-granary irrigated schemes<M/P> 12 non-irrigated schemes selected in P.Pinang,Negri Sembiran and Kelantan States<F/S>	
9. MAJOR PROPOSED PROJECT(S)		
<p><M/P> 1.The nationwide inventory survey on 924 non-granary irrigation schemes was carried out to evaluate the present situation and to obtain the various information required for preparing the crop diversification plan. 2.The crop diversification potential of each non-granary irrigation scheme was evaluated by category selecting 1st~4th priorities.</p> <p>3. Non-granary irrigation schemes with 1st priority are as follows:</p> <p>(1)Schemes to be converted to high value crop cultivation.144 (2)Schemes to be converted to tree crop cultivation ..334 (3) Schemes with double-cropping system (paddy during the main season and short-term annual crops during the off-season) ..46</p> <p>(4)Schemes to be maintained for paddy cultivation (minigranary area)..74</p> <p>(5)Schemes to be maintained for paddy cultivation for a while..172</p> <p>(6) Schemes to be converted to housing/industrial and other uses ..154</p> <p><F/S>1. Kulim area (3,223ha) (1) A stepwise procedure to introduce crop diversification was proposed as follows;1st stage: Introduction of non-paddy crops during the off-season. Final stage:upland crop cultivation (300% cropping intensity) (2) Upgrading of infrastructures - On-farm development of 1,474 ha - Rehabilitation of the pump station, secondary canals, Jarac link canal -Construction of 3 tidal gates, Jalak river bond</p> <p>2.Mampong area(517ha)</p> <p>(1) Present paddy fields will be converted to permanent crop fields (2)Upgrading of infrastructures Feeder drains(11,500m),farm roads(4,600m) and 46 drainage control structures</p> <p>3. Kelantan area (930 ha) (1) A double-cropping system such as paddy during the main season and short-term annual crops during the off-season was proposed. (2) Provision of intensive on-farm facilities</p> <p>- 50 m/ha of irrigation and drainage canals - 100 m/ha of farm roads</p>		

非穀倉灌溉地区合理化·作付多様化計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

(FY 1992 Overseas Survey)

The pace of project implementation is slow due to the shortage of government fund.

The progress of rationalization and diversification projects will depend on the positive response of the farmers concerned, the availability of good infrastructural facilities and farm management and marketing skills, and the establishment of detailed implementation strategies.

***Model Farm Construction**

(FY 1998 Domestic Survey)

The project includes the development of all farm facilities proposed by this study, however, it implements the development of main line facilities related to the model farms.

Finance:

(FY 1998 Domestic Survey)

Own fund.

-The Drainage and Irrigation Dept. (DID) identified three schemes each with a model farm of approximately 20ha.

-There are 2 pilot projects in the Sg.Kulim project: one growing sweet corn carried out by MARDI and the other growing star fruits managed by FELCRA.

-Rapek in Kelantan: D/D under implementation (FY 1995 Overseas Survey)

-Mampung in Negri Sembilan: persuading farmers

Future prospects:

(FY 1998 Domestic Survey)

It seems to be difficult to implement the remaining project due to the monetary crisis.

***Use of Study**

-The 5th Development Plan (FY 1992 Overseas Survey): Following the master plan study, major recommendations there were included under the 5th Malaysia Plan. The implementation is proceeding at a slow pace, because the proposed project involves large tracts of land throughout the peninsula, and requires large outlays of capital.

-The 6th Development Plan (FY 1992 Overseas Survey): Under the 6th Manaysia Plan, a total of RM 3.5 million has been allocated to promote the implementation.

(FY 1993 Overseas Survey)

Detailed design for the individual project is being done and a number of projects have been carried out all over the country.

Solving the problems as recommended by the study in reviving the idle paddy land, due to unsuitable soil, shortage of labor and water, for useful cultivation of high value crops.

***Situation**

(FY 1992 Overseas Survey)

D/D requested technical cooperation to JICA for instance implementation of Mini-project, dispatching soil/irrigation and drainage experts.

(FY 1995 Domestic Survey)

In the National Agricultural Plan (NAP) up to the year of 2010, the way of project implementation at the intensively paddy cultivation block and the crop diversification block in non-granary area have been defined clearly.

(FY 2000 Overseas Survey)

No more pilot projects due to other priorities.

STUDY SUMMARY SHEET

(M/P+F/S)

ASE MYS/S 210B/90

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Flood Mitigation and Drainage in Penang Island	
3. SECTOR	Social Infrastructure / River & Erosion Control	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Drainage and Irrigation Department, Ministry of Agriculture
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Pacific Consultants International (PCI) Nippon Koei Co., Ltd.	
7. STUDY PERIOD	Jun.1990 ~ Mar.1991 9month(s) ~	
8. SITE OR AREA	Penang Island<M/P> Georgetown, Penang River, Keluang River<F/S>	
9. MAJOR PROPOSED PROJECT(S)		
<p><M/P></p> <p>The Master Plan of river improvement is divided into three phases of implementation, totaling twenty years.</p> <p>1) Phase 1(Urgent Project) River improvement of Pinang. Keluang, Gelugor and Dua Besar rivers for total length of 22.1km.</p> <p>2) Phase 2(Mid-term Plan) River improvement works for four grade B rivers and remaining portion of Grade A rivers. Total length of 17.3 km.</p> <p>3) Phase 3(Long term Plan) River improvement works for fourteen(14) Grade C rivers in the Island. Total length of 13.4km.</p> <p>Drainage Master Plan</p> <p>1)Improvement of main drains in Gorge town City Total length of 21.9km.</p> <p>2)Construction of retention pond of 22,000 cu.m capacity with 6 cu.m/s capacity pumping station.</p> <p>3)Retention pond of 56,000 cu.m capacity with 2 cu.m/s pumping station.</p> <p>4)Improvement of drainage system in the Island outside of Georgetown City. Length of 4.48km.</p> <p><F/S></p> <p>1. River improvement of Pinang and keluang river systems.</p> <p>2. Construction of Dondang Retention Ponds.</p> <p>3. Construction of Air Terjun and Relau diversion channels.</p> <p>4. Improvement of drains and construction of the retention ponds with pumping facilities for drainage systems.(S-10, S-18, and N-12)</p>		

ペナン島洪水緩和排水計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

Subsequent Studies:

(FY 1994 Domestic Survey)

1994 D/D Completed (Implementing Period:18 months)

Two local consulting firms implemented with the government fund (19.81mil.RM:D/D, preparation of tender document and land acquisition).

(FY 1999 Overseas Survey)

No subsequent study had been conducted for the implementation of the proposed long term project(Phase 3).

Finance:

(FY 1998 Overseas Survey)

1995 RM 58million (Government fund)

"George Town Conurbation Flood Mitigation and Drainage Project"

*Contents/ Improvement of rivers of Pinang (Phase I), Gelugor, Dua Besar and Air Terjun diversion; construction of Dondang Retention Pond; improvement of part of drainage system with pumping facilities.

Construction:

(FY 1994 Domestic Survey)

Jul.1994~ Phase I commenced.

(FY 1998 Overseas Survey)

1994~2005

(FY 1999 Overseas Survey)

Completed: Construction of Air Terjun diversion channels

Gelugor River Improvement

Dua Besar River Improvement

Construction of Dondang Retention Ponds

Implementing: Pinang River improvement(30% of the construction is completed)

Keluang River Improvement

Improvement of drainage systems.(S-10, S-18, and N-12)

Tendering stage: Construction of Relau diversion channels

Japanese technical cooperation:

(FY 1998 Domestic Survey)

Experts on river have continuously been dispatched to DID in Kuala Lumpur.

Remaining projects:

(FY 1994 Domestic Survey)

The schedule for implementation of Phase 2 & 3 of M/P has not been planned yet.

(FY 1998 Overseas Survey)

Phase II and III will be considered during the preparation of next 5 year plan (2001~2005).

STUDY SUMMARY SHEET

(F/S)

ASE MYS/S 317/90

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Rail-based Commuter Services in Klang Valley	
3. SECTOR	Transportation / Railway	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Economic Planning Unit (EPU)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Japan Railway Technical Service (JARTS) Pacific Consultants International (PCI)	
7. STUDY PERIOD	Jan.1990 ~ Feb.1991 13month(s) ~	
8. SITE OR AREA	In and around Kuala Lumpur City and in the Klang Valley Region, Malaysia (Rawang - Kuala Lumpur - Seremban, about 106km)	
9. MAJOR PROPOSED PROJECT(S)		
<p>1. Improvement of railway facilities: Rawang-Kuala Lumpur-Seremban (106km)</p> <p>1) New construction of three halts, and new or additional construction of station buildings and passenger facilities.</p> <p>2) New signaling and telecommunications systems (automatic signal, automatic train protection system, etc.)</p> <p>3) Commuter train operation by diesel railcars (about 170 cars), and reinforcement of car inspection and storage facilities.</p> <p>2. Integrated transport (intro. of feeder buses of about 860 cars)</p> <p>In 1987, a JICA study proposed a Master Plan on transport for the regions concerned for the target year of 2005. The large-volume high-speed railway system to be used for commuter transport was one of the high-priority projects proposed in the Master Plan. In order to strengthen the railway passenger and freight transport capacities in the regions, the Malaysian Government decided moreover to implement the double tracking project (double tracking, modernization of singling and telecommunications facilities, and introduction of DMUs) to be completed in 1993. In addition, monorail and LRT projects are about to start in order to alleviate the road traffic congestion in and around Kuala Lumpur City. The present Study proposes the reinforcement of railway-based commuter service(RBCS) between Rawang, Kuala Lumpur and Seremban, on the assumption that the Malaysian projects above be completed as scheduled.</p>		

PRESENT STATUS	<p>Completed or In Progress</p> <p>Completed</p> <p>Partially Completed</p> <p>Implementing</p> <p>Processing</p>	<p>Promoting</p> <p>Delayed or Suspended</p> <p>Discontinued or Cancelled</p>
<p>Description :</p> <p>(FY 1991 Domestic Survey)</p> <p>Malaysia is pursuing economic development to become a developed country by the year 2020. As part of their efforts, the Government aims to establish and operate an effective urban transport system in and around Kuala Lumpur. The double tracking of national railways and the strengthening of urban and intra-city transport systems are being implemented to alleviate growing road traffic congestion and environmental hazards.</p> <p>Finance:</p> <p>(FY 1992 Overseas Survey)</p> <p>The Double Tracking Project (DTP) is under implementation, somewhat behind the schedule. Financing was obtained from OECF of Japan and UK's ODA in addition to the Govt. funds. The Rawang-Seremban sections (106km), for which the JICA study proposed various improvements, is being implemented as part of DTP.</p> <p>Mar.23.1990 L/A, 19,444 mil.Yen (Malayan Railway Improvement Project)</p> <p>*Components of OECF loan</p> <p>(1)double tracking from KL to Klang Port (43km), from KL to Sentul (2km) and the branch line to Subang Airport (7km), (2)double tracking from Rawang to Seremban (105km), (3)signaling and telecommunication systems of the above, and (4)18 sets of diesel railcars.</p> <p>Construction:</p> <p>(FY 1997 Overseas Survey)</p> <p>Completed</p> <p>Situation</p> <p>(FY 1992 Overseas Survey)</p> <p>The Malaysian Government conducted this JICA study simultaneously with another study (the Double Tracking Project). The programs and projections of the two studies that seemed suitable were integrated for implementation.</p> <p>DTP constitutes the first phase, and the major component, of the railway improvement program of Malaysia, and other programs and recommendations will be implemented after the completion of DTP in mid-1995.</p> <p>After the start of DTP implementation, the Malaysian Govt. decided on the electrification of the entire sections. Although the OECF loan has not been adjusted to date, the on-going project is being implemented so as to assimilate the electrification.</p> <p>Some relevant proposals have been planned for the project area. Firstly, a suburban railway with 5 radial lines and 2 branch lines is proposed in the 25km-radius of KL. A private consortium was awarded the contract to build one of the lines (CBD to Ampang 12km).</p> <p>Secondly, it was decided in 1991 to include medium-volume guided Transport systems, in addition to monorails, as alternatives of private investment for the downtown people movers project.</p> <p>(FY 1999 Overseas Survey)</p> <p>After Double Tracking Project has started, the Malaysian Government decided on the electrification of the entire section. Although the Japan's ODA Loan has not been adjusted, 18 sets of Diesel Multiple Units for the commuter rolling stock were replaced with Electric Multiple Units.</p>		

STUDY SUMMARY SHEET

(M/P+F/S)

ASE MYS/S 211B/91

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Development of Rajang Port	
3. SECTOR	Transportation / Port	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Rajang Port Authority, Sarawak
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	The Overseas Coastal Area Development Institute (OCDI) Ocean Consultant Japan Co., Ltd.	
7. STUDY PERIOD	Aug.1990 ~ Feb.1992 18month(s) ~	
8. SITE OR AREA	Rajang Port Area and its surroundings, Sarawak State, Malaysia	
9. MAJOR PROPOSED PROJECT(S)		
<M/P> (through 2010)		
(1) Timber Products Terminal		
Wharves -10m 750m		
-5m 300m		
Yards 335,000m ²		
(2) Coal Terminal		
Wharves -10m 200m		
-5m 235m		
Yards 71,000m ²		
<F/S>Short-term Plan (through 1997)		
(1) Timber Products Terminal		
Wharves -10m 300m		
-5m 180m		
Yards 100,000m ²		
(2) Coal Terminal		
Wharves -10m 165m		
-5m 150m		
Yards 32,000m ²		

ラジャン港開発計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled
Description :		
<p>Subsequent Studies: (FY 1993 Overseas Survey) According to JICA's F/Y study report, appointment of consultant in carrying out detailed investigation, designing and supervision of Tanjung Manis Port Development Project. D/D commenced in Nov.1993.</p> <p>Finance: (FY 1993 Overseas Survey) The financing will be prepared by 1.Rajang Port Authority's Fund, 2.Capital Grant from the State Government and 3.Financial loan Obtained from several commercial banks.</p> <p>Construction: (FY 1993 Overseas Survey) The implementation works will be carried out in two phases, i.e. the first phase will be up to the year of 2000 and the second phase up to the year of 2010.</p> <p><F/S> (FY 1999 Overseas Survey) 1.Timber Products Terminal(Tanjung Manis Port) Oct.9.1995~Dec.31.1998 Completed *Contents: Wharf 203 x 47</p> <p>Detail: (FY1992 Overseas Survey) - At present, it appears likely that the Sarawak Timber Industry Development Corporation (STIDC) be proposed to take over the development of a timber complex at Tanjung Manis. (FY 1998 Overseas Survey) Infrastructure development is given higher priority in the National Development Plan. The possibility of the implementation of the proposed projects depends on the recovery of the Malaysian economy. (FY 1999 Overseas Survey) Bulk fuel terminal at Batang Igan was included in the 7th and 8th Malaysia Plan.</p>		

STUDY SUMMARY SHEET

(M/P)

ASE MYS/S 106/92

1. COUNTRY	Malaysia									
2. NAME OF STUDY	Highway Network Development Plan									
3. SECTOR	Transportation / Road									
4. TYPE OF STUDY	M/P									
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Economic Planning Unit (EPU), Prime Minister's Department								
	PRESENT COUNTERPART AGENCY									
6. CONSULTANT(S)	Fukuyama Consultants International, Inc. Pacific Consultants International (PCI)									
7. STUDY PERIOD	Mar.1991 ~ Mar.1993 24month(s) ~									
8. SITE OR AREA	Malaysia as a whole Area 330,000 Km ² Population in 1990 18,010,200									
9. MAJOR PROPOSED PROJECT(S)										
<p>1.Master plan of the highway network development to the year 2010.</p> <table style="margin-left: 20px;"> <tr> <td>Total length</td> <td>15,298km</td> </tr> <tr> <td>- Expressway</td> <td>1,349km</td> </tr> <tr> <td>- Major highway</td> <td>5,978km</td> </tr> <tr> <td>- Minor & Primary Highway</td> <td>7,926km</td> </tr> </table> <p>2.Proposed highway development projects are 72 in peninsula Malaysia, 13 in Sabah and 10 in Sarawak.</p> <p>3.Divided the plan such as; Phase I (1996-2000) Those II (2001-2005) Phase III (2006-2010) Formulated the action plan with priority decisions.</p>			Total length	15,298km	- Expressway	1,349km	- Major highway	5,978km	- Minor & Primary Highway	7,926km
Total length	15,298km									
- Expressway	1,349km									
- Major highway	5,978km									
- Minor & Primary Highway	7,926km									

全国道路網整備計画

PRESENT STATUS	<p style="text-align: center;">In Progress or In Use</p> <p style="text-align: center;">Delayed</p> <p style="text-align: center;">Discontinued</p>
<p>Description :</p> <p>Subsequent Studies: F/S in operation by JICA (East Coast Expressway-East-West Expressway) 1995~1996 F/S conducted by JICA (Outer Ring Road Project in KL Metropolitan Area) F/S waiting (Sabah-Sarawak Linkage Project)</p> <p>Construction: (FY 1999 Overseas Survey) East Coast Express Way -East West EXpress Way: Contractor has been appointed.</p> <p>Detail (FY 1993 Overseas Survey) The West Coast Expressway particularly from Selangor and down south has been given added emphasis in view of the proposed location of the new International Airport at Sepang.</p> <p>(FY 1994 Domestic Survey) The road development projects proposed to be implemented by this M/P were incorporated into the mid-term review of the 6th Malaysian Plan (1991~95) recently. Other road development projects are expected to be included in the 7th Malaysia Plan (1996~2000).</p> <p>(FY 1997 Overseas Survey) The outputs of the study have been utilized for planning and decision making of project implementation.</p>	

STUDY SUMMARY SHEET

(M/P)

ASE MYS/S 107B/92

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Maintenance and Rehabilitation of Bridges	
3. SECTOR	Transportation / Road	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Works, Public Works Department, Road Branch, Bridge Unit
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd.	
7. STUDY PERIOD	Aug.1990 ~ Nov.1992 27month(s) ~	
8. SITE OR AREA	Whole Malaysia Total Area 330 thousand sq. km. Total Population 18,000 thousand	
9. MAJOR PROPOSED PROJECT(S)		
<p><M/P></p> <p>Bridge maintenance and rehabilitation covering a total of 203 bridges, out of 216 Study Bridges, with the following aspects</p> <ul style="list-style-type: none"> - the project shall be divided into five packages - the construction of the first package shall be commenced in early 1994 - each package shall be completed within one Malaysian fiscal year 		

全国桥梁維持・修理計画

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

"Annual Mandatory Bridge Inspection Program"

(FY 1997 Overseas Survey)

Bridge rehabilitation and strengthening.

Project is packaged in accordance to the districts or routes no.

Finance:

Government budget RM 3mil.(annually from FY 1993)

Detail:

(FY 1993 Overseas Survey)

Design and preparation of document contracts are implemented for 15~20 projects per year.

*Study recommendations and the actions taken

-Elimination of design deficiencies in new bridges.

--requested the study on the standardization of bridge design to the Japanese Government.

-Strict control of overloaded trucks

--weighbridges are being installed, will be implemented by the end of 1994.

-Establishment of bridge inspection organization

--maintenance organization already established.

Utilization of Outputs:

(FY 1997 Overseas Survey)

The results of the study have been incorporated into 7th Malaysian Plan (1995~2000).

Moreover, the results are being utilized for strategy to effective management of existing bridge stock.

The manual has been circulated to JKR offices in all districts. It is definitely being used by managers in Bridge Maintenance.

Related Study:

Aug.1994-Jul.1996 Study on the Standardization of Bridge Design JICA.

Elaboration of Design/Drafting system and manual on standardization of bridge design for national road bridges.

*Refer to "Standardization of the Bridge Design (MYS/S 108/96)" for detail.

STUDY SUMMARY SHEET

(M/P)

ASE MYS/S 103/93

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Air Quality Management Study for Kelang Valley Region	
3. SECTOR	Administration / Environmental Problems	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Environment (DOE)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Research, Analysis and Computing	
7. STUDY PERIOD	Dec.1991 ~ Aug.1993 20month(s) ~	
8. SITE OR AREA	Kelang Valley Region	
9. MAJOR PROPOSED PROJECT(S)		
1.Establishment of ambient air quality monitoring system 2.Establishment of comprehensive air pollution control center - Ambient air quality central monitoring center - Combustion training center - Ambient air quality monitoring training center - Pollution source monitoring center 3.Installation of chassis dynamometers 4.Introduction of car inspection system		

首都圏大気汚染対策計画調査

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

Environmental protection is one of the main policies.

1. Enforcement of regulation for exhaust from motorcycles
2. Establishment of ambient air quality monitoring system
3. Malaysian Government organized several sub-committees to cope with air pollution according to the proposals of this project.

(FY 1997 Domestic Survey)

The situation of progress of air pollution control project proposed by this study is as follows.

1. Conversion of fuel for taxi from diesel to gasoline. (from the 1st of January, 1997)
2. Introduction of taxi utilizing natural gas (Suban Airport taxi)
3. Air pollution observation station (nationwide installation)
4. Waste disposal system

Privatized company is in charge of operation.

No action has been taken for establishment of comprehensive air pollution control center.

(1) Establishment of ambient air quality monitoring system

(FY 1998 Domestic Survey)

16 air quality monitoring stations were established over the country in 1997. The total number of the stations reaches 29, 6 of which are located in Kelang Valley Region.

(FY 1999 Overseas Survey)

Up to now, 45 monitoring stations have been established. A total of 50 stations will be installed by April 2000.

(2) Establishment of comprehensive air pollution control center

(FY 1999 Overseas Survey)

It has not been established yet.

(FY 2000 Domestic Survey)

The Ambient air quality central monitoring center in the comprehensive air pollution control center was privatized and ASMA (Alam Sekitar Malaysia Sdn. Bhd.) has been operating it.

(3) Introduction of car inspection system

(FY 1999 Overseas Survey)

Car Inspection System has been carried out by Road Transport Department.

STUDY SUMMARY SHEET

(F/S)

ASE MYS/A 311/93

1. COUNTRY	Malaysia	
2. NAME OF STUDY	The Pilot Project for Improvement of Fish Marketing and Distribution System in East Johor	
3. SECTOR	Fishery / Fishery	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Agriculture LKIM
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	System Science Consultants Inc.	
7. STUDY PERIOD	Mar.1992 ~ Mar.1993 12month(s) ~	
8. SITE OR AREA	East Johor	
9. MAJOR PROPOSED PROJECT(S)		
<p>Endau was selected as an optimum site for the pilot project in East Johor. Major contents of the project proposed are as follows. (1) Fisheries resources management (2) Consolidation of fish marketing / distribution system. (3) Improvement and reinforcement of the organization of Area Fishermen Association. (4) Construction of the fishing port facilities. Basic facilities : Fish landing / supply jetties (Total 360m length) mooring jetties, revetment. Functional facilities : market hall, office, ice plant/cold storage, processing facility, fishing gear repairing area and storage, fuel supply facility, ship repairing yard, waste water treatment facility.</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
Description :		
<p>East Johor located at the site which is proper and effective for the pilot project on resource, relation between public and private sectors, market, situation of fishermen and communication with Government.</p> <p>Malaysia Government has a plan to apply this project to the other model areas.</p> <p>Subsequent Studies: The Malaysian Government has allocated the fund (M\$ 4,000,000) in 6th National development Plan as the preparatory expense for the pilot project. According to the results of this study, this project will be reviewed in the Medium Term Revised plan.</p> <p>(FY 1995 Domestic Survey) JRK is now implementing D/D stage of the basic designing work by means of the financing from the Arab Development Bank. This activity will be expanded for the entire country in future.</p> <p>(FY 1995 Overseas Survey) The plan of land acquisition has been drawn up in August, 1995. The budget with an amount of 1.5 million RM became available for the compensation for inhabitants and the site clearance. Tender documents of 1st package have been completed and the detailed design has been noticed. The financing for this project is the funding from IDB/Federal Treasury.</p> <p>(FY 1998 Domestic Survey) It seems that the projects are being implemented with the fund of Islamic Development Bank. However, there is no information about its detail.</p> <p>Current Situation: (FY 2000 Overseas Survey) Fisheries Resource Management: The Department of Fisheries (DOF) is responsible for fisheries resource management.</p> <p>Consolidation of Fish Marketing/Distribution System: The centralized landing concept of the Endau Fishing Port will be realized after the completion of the Port.</p> <p>Construction of Port Facilities: The Endau Fishing Port is a 100% Federal Government funded project. The proposed partial funding by the Islamic Development Bank was being called off on the advice from the Federal Treasury.</p> <p>Although the project project has been delayed because of the recent economic recession, it is expected to be operational by mid-2003.</p> <p>Phase I (Land Clearance etc.) - Completed - RM4,516,313 PhaseII (Piling, Quaywall etc.) - On Going (55%) - RM7,100,000 PhaseIII (Trading Hall, Office etc.) - Specification is completed, Works expected to begun mid-2001 - Estimated RM12,000,000</p> <p>Improvement and Reinforcement of the Organization of Area Fisherman Association: Organizational improvement od AFA is on going. AFA has given a priority on participating income generation projects such as ice supplies, diesel and others.</p>		

STUDY SUMMARY SHEET

(M/P)

ASE MYS/A 102/94

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Forest Plantation Development in Northern Sabah	
3. SECTOR	Forestry / Forestry & Forest Conservation	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Sabah Forestry Department Authority (SAFODA)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Japan Overseas Forestry Consultants Association	
7. STUDY PERIOD	Feb.1993 ~ Nov.1994 21month(s) ~	
8. SITE OR AREA	Northern Sabah (exclude Bengkoka Area)	
9. MAJOR PROPOSED PROJECT(S)		
<p>The Master Plan on the industrial forestation for the grassland and the secondary forest (236,000ha) which are ruined by overcutting or slash and burn farming in Northern Sabah (exclude Bengkoka Area).</p> <p>[Contents]</p> <p>Artificial forestation 73,000ha Artificially revisionary afforestation 12,000ha Natural forest treatment</p>		

北部サバ州造林計画

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>Of the Subsequent Studies (FY 1995 Overseas Survey) Dec.1995 S/W signed Mar.1996 F/S commenced (Forestry Development project in Marak Parak, Northern Sabah)</p> <p>Finance: Due to short of funds, SAFODA is considering implementation of the project by a joint venture.</p> <p>Detail The forest map and the land utilization map completed in the M/P, are well utilized for the planning and implementation of the SAFODA's own project, such as 1)afforestation with big scale, 2)afforestation at separtated areas, and 3)farm tree enterprised for private sections.</p> <p>(FY 1997 Overseas Survey) Land claim problem is one of the reasons for delay of implementation.</p>	

STUDY SUMMARY SHEET (M/P+F/S)

ASE MYS/S 213/94

1. COUNTRY	Malaysia	
2. NAME OF STUDY	National River Mouths Study in Malaysia	
3. SECTOR	Social Infrastructure / River & Erosion Control	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Irrigation and Drainage (DID) Ministry of Agriculture
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	CTI Engineering Co., Ltd.	
7. STUDY PERIOD	Jan.1992 ~ Aug.1994 31month(s) ~	
8. SITE OR AREA	100 river mouths in all over the Malaysia	
9. MAJOR PROPOSED PROJECT(S)		
<p><M/P> 100 surveyed rivermouths were categorized into three groups: critical group(35), significant group(40), and acceptable group(25). 75 river mouths (critical and significant groups) were selected as the target of M/P.</p> <p><F/S> Out of 75 river mouths of Master Plan, Tg.Plandang was selected from west coast, Marang river mouth was selected from east coast of Malay Peninsula. As for the countermeasure to manage rivermouths, combination of preliminary dredging and maintenance dredging was adopted to Tg.Plandang, and combination of flow introducing bank, breakwater, river water control, coastal water control, reservoir and preliminary dredging was adopted to Marang respectively.</p> <p>Regarding to the effects and influences of above countermeasures, investigation was made by value calculation, experiments using hydrological models.</p> <p>Finally, each planned values were settled as follows:- 1)Tg.Plandang: Preliminary dredging volume 115,400cu.m, maintenance dredging volume 55,400cu.m in every year. 2)Marang: Flow introducing bank (northern side 490m, southern side 450m), water break 200m, river water control 40m 4 sets, coastal water control 200m 2 sets, reservoir 4,100m, preliminary dredging volume 131,000cu.m</p>		

全国河口処理計画調査

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p><M/P> Subsequent Studies: (FY 1998 Overseas Survey) D/D for Sg. Pahang, Sg. Cenang, Sg. Baru were conducted by DID with the government budget.</p> <p>Finance and Construction: (FY 1998 Overseas Survey) Improvement works for Sg. Pahang, Sg. Cenang, Sg. Baru were completed with the government fund.</p> <p>Effects: (FY 1999 Domestic Survey) Sg. Pahang, Sg. Cenang, Sg. Baru are functioned as fishery and commercial ports. Smooth sea transportation has been secured which would give economic benefits.</p> <p><F/S> Subsequent Studies: (FY 1998 Domestic Survey)(FY 1998 Overseas Survey) D/D for Tg. Piandang, and Sg. Marang were conducted by DID and a private consultant, respectively with the government budget.</p> <p>Finance: (FY 1998 Domestic Survey)(FY 1998 Overseas Survey) Tg. Piandang: under 6th Malaysia Plan Sg. Marang: under 7th Malaysia Plan</p> <p>Construction: (FY 1998 Domestic Survey)(FY 1998 Overseas Survey) Tg. Piandang: improvement works was completed in 1996. Sg. Marang: is in the tender stage and scheduled to be completed in 2 and half years time.</p> <p>*S/W was signed in Mar.1989. Minutes was signed in Mar.1991.</p>		

STUDY SUMMARY SHEET

(F/S)

ASE MYS/A 312/94

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Small Reservoir Development in Peninsular Malaysia	
3. SECTOR	Agriculture / Irrigation, Drainage & Reclamation	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Irrigation, Ministry of Agriculture, Forestry, and Fishery
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd. Pacific Consultants International (PCI)	
7. STUDY PERIOD	Jul.1993 ~ Mar.1995 20month(s) ~	
8. SITE OR AREA	Whole area of the Malaysia Peninsula	
9. MAJOR PROPOSED PROJECT(S)		
<p>1)At first, select five locations which are good for construction of the reservoirs from small dams, ponds, old rivers or remains of the old tin mines in the whole area of the Malaysian Peninsula.</p> <p>2)Then settle a crop diversification program for these areas including the introduction and planting of new crops which will produce high merit such as fruits and vegetables. Simultaneously implement structural improvement of the management in order to achieve agricultural development within the short term and with less capital investment.</p> <p>3)Development areas for this project have been selected in each province of Purlis, Kedah, Melaka, Johor and Terengganu with a scale of 30 - 100ha respectively.</p> <p>Above Project costs are for 1)Purlis 2)Kedah 3)Melaka 4)Johor and 5)Terengganu.</p>		

半島マレイシア小規模貯水池農業開発計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

Subsequent Study:

(FY 1998 Overseas Survey)

D/D was conducted in some part of the target area with their own fund.

(FY 2000 Overseas Survey)

"Detailed Design of Small Reservoir at MARDI Station Jelebu, Negeri Sembilan" was conducted with their own fund in order to review F/S and design details.

Date of Request: 24 Oct. 1996 Imp. Period: 28 Aug. 1997 - 27 Jun 2000

Amount of Fund: RM836,215.38 Difference with JICA's study: No

Finance:

(FY 1998 Overseas Survey)

The project has been implemented in some part of the target area with their own fund. Regarding other parts, the projects are to be implemented with their own fund.

(FY 2000 Overseas Survey)

"Small Reservoir at MARDI Station Jelebu, Negeri Sembilan" was conducted with their own fund in order to materialize its D/D.

Date of Request: in 7th Malaysia Plan Contents of Project: Dam Construction

Amount of Fund: RM5.6 million

Construction:

(FY 2000 Overseas Survey)

"Small Reservoir at MARDI Station Jelebu, Negeri Sembilan" was conducted with their own fund

Imp. Period: 30 Jun. 1998 - 30 Sep. 2000

Detail:

(FY1995 Overseas Survey)

D/D is now in the process of preparing the Terms of Reference and preparations for the detailed design is also going on. Applications for consultancy services will soon be called. This is a high priority project in the National Agricultural Policy(NAP) and in the 1996 budget, a sum of RM2 million has been allocated for consultancy services and detailed design.

(FY1995 Domestic Survey)

The Malaysian government is now reviewing the report with an intention to implement a part of the project with its own budget of FY1996.

(FY 2000 Overseas Survey)

There is no remaining projects or programmes proposed in this JICA's study.

STUDY SUMMARY SHEET

(M/P)

ASE MYS/S 107/95

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Comprehensive Management Plan of Muda River Basin	
3. SECTOR	Social Infrastructure / Water Resources Development	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Agriculture, Department of Irrigation/Drainage
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	CTI Engineering Co., Ltd. INA Corporation Pasco International Inc.	
7. STUDY PERIOD	Mar.1994 ~ Dec.1995 21month(s) ~	
8. SITE OR AREA	Muda Basin (4,300km ²) and its environs (state of Kedah, Penang, Perlis)	
9. MAJOR PROPOSED PROJECT(S)		
<p>1)River rehabilitation (total extension 44.64km)</p> <p>2)Water resources development dam construction (3 dams, total storage capacity 381.4 million m³)</p> <p>3)Flow change system (1 weir, 2 canals with total extension 30km)</p> <p>4)River environment improvement facility (recreation facility, water edge tourism facility, etc.)</p> <p>5)Establishment of water resources conservation area and river conservation area</p> <p>6)Establishment of hydrological station network</p> <p>7)Establishment of river control organization</p> <p>8)Set up of flow for river maintenance</p> <p>9)Gradual prohibition of gravel pitting and alternative gravel pit (sea gravel)</p>		

ムダ川流域総合管理計画

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

The department of Irrigation and Drainage which was in charge of the study through various technology seminar, endeavors to obtain further comprehension among the organizations related of the study.

(1) Water Resources Development Dam Construction (Beris Dam)

Subsequent study:

(FY 1998 Domestic Survey)(FY 1999 Domestic Survey)

D/D was completed with government fund. Jan.-Mar.1999 OECF SAPROF "Beris Dam Construction Project"

Finance: Budget allocation in the 7th five-year National Plan has been completed.

(FY 1998 Domestic Survey)(FY 1998 Overseas Survey)(FY 1999 Domestic Survey)

6,940 million yen (government fund) Mar.4.1999 L/A 9,737mil. yen "Beris Dam Construction Project" *Contents/ construction of main dam, saddle dam, road diversion, base camp and resettlement area infrastructure development.

Construction:

(FY 1997 Domestic Survey) 1994~1996 Land acquisition for dam.

(FY 1998 Overseas Survey) 1999~2002

(FY 2001 Domestic Survey) Beris Dam construction will be completed in 2003. * The river rehabilitation was to be implemented by the local constructor as the turn-key project.

Profit effects:

(FY 2001 Domestic Survey) It will be possible to secure the water and irrigation water at Kedah and Penang until 2010. * Although the river rehabilitation project were planned to be implemented by the Malaysian funds, it has not been implemented yet.

(2) Hydrological Information System

Subsequent Study:

(FY 1997 Domestic Survey) Jul.1996~Dec.1997 (schedule) Hydrological Information System Study (DID)

(FY 2000 Domestic Survey) Because of the slumping economy in Malaysia, the system development has never been initiated.

*River Rehabilitation project will be implemented as the turn-key-project by the local constructor.

(FY 2001 Domestic Survey) The river basin information system has been expanded and the hydrological information system has been established as one of the system benefited by the JICA Study (Establishment of River Basin Information System).

(3) River Basin Information System

Subsequent Study:

(FY 1997 Domestic Survey) Mar.1997~Dec.1998 (schedule) River Basin Information System Study (JICA Technical Cooperation 260 mil.yen)

(FY 1999 Overseas Survey) Detailed Design will be implemented in 2000. It is now under process of appointing contractors for designing and building.

(FY 2000 Domestic Survey) Department of Irrigation/Drainage completed to develop the Information System for the Muda River Basin and Ipoh River Basin with utilizing the Information System by JICA's development Study "Hydrological Information System Study". It is expected to continue to develop the Information System for the other main Rivers Basin in Malaysia.

Profit effects:

(FY 2001 Domestic Survey) They are utilized as the basic data for the various basin rehabilitation planning. Furthermore, the frequency of accesses by the private firms is increasing.

(4) Gradual Prohibition of Gravel Pitting

Under implementation at Kedah and Penang.

Profit effects:

(FY 2001 Domestic Survey) The past serious river bed falling was solved.

(5) River path improvement project

(FY2001 Overseas Survey)

Infrastructure was constructed to prevent flood at Muda River Basin. (Expanding river, excavating river floor, building bank, upgrading the existing dam, improving the mouth of the river, improving floodgate for irrigation and flood control system.

Financial Source: Ministry of Agriculture, Department of Irrigation·Drainage 0.4billion RM (about 13.2 billion yen)

Construction: 2001 May ~ 2006 June

(FY 2005 Domestic Survey)

No information to be specifically mentioned.

STUDY SUMMARY SHEET

(F/S)

ASE MYS/S 318/95

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Introduction of Land Readjustment	
3. SECTOR	Social Infrastructure / Urban Planning & Land Development	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Federal Department of Town and Country Planning
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	ALMEC Corporation	
7. STUDY PERIOD	Oct.1993 ~ Jun.1995 20month(s) ~	
8. SITE OR AREA	Kuala Lumpur urban area (Subang area, Kuantan area)	
9. MAJOR PROPOSED PROJECT(S)		
<p>1)Suban:Land Readjustment (319ha) Infrastructure (road, park, water supply) will be improved and the site will revive as a sub-sector including industrial zone, commercial zone and residential area.</p> <p>2)Kuantan:Land Readjustment (45ha). Although, located in the rural area, improvement of infrastructure and site for urban town (residential, light-industrial, commercial) will be implemented for future. This area will be the center of town service in the rural district.</p> <p>*PROJECT COST 1)Suban area Local Cost US\$ 10 mil. 2)Kuantan area Local Cost US\$ 846,000</p>		

土地区画整理事業適用調査

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

- After the implementation of the study, JPBD has drawn up plan to realize the project on Suban area as a pilot project, and is moving into action to include the plan in the official plan of the higher ranked organization.

- At the official level, the pilot project has been understood. The documents to put to the cabinet meeting are being made (Sep.1996). MHLG, the superior organization of JPBD, will submit the plan to the Cabinet within the year.

Subsequent Study:

(FY 1997 Domestic Survey)

After the completion of this study, to request for development study to materialize the projects was proposed unofficially but not approved due to the government policy to reduce the number of development studies.

(FY 1997 Overseas Survey)

Preparatory Study for the Pilot Project

The official preparatory study has not commenced. At the moment, the initial work in assessing the new site for the Pilot Project is underway with the help of one short term JICA expert.

(i.e.Kg.Pulau Meranti, situated in Sepang District)

Preparatory study will be carried out in 1998.

(FY 1999 Overseas Survey)

Nov.1998~Mar.2000 Preparatory Study on Puchong Malay Reserve LR Pilot Project(government budget)

(FY 2001 Overseas Survey)

~Feb.2001 Preparatory Study on Puchong Malay Reserve LR Pilot Project

Finance:

(FY 1997 Domestic Survey)

JPBD drawn up a pilot project scheme by own budget and asked for the cabinet to approve the plan. But both sides have not come to the agreement yet. Financial assistance is not required.

(FY 1997 Overseas Survey)

Government budget will be allocated for the project. Scheduled implementation period is 1999~2004.

Impediment Factors:

(FY 1997 Domestic Survey)

JPBD is in charge of planning and has no experience in implementing urban development project. Moreover, cost for pilot project surpasses the whole budget of JPBD. Therefore, it is considered that JPBD is not appropriate organ to implement the pilot project.

Cooperation of the state government is needed for the pilot project because land ownership belongs to the state government in Malaysia.

Dispatch of Expert:

(FY 1997 Domestic Survey)

2 short-term experts(LR Project Management, Replotting) were dispatched in FY 1997.

Situation:

(FY 1997 Domestic Survey)

The implementation of the project and the evaluation of its effect are expected in Malaysia. To realize the project, it is necessary to designate the Land Department and the state government as implementing organs and JPBD as organ which provides technical support.

(FY 1997 Overseas Survey)

The F/S has been very useful in proposing a framework for the implementation of LR in Malaysia. Most information from the F/S is used in preparing the Cabinet Memorandum. The Memorandum has been presented to the Ministry of Housing and Local Government. However certain amendments have to be made in view of the present economic slowdown and the Government's policy to reduce subsidy in development. At the same instance, present local conditions have made it difficult to implement the proposed Pilot Project I Kampung Subang. Therefore it would be better to choose another site with better development potentials as well as in line with the Government's proposal of the Multimedia Super Corridor (MSC). Therefore, the Memorandum is being amended to propose a new site for the Pilot Project, i.e. Kampung Pulau Meranti, situated in the Sepang District within Cyberjaya and the MSC.

(FY 1998 Overseas Survey)

The contents of the proposed projects have been partially changed due to the slow economic growth and the cutback of the subsidies for development projects.

(FY 1999 Overseas Survey)

Due to the shift in government's policy, Puchong Malay Reserve, a site within Cyberjaya and MSC, in Slangor State was selected as a new site for the Land Readjustment Project. Therefore, Malaysia no longer focuses on the land readjustment in Kampung Subang area.

The Preparatory Study was commenced in Nov. 1998 and is expected to be completed in March 2000. Government budget has been allocated for the study. After the completion, the preparations for the implementation of the Pilot Project will take place.

(FY 2005 Overseas Survey)

Study for pilot project implementation planning has been conducted in November 2003 targeting Kuantan area in MSC (multimedia Super Corridor).

STUDY SUMMARY SHEET

(M/P)

ASE MYS/S 108/96

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Standardization of the Bridge Design	
3. SECTOR	Transportation / Road	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Japan Bridge and Structure Instituted, Inc. Pacific Consultants International (PCI)	
7. STUDY PERIOD	Aug.1994 ~ Aug.1996 24month(s) ~	
8. SITE OR AREA	The whole country of Malaysia	
9. MAJOR PROPOSED PROJECT(S)	not applicable	

橋梁設計標準化計画調査

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

(FY 1997 Domestic Survey)

The Public Works Department HQ, Malaysia (JKR) is applying the study results to all the bridge designs that have been implemented since they received the results of the Standard Design. JKR has a plan to design approximately 110 bridges under the 7th Malaysia Plan. As of the end of October, 1997, eight out of the total have been designed with the Standard Design, and the number of application will steadily increase.

They are working on cost estimation and preparation of tender call for the bridge projects of which design completed. Actual contract has not been made yet, therefore any detailed responses on the standard beam production have not been cleared by manufacturers.

In parallel with practical application of the Standard Design, JKR is planning to carry out a performance test of the standard beams as a joint research with Malaysia Institute of Technology. The test beams will be the first product of the standard beam. In this relation the Government of Malaysia has requested to the Government of Japan a technical assistance for the test scheme.

Although the study results have not been realized yet as a structure, it is certain that the study results play important role in construction of infrastructures in Malaysia. This study would be an excellent example that achieved the study aim.

(FY 1998 Domestic Survey)

(1) Test Scheme at Malaysia Institute of Technology

Test for grasping the performance of two-types of standard beams is planning to be carried out for a year from Sep.1998. The Institute presented the results of their research, with the participation of their facilities and students. Guidance was given through advises based on Japanese case studies on the test scheme, and the exchange of ideas.

(2) Situation at JKR

JKR is preparing the design and order of the standard beam developed by JICA Term.

Department of Bridge, JKR held the meeting, where the question was discussed with a JICA short-term expert.

Finance:

The following replacement will be conducted with the Malaysian government fund.

- 1) Bridge No.294/3 above Raya River, Port Dickson to Malacca road Negeri Sembilan. (Federal route 5) (RM 1,300,000.00)
- 2) Three (3) bridges along the Padang Kubu to Sungai Mas road, Kemaman, Terengganu. (RM 5,100,000.00)
- 3) Bridge No.54/7 above Semambu River, Damar Laut to Changkat Jering road, Perak. (Federal route 60) (RM 1,300,000.00)
- 4) Bridge No.250/7 above Tebong River, Gemas to Tampin road, Tampin, Negeri Sembilan. (Federal route 1) (RM 1,200,000.00)
- 5) Bridge No.197/7 above River Pondok Hassan, Muar to Malacca road, Malacca. (Federal route 5) (RM 1,530,000.00)
- 6) Bridge No.199/7 above River Air Tawar, Muar to Malacca road, Malacca. (Federal route 5) (RM 1,235,000.00)
- 7) Bridge No.201/3 above River Rengok, Muar to Malacca road, Malacca. (Federal route 5) (RM 1,460,000.00)
- 8) Bridge No.205/6 above River Tedong, Muar to Malacca road, Malacca. (Federal route 5) (RM 1,590,000.00)
- 9) Bridge No.208/6 above River Serkam, Muar to Malacca road, Malacca. (Federal route 5) (RM 1,510,000.00)
- 10) Bridge No.137/95 above River Tenglu Kecil, Endau to Mersing road, Johore. (Federal route 3) (RM 1,200,000.00)
- 11) Bridge No.164/5 above River Air Tawar, Endau to Mersing road, Johore. (Federal route 3) (RM 1,120,000.00)
- 12) Bridge No.168/1 above River Padang, Endau to Mersing road, Johore. (Federal route 3) (RM 1,425,000.00)

(FY 1999 Overseas Survey)

The following replacement will be conducted with the Malaysian government fund.

1. Bridge No.260/9 above Keru River, N. Sembilan(Federal route 1)
2. Bridge No.152/1 and No.154/7 above Mersing-Johore(Federal Route 3)

Construction:

(FY 1998 Overseas Survey)

Replacement of the bridges is underway as follows.

- 1) Replacement of bridge No.546/0 above River Seberang Baroh, Kuala Terengganu, Terengganu. (Federal route 3) (1998.8~1999.9)
- 2) Replacement of bridge No.30/2 above River Paya Rumpit, Johore. (Federal route 23) (1998.7~1999.5) Completed
- 3) Replacement of bridge No.31/65 at Muar, Johore. (Federal route 23) (1998.6~1999.3) Completed

(FY 1999 Overseas Survey)

Replacement of the bridges is under progress as followings.

1. Bridge No.250/7 above Tebong River, Johore(Federal Route 1)
2. Bridge No.102/4 above Canal 1., Johore(Federal Route 1)
3. Bridge No.137/95 above Tengku Kechil River, Johore(Federal Route 3)
4. Bridge No.109/97 above Mersing, Johore(Federal Route 3)
5. Bridge No.8/2 above Sg.Kersang Tasik, Johore(Federal Route 2)
6. Bridge No.54/7 above Semambu River, Perak(Federal Route 60)
7. 3 bridges above Sg.Plus, K.Kangsar, Perak
8. Bridge No.240/60 above Ceman Koh River, N. Sembilan(Federal Route 1)
9. Bridge No.258/4 above Keru River, N. Sembilan(Federal Route 1)
10. Bridge No.50/7 above Tebong River, N. Sembilan(Federal Route 1)
11. Bridge No. 199/7 above River Pondok Hassan, Malacca(Federal Route 5)
12. Bridge No.205/6 above River Tedong, Malacca(Federal Route 5)
13. Bridge No.208/6 above River Serkam, Malacca(Federal Route 5)
14. Bridge No.365/5 above Renek River, Terengganu(Federal Route 3)
15. Bridge No.637/9 above Gertak Besar River, Terengganu(Federal Route 3)
16. Bridge No.614/9 above Setiu, Terengganu(Federal Route 3)
17. 3 bridges along the Padang Kubu to Sungai Mas Road, Kemaman, Terengganu

STUDY SUMMARY SHEET

(F/S)

ASE MYS/S 307/96

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Kuala Lumpur Outer Ring Road	
3. SECTOR	Transportation / Road	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Economic Planning Unit, Prime Minister's Department, Highway Planning Unit, Ministry of Works
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Fukuyama Consultants International, Inc. Pacific Consultants International (PCI)	
7. STUDY PERIOD	Mar.1995 ~ Jul.1996 16month(s) ~	
8. SITE OR AREA	Starting at N-S Expressway ending N-S Central Link, eastern area of Kuala Lumpur	
9. MAJOR PROPOSED PROJECT(S)		
<p>Section 1 (Northern Section) Construction of expressway from KL-Karak Highway to N-S Expressway.</p> <p>Section 2 (Eastern Section) Construction of expressway from National Road 1 to KL-Karak Highway.</p> <p>Section 3 (Southern Section) Construction of expressway from North-South Central Link through N-S Expressway to National Road 1.</p> <p>(Imp. Period) Section 3: 1997, Section 2: 1998, Section 1: 1999</p>		

首都圏外郭環状道路計画調査

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

(FY 1997 Domestic Survey)

The basic policy to construct the project road was by Privatization Scheme by concession companies. The present situation of the Project Road is as follows:

(1) Section 1

In JICA study the end of this section was at North-South Expressway. But recently (October 1997) the concession was agreed under the following conditions.

- 1) the agreed section will include this section and the extended one to the Coastal Highway
- 2) interchange with N-S Expressway will include the existing one and will be a large scale system interchange.

Construction:

(FY 1999 Overseas Survey)

It has not started yet.

(FY 2000 Domestic Survey)

Construction: to be determined.

Fund: Private funds

(2) Section 3

This section has the highest priority, as there are the large projects adjacent to the section such as Putra Jaya and KLIA. The section between the Coastal Highway and this section was under negotiation as South Klang Valley Expressway (SKVE) when the JICA study was conducted. But now, new negotiation is held between the Government and the concession companies regarding SKVE including this section.

Finance:

(FY 1999 Overseas Survey)

Public & private fun.

Construction:

Federal Route 1 - Putra Jaya : 35% of the work has completed . The construction will complete at the end of 2000 .

(FY 2000 Domestic Survey)

Construction: Almost completed

(FY 2001 Overseas Survey)

Segment 1:

Construction: construction works for Kajang Interchange area has been completed. The remaining part of the road is planned to be constructed as the part of the Kajan Ring Road.

Segment 2:

Construction: completed in 2001

Impact: reduction of the time distance, sort out the traffic jam, etc

(3) Other Section

There is no information regarding the other section for concession. But alternative route has been studied for the section close to the water reservoir.

(FY 1999 Overseas Survey)

It has not started yet.

(FY 2001 Overseas Survey)

Remaining construction for the Middle Ring Road I has been put priority.

Situation:

(FY 1998 Overseas Survey)

It is decided to implement the proposed projects with the private funds.

STUDY SUMMARY SHEET

(F/S)

ASE MYS/A 310/97

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Forestry Development Project in Marak Parak, Northern Sabah	
3. SECTOR	Forestry / Forestry & Forest Conservation	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Sabah Forestry Development Authority (SAFODA)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Japan Overseas Forestry Consultants Association Kokusai Kogyo Co., Ltd.	
7. STUDY PERIOD	Mar.1996 ~ Aug.1997 17month(s) ~	
8. SITE OR AREA	Area of about 50,000ha in the northern part of Sabah (Marak Parak Area), Malaysia.	
9. MAJOR PROPOSED PROJECT(S)		
<p>1. Plan A Silvicultural Practice Planted Species: Acacia mangium, Paraserianthes falcataria Planted Area: 7,560ha</p> <p>2. Plan B Silvicultural Practice Planted Species: Same as Plan A Planted Area: 1,800ha</p> <p>[Imp. Period] 1. Plan A 24 years 2. Plan B 33 years</p>		

サバ州北部マラックパラック地域林業開発計画調査

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

(FY 1998 Domestic Survey)

In addition to the circumstances where reliable sales network for planted trees of Acacia mangium owned by the cooperating organization, Sabah Forestry Development Authority (SAFODA), has not been established, we acknowledge this project has yet to be specifically developed due to the land-related issues within the watershed.

(FY 1999 Overseas Survey)

No subsequent study has been conducted for the implementation of the proposed project due to the unresloved land issues.

(FY 2001 Overseas Survey)

The land application for the area (48,000 ha approximately)had been submitted to the Asst., Collector of Land Revenue (ACLR) Kota Marudu.

(FY 2002 Domestic Survey)

Land problems, necessary to resolve for project implementation can be described as follows:First, though SAFODA has submitted request for securing commercial land to the local registry office, there remains various issues resulting from differences between local practice of land use, and property rights set down by the administration. Accordingly, it requires long years by the time when they manage to solve this problem and obtain a certain scale of landSecond, since SAFODA is required to diminish scope of its activities drastically. Therefore, it seems difficult to continue the project on a scale that was planned initially. Moreover, It can be predicted that the project will be postponed if it is impossible to make a profit with the current price of timber after in the transition period towards democracy.

(FY 2002 Oveaseas Survey)

The reasons for delayed or suspended status:

- 1) Insufficient fund to implement the proposed projects
- 2) Processing of Land applications/ natie customary right within the area not finalized

The likelihood of future progress of the proposed projects: more than 5 years required to implement

Conditions for the implementation:

- 1) Funds have to be made available
- 2) Status of Land ownership has to be decided.
- 3) The concept / type and benefits of forestry development need to be explained locally.
- 4) Agriculture such as oil palm plantation may be alternatively considered.

(FY 2003 Oveaseas Survey)

The reasons for the delay are;

- 1)insufficient fund to implement the project
- 2)processing of land application/ native customery right within the area are not finalized.

It will take over 5 years to implement this project with considering the following items;

- 1)fund have to be made available
- 2)status of land ownership has to be decided
- 3)the concept/types and benefits of forestry development need to be explained locally
- 4)alternative agriculture such as planting oil palm, may be considered.

STUDY SUMMARY SHEET (M/P+F/S)

ASE MYS/S 205/98

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Establishment of the River Basin Information System	
3. SECTOR	Social Infrastructure / River & Erosion Control	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Irrigation & Drainage.
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	CTI Engineering Co., Ltd. Pasco International Inc.	
7. STUDY PERIOD	Mar.1997 ~ Jan.1999 22month(s) ~	
8. SITE OR AREA	<M/P> Perak River, Perak State, DID headquarters, Kuala Lumpur. <F/S> Perak River, Perak State, DID headquarters, Kuala Lumpur.	
9. MAJOR PROPOSED PROJECT(S)		
<p><M/P> Establishment of River Basin Information System: According to the necessary hydrological data for river basin management which is divided into 5 fields, 21 items, opened or unopened to general public, an integrated operation system for data collecting, processing and disseminating, and a system network as well have been established. The technological transfer to local counterpart personnel was also effected concurrently.</p> <p><F/S> Development of River Basin Information Operation System: According to the result of discussion on system network, structural application to system and future expansion, development of operation system was carried out taking account into the result of master plan to put the system into real operation. Then, the technology referring to the system operation and management has been transferred to Malaysian counterpart personnel during the operation period.</p>		

河川流域情報システム計画調査

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<p>Description : (FY 1999 Domestic Survey) Since the completion of the procurement of communication equipment planned in F/S, almost one year has passed. After the establishment of operation system, not only public sectors but also private sectors gradually focused the importance of the system. As a result, the system, which used to be only between Perak River and Kuala Lumpur, was expanded to the Muda River Basin. Moreover, the initial operational system was reinforced with the additional drainage data system created by DID Malaysia alone. In accordance with the expansion and sufficiency of the system, the budget of DID for the operation system has increased to meet the system requirement. Nowadays, the operation system in Malaysia is expanding to cover the nationwide objectives.</p> <p>Profit effects by the expansion of network and operation system: (FY 2001 Domestic Survey) They are utilized as the basic data for the various basin rehabilitation planning. Furthermore, the frequency of accesses by the private firms is increasing.</p> <p>Situation towards materialization of the other proposed projects: They are expanding the system ability to manage the all results of studies as a database regarding to the river and basin development for the future.</p>		

STUDY SUMMARY SHEET (M/P+F/S)

ASE MYS/A 220/98

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Modernization of Irrigation Water Management System in the Granary Areas of the Peninsular Malaysia	
3. SECTOR	Agriculture / (Agriculture in) General	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Irrigation and Drainage
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd.	
7. STUDY PERIOD	Feb.1997 ~ Aug.1998 18month(s) ~	
8. SITE OR AREA	<M/P> 1)Plau Pinang, 2)Kerian, 3)Seberang Perak, 4)Sungai Manik, 5)Kemasin/Semerak, 6)Basut <F/S> 1)Plau Pinang, 2)Kerian, 3)Besut	
9. MAJOR PROPOSED PROJECT(S)		
<M/P>		
1.Improvement of system infrastructure 2.Modernization of water management system 3.Improvement of agriculture		
Project Cost: 1)Plau Pinang; 10,610 2)Kerian; 26,309 3)Seberang Perak; 7,965 4)Sungai Manik; 8,521 5)Kemasin/Semerak; 957 6)Basut; 7,654		
<F/S>		
1.Reorganizing O&M responsibility 2.Provision of telemetry and telecontrol system 3.Improvement of system infrastructure 4.Improvement of in-field infrastructure and land consolidation 5.Improvement of agriculture(mechanized farming)		
Project Cost: 1)Plau Pinang 11,016(local: 6,970 foreign: 4,046) 2)Kerian 28,244(local: 19,499 foreign: 8,745) 3)Besut 7,905(local: 5,240 foreign: 2,665)		

半島マレーシア穀倉地域農業用水管理システム近代化計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

(FY 1999 Domestic Survey)

Malaysia implemented the following pilot projects with the technical advice and guidance of JICA study team during the fieldwork period for phase II.

- Establishment of central control station
- Procurement and installation of telemetry system
- Design of irrigation water management system
- Development of program for irrigation monitoring and feedback system

The government of Malaysia intends to establish the water management system in other granary areas as recommended in JICA F/S report.

(FY 2001 Overseas Survey)

Plau Pinang; So far, there is no implementation on the water management system.

Kerian; installation of water level stations at Bukit Merah reservoir intake, Bogak Pump Station (consultant study)

provision of remote control facilities for major gates and pumps (consultant study)

Seberang Perak; Project implemented is installation of rainfall station.

Sungai Manik; No project has been in this scheme, as listed in the feasibility study.

Situation:

(FY 1999 Overseas Survey)

Based on the National Agricultural Policy(NAP: 1992-2010), Malaysian Government is aiming to produce a capacity of 1.20 million tons of rice by 2010 with a self-sufficiency level of 65%. However, the production for 5 granary schemes with total net irrigation area of 60,477 ha is only 3.3 tons.

Therefore, an effective use of water resources by rationalizing irrigation systems and impartial water allocation with a suitable water management practice are the key factors for an improvement of rice production.

(FY 2002 Overseas Survey)

For upgrading of Bogak Pump House, the tender for civil and structure has been awarded and will be completed by 2004. For M&E, table tender document is under preparation.

1) An Irrigation Drainage Management Plan (IDMP) study will be carried out in 2003.

2) A consulting firm had been appointed to carry out a GIS work on the KETARA and Seberang Perak Scheme.

(FY 2003 Overseas Survey)

An Irrigation & Drainage Management Plan (IDMP) study will be carried out in 2004.

STUDY SUMMARY SHEET

(M/P)

ASE MYS/S 119/99

1. COUNTRY	Malaysia	
2. NAME OF STUDY	The Study on Integrated Urban Transportation Strategic for Environmental Improvement in Kuala Lumpur	
3. SECTOR	Transportation / Urban Transportation	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	The Federal Territory Development and Klang Valley Planning Division, Prime Minister's Department
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Pacific Consultants International (PCI) Research, Analysis and Computing	
7. STUDY PERIOD	Feb.1997 ~ Mar.1999 25month(s) ~	
8. SITE OR AREA	Kuala Lumpur	
9. MAJOR PROPOSED PROJECT(S)	<div style="border: 1px solid black; width: 100%; height: 15px; margin-bottom: 5px;"></div> <p>Major proposed projects include: new rail projects, trunk bus system, highway projects, public transport-enhancing projects, and traffic control/management in CPA.</p>	

クアラルンプール都市交通環境改善計画調査

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

(FY 2002 Domestic Survey)

NEDO (New Emergency and Industrial Technology Development Organization) decided to support F/S of the Trunk Bus System, based on the result of this study.
The F/S was conducted with the City of Kuala Lumpur in 2001.

(FY 2004 Domestic Survey)

No information

(FY 2005 Domestic Survey)

No information to be specifically mentioned.

STUDY SUMMARY SHEET (M/P+F/S)

ASE MYS/S 204/00

1. COUNTRY	Malaysia	
2. NAME OF STUDY	The Study on Integrated Urban Drainage Improvement for Melaka and Sungai Petani in Malaysia	
3. SECTOR	Public Utilities / Sewerage	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Irrigation and Drainage, Ministry of Agriculture
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	CTI Engineering International Co., Ltd. Pasco International Inc.	
7. STUDY PERIOD	Jan.1999 ~ Jul.2000 18month(s) ~	
8. SITE OR AREA	M/P: Sungai Petani and Melaka F/S: Sungai Petani and Melaka	
9. MAJOR PROPOSED PROJECT(S)		
<p>M/P: Drainage Channel Improvement (78.5km in length) Improvement of Existing Flood Detention Pond (13sites, 20.8ha in extent) Construction of New Flood Detention Pond (430ha in extent) Construction of New Storage Facility in Public Open Space (170ha in extent)</p> <p>F/S: Drainage Channel Improvement (20 channels, 33.9km in length) Improvement of Existing Flood Detention Pond (3sites,5.4ha in extent) Construction of New Flood Detention Pond (39.1ha in extent) Construction of New Storage Facility in Public Open Space (7.1ha in extent)</p>		

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(FY 2001 Domestic Survey) The priority projects are for implementation in the Eighth Malaysia Plan (2001 to 2005). Moreover, the technical guideline prepared through the study has been adopted as the national standard for urban drainage improvement works in Malaysia.</p> <p>Subsequent studies: (FY 2002 Domestic Survey) 1. D/D study for improving drainage project in Line-G district has been completed on the funds from Malaysia. 2. M/P on Environmental Improvement of Malacca (FY 2003 Domestic Survey) Maraca river environment improvement program has been completed with Danish Grant Aid.</p> <p>Finance: (FY 2002 Domestic Survey) Line-G district drainage facility improvement will be conducted with Malaysian capital. (FY 2002 Domestic Survey) Line-G district drainage facility improvement is completed with Malaysian capital.</p> <p>Future situation: (FY 2003 Domestic Survey) Department of Irrigation and Drainage of Malaysia (DID) is seeking a study relating to improvement of nationwide river water quality in succession to the improvement of nationwide city drainage. In association with this request, a JICA expert dispatched to DID in charge of rivers suggested that the study on improvement of river environment of Malaysia be implemented under JICA's technical cooperation. Based on the suggestion, a preliminary survey group is expected to be dispatched to Malaysia in December of this year to formulate the project. (FY 2003 Overseas Survey) Although an application for a study on an interim review was submitted, it was not approved.</p> <p>(FY 2004 Domestic Survey) No information to be specifically mentioned.</p> <p>(FY 2005 Domestic Survey) No information to be specifically mentioned.</p>		

STUDY SUMMARY SHEET

(M/P)

ASE MYS/S 107/01

1. COUNTRY	Malaysia	
2. NAME OF STUDY	The Study for the sustainable Groundwater Resource and Environmental Management for the Langat Basin	
3. SECTOR	Administration / Environmental Problems	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Minerals and Geoscience Department Malaysia, Ministry of Primary Industry
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	CTI Engineering International Co., Ltd.	
7. STUDY PERIOD	Mar.2000 ~ Mar.2002 24month(s) ~	
8. SITE OR AREA	Langat River Basin (1,815km ²) , Malaysia	
9. MAJOR PROPOSED PROJECT(S)		
The formulation of the management plan for the groundwater resources exploitation and environment.		

新首都圈地下水資源・環境管理計画調査

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

(FY 2002 Domestic Survey)

The importance of groundwater resources in the Langat Basin has been increasingly recognised in helping to cope with the water deficit in Selangor State. Thick Quaternary layers are deposited in the flat lowlands spreading the downstream of the Langat Basin. The subject aquifer for the Study, i.e., Simpang Formation of sand and gravel layer, is distributed continuously around 15-20 m below the ground with a depth of 20 to more than 100 m in the lowlands. From topographical and hydrogeological points of view, it is therefore generally viewed that groundwater can be developed economically in this area.

Presently, however, the Government does not restrict groundwater development and private companies can pump up the groundwater at their own risk. Groundwater abstraction through wells construction and dewatering activities in the Basin is estimated to be 45,000 m³ per day, which is nearly equivalent to the sustainable groundwater yield of the Basin. Groundwater monitoring and modelling reveals that the groundwater abstraction results in lowering the groundwater level around the pumping area.

While groundwater quality in the basin has not been deteriorated yet, the future monitoring especially for heavy metals, such as lead and arsenic, and organic compounds will be of great importance. In addition, seawater intrusion and land subsidence that may affect the environment in the Basin significantly as well as water level in Paya Indah lakes should also be monitored closely as one of the environmental objectives of the Management Plan.

The JICA Study Team recommends that the Government of Malaysia and the Minerals and Geoscience Department Malaysia (JMG) should carry out the Management Plan proposed in the Study to attain the sustainable development and safeguard of the groundwater resources in the Langat Basin. To achieve this aim, the following actions are earnestly recommended:

- (1) Establishment of the institutional framework and securing financing for the implementation of periodical and reliable monitoring work;
- (2) Establishment of the institutional framework and securing financing for the operation and maintenance of the Management Information System; and
- (3) Preparation for establishment of comprehensive standards for groundwater management.

(FY 2002 Overseas Survey)

1. MIS

MIS has been set up in MGD Headquarters in Kuala Lumpur for the purpose of identifying regional variations and long-term changes of groundwater level and quality. Observations have been made regularly at the long-term monitoring wells in this Study. The data and maintenance system will allow a user to browse, input, and manage the observed data for monitoring purpose; namely, Groundwater Level and Quality; Surface Water Level; and Top Soil Subsidence and Benchmark Elevation.

2. Large diameter, deep groundwater well in the hard rock areas

The exploitation of groundwater resources in hard rock areas in Malaysia is not fully developed as the technology in locating the groundwater and construction of large diameter, deep groundwater well, which is the current trend in locating the resource is not fully understood.

A development study to enhance the capability of exploiting the groundwater in hard rock areas utilising the technique of construction of large diameter, deep groundwater wells is proposed.

(FY 2003 Domestic Survey)

A similar underground water management program is under formulation in the catchment basin of Selangor Province on the basis of the achieved technology transfer, showing that technology transfer - one of perspectives of this study - has been fully utilized.

(FY 2003 Overseas Survey)

The reason for the delay is a combination of problems that includes finance, reorganization of the Minerals and Geoscience Department Selangor which is supposed to look after the Plan, as well as retraining the staff involved in the programme. Situation: The monitoring of the groundwater resources of Langat Basin is being implemented smoothly, while the MIS is encountering with difficulty in updating of data in the server. The problems will be expected to solve within 1-2 years.

(FY 2004 Domestic Survey)

No information to be specifically mentioned.

(FY 2004 Overseas Survey)

No information to be specifically mentioned.

(FY 2005 Domestic Survey) (FY 2005 Overseas Survey)

No subsequent study has been implemented. Although the C/P has proposed to implement a detailed study on the groundwater potentials of the southern parts of Selangor, which includes the Langat basin.

STUDY SUMMARY SHEET

(M/P)

ASE MYS/S 108/01

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Slope Disaster Management Study for Federal Highway	
3. SECTOR	Transportation / Road	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Maintenance Unit, The Public Work Dept., Ministry of Works, Malaysia
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd.	
7. STUDY PERIOD	Oct.2000 ~ Mar.2002 17month(s) ~	
8. SITE OR AREA	Throughout the country.	
9. MAJOR PROPOSED PROJECT(S)		

道路防災管理計画調査

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>(FY 2002 Domestic Survey)</p> <p>1. Trainings for the counterparts Currently, the counterpart personnel are studying Geotechnical Engineering in a private company, and going to study slope engineering at university.</p> <p>2. Current situations of systems SIMS is working for slope disaster management. Administrative function will be improved by increasing volume of subcontracting to enterprises.</p> <p>(FY 2004 Domestic Survey) No information to be specifically mentioned.</p> <p>(FY 2005 Domestic Survey) No information to be specifically mentioned.</p>	

STUDY SUMMARY SHEET (M/P+F/S)

ASE MYS/S 208/02

1. COUNTRY	Malaysia	
2. NAME OF STUDY	The Study on Enhancement of Info-Communications Access in Rural Communities in Malaysia	
3. SECTOR	Administration / Information & Public Relations	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Communications and Multimedia Division, Ministry of Energy, Communications and Multimedia
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd.	
7. STUDY PERIOD	Jan.2002 ~ Mar.2003 14month(s) ~	
8. SITE OR AREA		
9. MAJOR PROPOSED PROJECT(S)		
M/P: Expansion of RIC		

インターネットによる地域情報化の推進に関する調査

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

(FY 2003 Domestic Survey)

There is no concrete information since this study was completed short time ago.

(FY 2003 Overseas Survey)

The Ministry has taken initiatives to continue the project by using the government fund. Under the Eight Malaysia Plan, a total of RM 10 million budget was approved for the project. In the year 2003 to 2004, the Ministry is spending about half of the allocation in extending the project to another 40 sites nationwide and upgrading the 13 RICs that were set up in the first phase(2000-2001).

(FY 2004 Domestic Survey)

Management/Operational body after completion: Ministry of Energy Communication and Multimedia (MECM), POS Malaysia (operational cooperation: providing post office)

(FY 2004 Overseas Survey)

1. Ministry of Energy, Water, and Communications (MEWC) has started Phase 3 in May 2003 and completed in December 2004

1) 40 new Rural Internet Centres (RICs) has been established nationwide.

2) Project management/operational body was previously Ministry of Energy, Communications and Multimedia (MECM), which is now the MEWC.

3) There are currently 42 sites in Malaysia. MEWC has appointed an administrator to administer RIC and promote the activity, and has provided ICT training to local communities, especially to groups aged over 18.

4) MECM is planning for a one-stop centre, which can function as a community information centre, by improving functionality of each RIC.

5) The project is funded by Malaysian government, which Pos Malaysia Berhad (PMB) has responsibilities in setting up and maintaining additional facilities.

6) Design for the program and software development has completed for Phase 3. The program is under the responsibility of MEWC until 2010 (maintenance of facility and allowance for an administrator).

2. Technical cooperation

1) Training 2 personnel July 2002

2) Dispatch of experts: 9 personnel April 2000 - February 2001

(FY 2005 Domestic Survey)

No information to be specifically mentioned.

STUDY SUMMARY SHEET

(M/P)

ASE MYS/S 101/03

1. COUNTRY	Malaysia	
2. NAME OF STUDY	The Study on Deveopment for Enhancing Rural Women Entrepreneurs in Sabah Malaysia	
3. SECTOR	Human Resources Development / (Human Resources in) General	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Agriculture and Food Industry Sabah
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	KRI International Corporation	
7. STUDY PERIOD	Jan.2002 ~ Feb.2004 25month(s) ~	
8. SITE OR AREA	State of Sabah, Malaysia	
9. MAJOR PROPOSED PROJECT(S)		
<p>There are 11 pilot projects and are divided into 4 main groups and the objectives are as follows:</p> <p>Group 1: Improve awareness of rural women in the isolated areas pilot project 1. Thinking and working with rural women project pilot project 2: project for establishment of a one-stop service center for rural women entrepreneurs</p> <p>Group 2: Improve production skills of rural women entrepreneurs pilot project3: Project for utilization of unused resources and by-product pilot project4: seaweed culture and processing project</p> <p>Group 3: Enhance marketing activities of rural women entrepreneurs pilot project5: project for improvement and innovation of TAMU function pilot project6: project for promotion and local products under Kudat tourism development</p> <p>Group 4: Strengthen supporting programs of related agencies pilot project7: Project for improvement in participatory approaches in project planning pilot project8: Project for strengthening of a coordination body for empowerment of rural Women pilot project9: Project of reinforcement of the effectiveness of the micro-credit services for rural women pilot project10: Project for improvement of the effectiveness of the micro-credit services for rural women pilot project11: Project for improvement of understanding and support of the policy makers</p>		

サバ州農村女性地位向上計画

PRESENT STATUS	<p style="text-align: center;">In Progress or In Use</p> <p style="text-align: center;">Delayed</p> <p style="text-align: center;">Discontinued</p>
<p>Description :</p> <p>(FY 2004 Domestic Survey) The follow up study is requested to Sabah provincial government to JICA.</p> <p>(FY 2004 Overseas Survey)</p> <p>1. 2 group in Kudat and 3 groups in Kota Marudu and Pitas are producing candles. On the otherhand, three women group use wild yam, corn of banana, corn stems as an ingredient, producing paper crafts. Based on these papers, bookmarks, cards, gift boxes, bags, photo-standing cards, lunch mats, coasters, etc. are produced. Productions of more multiple paper crafts are expected, currently endeavoring to improve its quality. Most of its products are on the market already.</p> <p>2. Related agencies and departments have included in their yearly budget and in the 9th Malaysian Plan budget to ensure that the proposed projects as stated in the Master Plan can be implemented and realized.</p> <p>(FY 2005 Domestic Survey) No information to be specifically mentioned.</p>	

STUDY SUMMARY SHEET

(Basic Study)

ASE MYS/S 501/04

1. COUNTRY	Malaysia	
2. NAME OF STUDY	Study on the Safety Closures and Rehabilitation of Landfill Sites in Malaysia	
3. SECTOR	Public Utilities / (Public Utilities in) General	
4. TYPE OF STUDY	Basic Study	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Housing and Local Government (MHLG)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Yachiyo Engineering Co., Ltd. EX Corporation	
7. STUDY PERIOD	Jan.2003 ~ Mar.2005 26month(s) ~	
8. SITE OR AREA	Throughout Malaysia	
9. MAJOR PROPOSED PROJECT(S)		
<p>Action plans for secure closure of waste disposal site:</p> <ol style="list-style-type: none"> 1) Institutionalize secure closure guideline 2) Closure works, and management of site 3) Establishment of rock system for disposal sites 4) Establishment of secure closure funds 5) Human capacity development 		

廃棄物埋立処分場の安全閉鎖及び改善に係わる調査 (地球環境部)

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

(FY 2005 Domestic Survey)

Project for a safe closure of three existing disposal sites have been conducted with Malaysian funds between 2004 and 2005. In addition, allocation of the budget was made for safe closure of disposal sites in the 9th Malaysian plan (2006-2010), based on the output of the study. Closure of disposal sites will be conducted hereafter.

STUDY SUMMARY SHEET

(M/P)

ASE MYN/A 101/79

1. COUNTRY	Myanmar	
2. NAME OF STUDY	Irrawaddy Basin Integrated Agricultural Development Project	
3. SECTOR	Agriculture / (Agriculture in) General	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Agriculture and Forestries
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Sanyu Consultants Inc.	
7. STUDY PERIOD	Feb.1978 ~ Mar.1980 25month(s) ~	
8. SITE OR AREA	2,900,000ha in the mid-stream basin of Irrawaddy River	
9. MAJOR PROPOSED PROJECT(S)		
<p>- The five (5) Irrigation projects with a wet paddy cropping area of 114,800ha, a dry paddy cropping area of 9,500ha and a dry season upland crops of 69,600ha, out of it proposed irrigation projects, are selected as a priority project. The total irrigation area of a wet paddy is 391,400ha.</p> <p>- Damp ground areas of 78,000ha along the Irrawaddy river will be reclaimed by flood protection dikes. The proposed dike length of 86km, the proposed drainage canal of 48.3km with gates, are planned.</p> <p>- As a rural development, village water supply and village roads are proposed. The road development project contains about 1,227km of the national road development and about 10,454 of regional roads development.</p> <p>- The 24 hydropower stations with a total output of 38,000 kw and a total generating power of 130 MWH are proposed.</p> <p>- Out of the above development plans, agricultural development, fishery development, forestry development, animal husbandary development are included in this study.</p>		

イラワジ川流域農業総合開発計画

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

The projects proposed by the JICA study are considered essential for agricultural stabilization in the Irrawady Basin. The Government plans to implement them step by step.

The progress of 23 projects is as follows;

(FY 1997 Domestic Survey)

Basic plan is based on M/P. Power generation will not be carried out because it is impossible to supply machinery and materials.

(1)South Nawin Irrigation Project

Refer to "South Nawin Irrigation Project (1980)"

(2)Okkan Dam Irrigation Project

Refer to "Okkan Dam Irrigation Project (1981)"

(3)Namwe Dam (FY 1996 Domestic Survey)

Subsequent Studies:

Oct.1992~Mar.1993 D/D

Difference between JICA Proposal:

No major change was made. However, the construction of power station was cancelled. The service water of Yangon is included in the volume of water kept in the reservoir. The construction of pipelines connecting the reservoir and Yangon has been implemented with the assistance of a British private entrepreneur.

Finance:

Own fund

Construction:

Apr.1993~Mar.1995 Completed (Construction works were supervised directly by the Irrigation Department)

(4)Taungnyo Dam (FY 1996 Domestic Survey)

Subsequent Study: D/D (Irrigation Department)

Difference between JICA Proposal:

No major change was made. However, the construction of power station was cancelled.

Finance:

Feb.1994 Government budget 852mil.kyats. The construction machinery and materials, which were procured for the South Nawin Irrigation Project, are utilized.

Construction:

1994~Mar.1996 Dam completed

Mar.1997 Canal scheduled to be completed (Construction works were supervised directly by the Irrigation Department)

Irrigation area 50,000 acres.

(5)Weigy Dam/Nankathu Dam (FY 1996 Domestic Survey)

Subsequent Studies:

Mar.1996~Mar.1998 D/D

Difference from JICA Proposed:

No major change was made. However, the construction of power station was cancelled (This is because the electric power corporation has been promoting own plan).

Finance:

Most of expenses will be financed locally(439.8 mil. kyats). The construction machinery and materials are purchased with the loan from the Chinese government and private companies (Mar.1996 5,000 mil.Yen*).

(*This loan is provided to the Ministry of Agriculture and it is unknown the amount of expenses used in this project.)

Construction:

1997 Scheduled to be commenced (Because of the suspension of the provision of loan, the progress of the study and designing work has been unsatisfactory. Furthermore, because the machinery used in other projects will be utilized in this project, the commencement of the project will depend on the progress of these projects.

(6)Nan Kathu Dam

(FY 1997 Overseas Survey)

Subsequent Study: F/S (Irrigation Department)

Finance: Feb.1994 Government budget 439.8mil.kyats

Construction: 1995~1996, 1999~2000

Irrigation area 25,000 acres.

(7)Ngamoeyeik Dam

(FY 1997 Overseas Survey)

Subsequent Study: D/D (Irrigation Department)

Finance:

Apr.1992 Government budget 1,050mil.kyats.

*Contents

dam, spillway, conduit, canal, etc.

Construction: 1992~1993, 1994~1995

Irrigation area 70,000 acres.

(8)Thegaw Dam (FY 1995 Overseas Survey)

The project is in preparation to be commenced in 1996.

(9)North Nawin

(FY 1997 Overseas Survey)

Subsequent Study: D/D (Irrigation Department)

Finance: Oct.1967 Government budget 250mil.kyats

Construction: 1967~1968, 1981~1982

Irrigation area 182,269 acres.

(10)Other Projects (FY 1995 Overseas Survey)

The investigation works have been undertaken for the implementation of D/D.

Effect:

(FY 1997 Domestic Survey)

1. Increase in income of farmhouse (by stable harvest and raising two crops)

2. Water supply through out the year.

イラワジ川流域農業総合開発計画

STUDY SUMMARY SHEET

(F/S)

ASE MYN/A 301/79

1. COUNTRY	Myanmar	
2. NAME OF STUDY	Rice Mill Project	
3. SECTOR	Agriculture / Agricultural Processing	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Trade
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Overseas Merchandise Inspection Co., Ltd.	
7. STUDY PERIOD	Jan.1979 ~ Aug.1979 7month(s) ~	
8. SITE OR AREA	Kanaungtoe, Bassein, Kyduktaga, Kawa, Hlegu, Danubyu, Einme, Deddye	
9. MAJOR PROPOSED PROJECT(S)		
<p>(1)Rice Mills: Output 100 tons/24H, Input 7 tph (6 rice mills) Output 150 tons/24H, Input 10 tph (2 rice mills)</p> <p>(2)Power generating facilities (2 r.mills)</p> <p>(3)Electrical Equipment: receiving cubicles(6 r.mills), control board(8 r. mills), lighting and power control cabling(8 r. mills)</p> <p>(4)Power Transmission Facilities: cable 33KV/11KV, transformer 33/11KV(5 r. mills), Insulator(6 r.mills), etc.</p> <p>(5)Paddy Warehouse(Cap. 1,000 tons) (8 warehouses)</p> <p>(6)Spare Parts Factories for manufacturing: rubber roll factory (1 r.mills), abrasive roll factory(1 r.mills)</p> <p>(7)Paddy Landing and Conveying Facilities: conveyors connected with 3 portable augers.(4 r.mills)</p> <p>(8)Grain inspection and testing room, machine shops and telephone service facilities.(8 r.mills)</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

Increase in output and improvement of quality of milled rice are very important in the national economy, and the government assigned high priority to the proposed project.

Subsequent Studies:

Jan.1981~Feb.1982 D/D undertaken (OMIC)

Finance:

Dec.24.1979 L/A (No.BP-14, construction of rice mills 43.5 mil.Yen)

Construction:

Dec.1982 started

Dec.1984 completed

Facilities:

Facilities completed by the OECF loan:

-6 Rice mills of 7 t/h capacity

2 Rice mills of 10 t/h capacity

-Parts manufacturing plant

Rubber roll manufacturing facility, one unit

-Abrasive roll manufacturing facility, one unit

-Power generating unit utilizing husk, paddy warehouse and paddy unloading equipment were installed at rice mills.

Situation:

(FY 1991 Overseas Survey)

After completion of construction, the project was judged very effective, and the Myanmar Government proposed to use the remaining balance of the OECF loan for the construction of three large-scale rice mills which will process export-quality rice. The detailed design was duly completed, but implementation was suspended after the coup d'etat in 1988.

STUDY SUMMARY SHEET

(F/S)

ASE MYN/S 301/80

1. COUNTRY	Myanmar		
2. NAME OF STUDY	Rangoon International Airport Development		
3. SECTOR	Transportation / Air Transportation & Airport		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Dept. of Civil Aviation, Min. of Transport and Communications	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Japan Airport Consultants, Inc.		
7. STUDY PERIOD	Oct.1979 ~ Mar.1980 5month(s) ~		
8. SITE OR AREA	Yangon		
9. MAJOR PROPOSED PROJECT(S)			
	Target year 1995 (Phase I)	Target year 2005 (Phase II)	
Components			
- Runway (Existing 2,500m x 60m)	3,330m x 60m	3,700m x 60m	
- Apron (Existing 175m x 424m)	110,529sq.m	137,529sq.m	
- Int'l Terminal Bldg.	9,270sq.m	17,600sq.m	
- Control Tower, Administrative Bldg.(Existing 490 m2)	2,800sq.m	2,800sq.m	
- Nav aids	Renewed for CAT-I	-	
- Radio Navigation Aids			
- Meterological Service Facilities			
- Car Parking			
- Fuel Storage			
- Utilities,etc.			

ラングーン国際空港拡張計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

The project was realized because of the following reasons:

- 1) Large impact of long-haul service by large jets;
- 2) Reasonable project scale for finance;
- 3) High priority (requested by Myanmar Socialist Party Chairman U Ne Win, former President).

Subsequent Studies:

Apr.1981 L/A 500 mil yen. E/S
Jan.1984 D/D completed

Finance:

Aug.1984 L/A (14,370 million yen)
May 1985 L/A (8,350 million yen)
May 1986 L/A (4,450 million yen)
(FY 1997 Domestic Survey)
27.17bil.yen of loan will be provided.

Construction:

Construction works have been suspended in the aftermath of coup d'etat in September 1988.

(FY1991 Overseas Survey)

At the time of the coup d'etat in 1988, two OECF loans had been in the process of implementation. The construction works still remain suspended after three years. In view of the rapid inflation, it will be necessary to redo the estimation before resuming construction.

(FY 1997 Domestic Survey)

After September 1988, construction by Taisei Kensetsu JV has been suspended but equipment and a plant for construction are maintained at the site.

Banking for extension of runway is going on under a supervision of Ministry of Construction.

International Arrival Terminal and a part of apron had been completed and are operating since October 1996. Lighting equipment was purchased for temporary use 9 years ago and is becoming too old for work, but there is no spare parts.

(FY 1998 Domestic Survey)

In response to the request of Myanmar government for resuming the par of construction, the construction for urgent rehabilitation has been resumed as first stage since May 1998 for the purpose of securing the safety.

Period of construction: May 1998 ~ April 2000

Cost of construction: 2,500 million yen

Contractor: Taisei JV

Contents: Rehabilitation and raising of the runway, development of lighting equipments, power source facilities, and control facilities.

Situation of progress:

(FY 1998 Overseas Survey)

As of the end of Nov.1998, Phase I (Civil Works) 20% Phase II (Architectural & Installation Works) 4.55%

Operation & Maintenance:

(FY 1997 Domestic Survey)

At present, the airport is under control of Department of Civil Aviation, Ministry of Transport. After the completion of construction, it will be administrated by same department.

Backgrounds:

(FY 1994 Domestic Survey)

All foreign ODA has been cancelled since 1988. JTCA(Japan Transport Consultants Association) dispatched a mission for its Project formation and promotion to Myanmar in Sep.1994. A new airport project is being formulated so as to activate the domestic economy. The existing one will play a role as domestic airport. A comprehensive M/P is needed for airports and aviation development in Myanmar.

(FY 1995 Domestic Survey)

At present, on Aug.1995, the freezing of Japanese ODA, continued about past 80 months, was lifted. Accordingly, the Yen Credit for 7 projects (including this one) which had been agreed and signed, will be provided again in order.

(FY 1996 Domestic Survey)

OECF had taken several steps necessary to the resumption of the provision of OECF loan to Myanmar, such as the dispatch of the OECF SAPI team. However, in the end, OECF proclaimed the Government of Myanmar that OECF would be unable to provide further loan for this project due to the arrearage. The Government of Myanmar has an intention to complete the project with own budget.

(FY 1997 Domestic Survey)(FY 1998 Overseas Survey)

Apr.1996 Taisei Kensetsu J.V and DCA agreed to reopen the construction.

Jun.1996 Japan Airport Consultants and DCA agreed to reopen the construction.

Jul.1997 Minister of Economic Development and Planning requested to OECF for resumption. (except for runway extension)

May 1998 Improvement of lighting equipment, rehabilitation of runways and other related works are to be done urgently. Discussion between Japanese government according to the request for resumption has come to conclusion. Japanese government has decided to resume yen loan (2,835 million yen).

STUDY SUMMARY SHEET

(F/S)

ASE MYN/A 302/80

1. COUNTRY	Myanmar	
2. NAME OF STUDY	South Nawin Irrigation Project	
3. SECTOR	Agriculture / (Agriculture in) General	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Agriculture & Forests, Irrigation Department
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Sanyu Consultants Inc. Chuo Kaihatsu Corporation	
7. STUDY PERIOD	Jan.1979 ~ Mar.1980 14month(s) ~	
8. SITE OR AREA	74,000acre southwest of Prome City, left bank of Irrawaddy River, 160 miles north northwest of Rangoon, population 96000	
9. MAJOR PROPOSED PROJECT(S)		
<p>Irrigation : first crop (paddy) 24,000ha second crop (farm) 22,660ha, total 46,660ha</p> <p>1)Main dam : Zoned type filldam, height 41.5m, length 5,120m, volume 5.10million cu.m capacity 2)Diversion dam: Zoned type filldam, height 30.2m, length 1,224m, volume 1.03million cu.m capacity 3)Power station : Kaplan type 2,300 KVA x 1 unit 4)Irrigation canal (main 51.5km, branch 41.1km, distributor 205.6, main water course 233.9km,supplimental water course 1,309.8km) 5)Drainage canal (main 37km, sub 86.3km, ditch 266.7km) 6)Road 597km 7)Field improvement</p> <p>Note: The project cost1) above is for the pilot project, and 2) is for the whole projects.</p>		

南ナウインかんがい計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

<Grant Aid>

Subsequent Study:

1980 B/D and D/D undertaken

Finance:

Aug.28.1980 E/N signed (South Nawin Irrigation Drainage Facility Project 873 mil.Yen)

Contents of project are, 1)construction of facility to increase irrigation area rate from 12% to 17% and to enable to cultivate in dry season, 2)provision of equipment for construction.

Construction:

1981~1982 implemented (Toda Construction)

<Yen Loan>

Subsequent Study:

Jan.9.1981 L/A 250 mil.Yen (South Nawin Irrigation Project, E/S)

Apr.1983~Apr.1984 D/D (JV of Sanyu Consultants Inc. and Chuo Kaihatsu Corporation)

Finance:

May.21.1985 L/A (South Nawin Irrigation Project, 8,150 mil.Yen) and own fund 585.1 million kyats

Contents:1)Main Dam (length 5,082m, high 43m)

2)Diversion (length 945m, high 21m)

3)Construction of drainage canal

Nov.1986 S/V started (Sanyu Consultants, Inc. and Chuo kaihatu Corporation)

Construction:

1985 Commenced

Jun.1988~Oct.1989 Construction suspended owing to the domestic problem of Myanmar.

Feb.1990 Completed the excavation of the Main Dam and banking

Apr.1995 Main Dam completed

Mar.1996 Canal completed

Mar.1997 On-farm facilities completed

Construction Cost:Foreign Currency 291.2

Domestic Currency 585.1

Total 876.3 (Unit: million kyats)

Maintenance & Operation:

Managed by Irrigation Department. However, the farmers' organizations carry out the management of on-farm facilities.

Effect:

Increase of yield (rice, cotton, sesame, etc.). Effective use and stable supply of irrigation water. The construction of irrigation canals enables farmers to utilize the irrigation water for their daily lives. As a result, their living condition has improved. Because the reservoir can be used as fish farming ponds, farmers can increase their protein intake as well as their income.

PRESENT STATUS	<p>Completed or In Progress</p> <p>Completed</p> <p>Partially Completed</p> <p>Implementing</p> <p>Processing</p>	<p>Promoting</p> <p>Delayed or Suspended</p> <p>Discontinued or Cancelled</p>
<p>Description :</p> <p>(FY 1997 Overseas Survey) Name was changed to Tabla Dam.</p> <p>Subsequent Study: (FY 1997 Overseas Survey) D/D Implementing Organization / Irrigation Department</p> <p>Finance: Jan.1993 Government Budget 885mil.kyats</p> <p>Construction: (FY 1997 Overseas Survey) 1993~94,95~96 Irrigation area 52,000 acres.</p> <p>Reasons of Suspension: The master plan prepared by the JICA study (Irrawaddy Basin Integrated Agricultural Development Project) indicated that this Okkan dam irrigation project would be more feasible than the on-going South Nawin irrigation project. However, the South Nawin project was first requested for, and approved of, OECF funding for a political reason (South Nawin being the birthplace of former President, Ne Win). The request for OECF funding on the Okkan project was in the pipeline after the approval and implementation of the South Nawin project, but the subsequent action has been suspended due to the continued political and economic instability since the coup d'etat in 1988.</p> <p>Situation: (FY1995 Domestic Survey) It seems to be that Myanmar lays emphasis on production increase in the agricultural field during the foreign aids have been frozen, and commenced to take various actions for this purpose. However, the details such as progression are not available.</p> <p>(FY1995 Overseas Survey) In May 1995 the construction work was completed with the own fund of the Myanmar Government (885 million Kyats).</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

Subsequent Studies:

1985 May L/A 533 mil yen E/S and 1 million kyats was allocated from own budget.

1985 Sept. E/S started

1986 Sept. E/S completed

(FY 1997 Overseas Survey) (FY 1998 Overseas Survey)

FY1995-FY1996 Review study

Implementing Organization / Mitsui Engineering & Shipbuilding, Mitsui & Co.

Consulting Company / Mitsui Engineering & Shipbuilding

Cost / US\$ 13.5million

*Contents of the study

F/S for JV with Myanmar Shipyards, upgrade shipyard facilities to handle vessels up to 12,000t DWT.

Detail:

(FY1991 Overseas Survey)

The Government of Myanmar applied for an OECF loan in 1989.

No action has been taken since then.

(FY1995 Domestic Survey)

BDC exchanged a written agreement with Mitsui Co., Ltd. and Mitsui Shipbuilding Co., Ltd. to try F/S again by the private sector on Jul. 1995. Based on the results of the new F/S, it is planned to start from the rehabilitation of the main factory at the headquarter.

(FY 1996 Domestic Survey)(FY 1997 Domestic Survey)

Review study to build a Construction Dock at the main factory was completed. At present, Mitsui Co.,Ltd., Mitsui Shipbuilding Co.,Ltd. and Myanmar Shipyards are examining about establishment of J/V but it seems that there is no progress.

(FY 1998 Domestic Survey)

No further action has been taken for establishing JV.

(FY 1998 Domestic Survey)

Mitsui Shipbuilding CO., Ltd. gave technological OJT for five trainees from Myanmar Shipyards under the ILO Association Scheme. The second training was given in FY 1998.

STUDY SUMMARY SHEET

(F/S)

ASE MYN/S 303/84

1. COUNTRY	Myanmar	
2. NAME OF STUDY	Electrification of Rangoon Circular Railway Line	
3. SECTOR	Transportation / Railway	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Burma Railway Corporation
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Japan Railway Technical Service (JARTS)	
7. STUDY PERIOD	Feb.1984 ~ Mar.1985 13month(s) ~	
8. SITE OR AREA	Rangoon city area	
9. MAJOR PROPOSED PROJECT(S)		
<ul style="list-style-type: none"> - Power transmission wire: 5.95 km, 2 circuits - One substation(for power source and feeding) - Catenary(25kV, simple system): 2 km of new construction, 1.7 km relocated, 15.5 km of roadbed - Rolling stock: Introduction of electric locomotives and passenger cars - Other improvement: Repair of facilities, etc. 		

ラングーン鉄道環状線電化計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

After the completion of the study, no progress has been made. The Myanmar Govt once tried to include the project in the application list for OECF yen credit, but because of the growing arrears in loan repayment, new projects were not accepted.

(FY 1991 Overseas Survey)

No action has been taken since the coup d'etat in 1988. Even if the suspension of assistance by the donor countries is to be lifted some time in future, the electrification of the circular railway would not be effective, given the extremely poor status of power supply in Rangoon. The project scale will have to be reduced with more emphasis on track improvement and other modifications. The priority of this project is considered lower than "Track, Trelecommunication and Signalling Improvement Project" on which the JICA study was undertaken in 1986-1987.

(FY 1994 Domestic Survey)

No additional information.

STUDY SUMMARY SHEET

(F/S)

ASE MYN/S 304/86

1. COUNTRY	Myanmar	
2. NAME OF STUDY	Irrawaddy River Bridge Construction Project	
3. SECTOR	Transportation / (Transportation in) General	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Construction Corporation
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Pacific Consultants International (PCI)	
7. STUDY PERIOD	Nov.1985 ~ Mar.1987 16month(s) ~	
8. SITE OR AREA	Vicinity of Prome City, approx.400km from Rangoon, the middle of the Irrawaddy River	
9. MAJOR PROPOSED PROJECT(S)		
<p>The feasibility study for the construction of Irrawaddy River Bridge, which would be constructed as a RAILWAY-CUM-ROAD Bridge or ROAD BRIDGE near Myawaddy in order to stimulate the social and economic activities of the area lying on the Western Bank of the Irrawaddy River.</p> <p>The cost 1) is for the road bridge, and the cost 2) for is the road and railway bridge.</p> <p>- Road bridge Bridge Length : 1,149.5m Bridge Type : Cast-in-situ prestressed concrete box girder (maximum span length = 132m) Bridge Sections : Width 12.3m</p> <p>- Rail-cum-road bridge Bridge Length : 1,149.5m Bridge Type : Single deck steel truss with the railway on one-side (maximum span length = 132m) Bridge Sections : Total width 17.40m</p>		

イラワジ河橋梁建設計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

The Government of Japan formally notified the Myanmar Government in June 1987 that it would not consider the project funding for the time being, allowing a possibility of reconsideration in the future if and when the surrounding areas grow sufficiently to justify the project.

(FY 1991 Overseas Survey)

The Myanmar Government retains a continued interest in the project, but is unable to implement without external assistance. The growth of the surrounding areas still remains inadequate. Given the current political conditions, early resumption of external assistance appears unlikely.

The president of the Construction Corporation was appointed Minister of Construction in January 1992. He has been a strong supporter for the Japanese cooperation in the sphere of bridge construction, and if external assistance be resumed at a future date, the proposed project is likely to be included in the application list.

(FY 1995 Overseas Survey)

Because it has been decided that a site in Bago Division was more economically viable, the construction of a highway bridge has been implemented in that area. So, there is little possibility to implement this project.

(FY 1996 Overseas Survey)

The construction of a highway bridge has already been implemented near Prome with own fund since 1994. Therefore there is no possibility to construct near Myawaddy.

(FY 1997 Overseas Survey)

There is no more possibility to construct a bridge near Myawaddy as a highway bridge has been constructed near the city Pyay (Prome) and one more bridge is under construction near Chauk on the upstream side of Myawaddy.

STUDY SUMMARY SHEET

(F/S)

ASE MYN/S 305/86

1. COUNTRY	Myanmar	
2. NAME OF STUDY	Track, Telecommunication and Signaling Improvement Project	
3. SECTOR	Transportation / Railway	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Burma Railway Corporation
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Japan Railway Technical Service (JARTS) Pacific Consultants International (PCI)	
7. STUDY PERIOD	Jan.1986 ~ Feb.1987 13month(s) ~	
8. SITE OR AREA	Rangoon - Mandalay, Pegu-Martaban, Rangoon - Prome, Myohaung Junction - Minati	
9. MAJOR PROPOSED PROJECT(S)		
<p>The master plan study on 4 lines.</p> <p>The feasibility study on Yangon - Mandalay line, with following components:</p> <ul style="list-style-type: none"> - Track improvement (800 km) - Signal improvement (4 stations, signal replacement, 20 crossings) - Telecommunication improvement (transmission 620 km, exchange and relay equipment) - Other related facilities 		

幹線鉄道整備計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

Subsequent Studies

(FY 1997 Overseas Survey)

Mar.~Aug.1997 Review study

Two groups of consultants conducted the review for the project ("F/S on Rehabilitation and Modernization of Yangon - Mandalay Trunk Line of Myanmar Railways (F/S)").

(a)Consulting Company / JARTS, PCI

*Contents of the study

Update of F/S on rehabilitation and modernization of Yangon - Mandalay Truck Line.

(b)Consulting Company / JTC, JEC

*Contents of the study

Draw up implementation programme for improvement of railway transport capacity for Yangon - Mandalay Section Phase I for Yangon - Bago Section.

Difference with JICA's Proposal:

Communications System is not included and the total cost was increased.

Background:

1) Political destabilization;

2) designation as an LLDC country;

3) under the military regime, all projects except the on-going projects are suspended

After the completion of the study, the Myanmar Government considered the possibility of applying for yen credit, but the attempt was suspended because of the accumulated debt problems and political destabilization.

(FY 1991 Overseas Survey)

No progress has been made since the coup d'etat in 1988. Priority of the proposed project remains high. However, the road conditions have been improved considerably since 1988, and it will be necessary to revise the framework of assumptions used in the JICA study, as well as updating the relevant data.

As a result of administrative reorganization, the Ministry of Railways was newly created in January 1992, separating from the Ministry of Transport and Communications. The Myanmar Government retains strong commitment to railway improvement, as evidenced in their continued imports of rolling stock and rails under the extreme foreign exchange constraints. Upon resumption of external assistance, the proposed project (especially the section between Yangon and Mandalay) would be given high priority for funding application.

(FY 1995 Overseas Survey)

Due to the suspension of OECF loan since 1988, this project has been suspended. The Myanmar government desires the resumption of OECF loan to implement the project because the increase of the demand on the railway sector is projected following the change of the economic system of Myanmar from the planned economy to the market-oriented economy.

(FY 1996 Overseas Survey)

It is desired to procure OECF loan. The improvement of the inter-city motorway connecting Yangon and Mandalay is an important subject since they are the main cities of Myanmar in terms of industry and agriculture.

(FY 1997 Overseas Survey)

Request for OECF loan was submitted in Apr.1997. Implementation schedule is 1998~2002.

(FY 1998 Overseas Survey)

The OECF loan for this project has not been agreed by the Japanese government yet.

STUDY SUMMARY SHEET

(M/P)

ASE MYN/S 114/02

1. COUNTRY	Myanmar	
2. NAME OF STUDY	The Study on Improvement of Water Supply System in Yangon City in the Union of Myanmar	
3. SECTOR	Social Infrastructure / Water Resources Development	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Yangon City Development Committee
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Tokyo Engineering Consultants Co., Ltd.	
7. STUDY PERIOD	Mar.2001 ~ Aug.2002 17month(s) ~	
8. SITE OR AREA	Yangon City (33 townships)	
9. MAJOR PROPOSED PROJECT(S)		
<p>1.Rehabilitation of aged pipe(350 km approximately)</p> <p>2.New Hlaing WTP Design Capacity :940,000 m3/day, Intake water from Hlaing river</p> <p>3.New Hlawga WTP Design Capacity:820,000 m3/day, all reservoirs water is treated.</p> <p>4.Ngamoeyeik reservoir system: Raw water main and pumping station Capacity is 90 MGD ; Million Gallon per Day = 409,100 m3/day</p> <p>5.Construction of Service Reservoirs (total number is 11)</p> <p>6.Rehabilitation of existing Wells(217): also reduce the number to 75</p> <p>7.Groundwater development :West Block North, WB Central, WB South</p> <p>8.Transmission, distribution and pumping stations for each zone(11 Zone)</p> <p>9.Exisitng Gyobyu Pumping Station: replace 3 pumps</p> <p>10.Existing Pyugyi Pumping Station: add 1 pump</p>		

ヤンゴン市給水改善計画調査

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

(FY 2003 Domestic Survey)

The application form has already been prepared for project implementation through the Japanese Grant Aide. However, it is still remaining in Myanmar side due to un-decided project priorities.

(FY 2003 Overseas Survey)

The final reports prepared by the JICA Development Study Team will be very useful for implementation of improvement of water supply system in Yangon City in the future. Since total investment cost for the project is so big for Yangon City Development Committee and Myanmar Government, they are looking for the international donor agency to be able to implement the project as planned.

(FY 2004 Domestic Survey)

Dispatch of experts: 1 personnel water planning management 2003-2004

(FY 2004 Overseas Survey)

For the following study, even though the Japanese Grant Aid was requested application was pending. However, Ynagon city was in immediate need of drinking water supply with high degree of service level to reach consumers and to meet the water demands, Yangon City Development Committee (YCDC) has implemented the project.

1. Rehabilitation of old aged pipe project

1) Finance:]

- Funding party: YCDC
- Amount: 30.33 million MMK

2) Construction period: April 2004 - 2008

3) Benefits:

- Beneficiaries: Improvement of water supply and public health for communities, solve water leakage
- Benefit: 285,000 people resides in lower stream, which most of the water pipes are superauuated in the region. Frequent water leakage occurs with the superauuated pipes, which reduction of a pressure cause water pollutions. Pressure to the water pipes will increase with the completion of the project, which safe water will be supplied to consumers.

2. Ngamyek reservoir water supply project

1) Finance:

- Funding Party: YCDC
- Amount: 3,581.1 million MMK

2) Construction period: May 2004 - May 2007

3) Benefits:

- Beneficiaries: Improvement of water supply will be conducted, prioritising people in unsupplied or insufficient regions. In addition, evaluation of the safety of drinking water and appropriateness of facilities will be conducted. Aims to improve living standard and socio-economic status.
- Benefits: Implementation of the project is divided into three phases. Phase 1, 2, and 3 will all be conducted for a year, which flow volume will amount for 4.5 gallons. Instalment of pipes in Phase 1 (56 inch) has completed, which the supply of water are secured in eastern southern and neighbouring region of Yangon city. Project will complete with the instalment of pipes (56 inch) in phase 2 and 3. Water supply rate will increase up to 78 percent, which the consumption volume will be 182 litres (40 gallons) per day. Yangon population is currently 4.1 million, which the supply rate is estimated to be 38 percent.

(FY 2005 Domestic Survey)

Technical cooperation:

Dispatch of experts: (Period/Number of experts)

Technical transfer about water supply and sewerage (2 years/1 expert)

STUDY SUMMARY SHEET

(M/P)

ASE MYN/S 101/03

1. COUNTRY	Myanmar	
2. NAME OF STUDY	The Study on Water Supply System in Mandalay City and in the Central Dry Zone in the Union of Myanmar	
3. SECTOR	Public Utilities / Water Supply	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Development Affairs
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Kyowa Engineering Consultants Co., Ltd. Pacific Consultants International (PCI)	
7. STUDY PERIOD	May.2001 ~ Aug.2003 27month(s) ~	
8. SITE OR AREA	Study area consists of whole administrative area of Mandalay City, and the rural areas comprising six townships in Mandalay Division and five townships in Magwe Division of Central Dry Zone.	
9. MAJOR PROPOSED PROJECT(S)		
<p>1. Water Supply Improvement Plan in Mandalay City</p> <p>1) Evaluation of Ayarwaddy River and Dotehtawaddy River</p> <p>2) General water potential</p> <p>3) Phase-in construction of Proposed project</p> <p>4) Proposed project cost estimate</p> <p>2. Water Supply Improvement in Central Dry Zone</p> <p>1) Surveying major aquifers in CDZ and typical ground water quality in major aquifers</p> <p>2) Construction of 22 test wells</p> <p>3) Proposed project of construction of production wells (including pumpouts and ground tanks) in 110 villages in CDZ.</p>		

マンダレー市セントラルドライゾーン給水計画調査

PRESENT STATUS	<p style="text-align: center;">In Progress or In Use</p> <p style="text-align: center;">Delayed</p> <p style="text-align: center;">Discontinued</p>
<p>Description :</p> <p>(FY 2004 Domestic Survey) In 2003, the request for B/D study of emergency water supply facility in Mandalay and water supply improvement in Central Zone is submitted to Japanese embassy, though due to the political situation in Myanmar, there is no progress so far.</p> <p>(FY 2004 Overseas Survey) DDA has also submitted a request for a grant aid and technical cooperation transfer relating to rural water supply project in Central Dry Zone area, to JICA Myanmar office.</p> <p>(FY 2005 Domestic Survey) Attempts of the Myanmar government to implement urgent projects has not realised due to circumstances of the C/P. Groundwater development in central dry zone will be implemented as a JICA technical type cooperation from April 2006 to March 2009.</p>	

STUDY SUMMARY SHEET (Basic Study)

ASE MYN/S 501/04

1. COUNTRY	Myanmar	
2. NAME OF STUDY	The study on the establishment of geographic database for national rehabilitation and development programme in the Union of Myanmar	
3. SECTOR	Social Infrastructure / Survey & Mapping	
4. TYPE OF STUDY	Basic Study	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Survey Department, Ministry of Forestry
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Asia Air Survey Co., Ltd. Aero Asahi Corporation	
7. STUDY PERIOD	Apr.2004 ~ Jul.2004 3month(s) ~	
8. SITE OR AREA	Southern part of Yangon city (approximately 33,000 square kilometers)	
9. MAJOR PROPOSED PROJECT(S)		
Contents:		
1. FY 1 Discussion and preparation of operational rules (plan), establishment of aero point, GPS observation, point establishment		
2. FY 2 Discussion and preparation of geographical map structure, aero three dimensional measurement, data mapping, preparation of GIS guideline, site survey		
3. FY 3 (1) Data editing I, supplemental measurement, supplemental data editing		
4. FY 3 (2) Preparation of geographical data files and database development, printing		

国家復興開発計画の地理情報D.B構築調査 (社会開発部)

PRESENT STATUS	In Progress or In Use Delayed Discontinued
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Description :

(FY 2005 Domestic Survey)

No information to be specifically mentioned.

STUDY SUMMARY SHEET

(F/S)

ASE PHL/A 301/76

1. COUNTRY	Philippines		
2. NAME OF STUDY	Cagayan Integrated Agricultural Development Project		
3. SECTOR	Agriculture / (Agriculture in) General		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	CIADP related agencies NIA, NEA, PW	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Sanyu Consultants Inc.		
7. STUDY PERIOD	Oct.1975 ~ Jun.1976 8month(s) ~		
8. SITE OR AREA	Cagayan River Basin of Cagayan Province		
9. MAJOR PROPOSED PROJECT(S)			
Scheme	1)Aparri-Lallo	2)Pared	3)Iguig
Irrigation areas(total:14,300ha)	12,000ha	1,500ha	800ha
Pumping facilities	1,200mm x 7sets	600mm x 4sets	450mm x 4 sets
Canals(irrigation) Main	30km	8km	4.5km
	Lateral	240km	30km
	Farm ditch	480km	105km
Canals(drainage) Main	50km		
	Lateral	360km	45km
Farm Road	108km	27.5km	12km
The project cost 1)above is for the entire schemes. The project costs for the individual schemes are as follows.			
	Total	Local	Foreign (US\$1,000)
Aparri-Lallo	11,923	12,530	11,923
Pared	2,158	2,418	2,158
Iguig	1,397	883	1,397

カガヤン農業総合開発

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Finance: Apr.28.1977 L/A (Cagayan Integrated Agricultural Development Project, 6,160 mil.Yen)</p> <p>Construction: 1978 started Feb.1981 Installation of machinery for power transmission completed Apr.1983 Construction of canals contracted May.1984 Installation of machinery for pumping facilities completed Dec.1988 completed</p> <p>Realized Projects: -3 pump stations -Irrigation canals (930km) -Drainage canals (414km) -Roads (759km) -Power transmission (70km)</p> <p>Situation: (FY1994 Domestic Survey) Due to the siltation in front of the intake gate for pumping station, irrigation water shortage is experienced in dry season. NIA is planning to conduct dredging but could not yet performed enough due to its budgetary constraint.</p>		

STUDY SUMMARY SHEET

(F/S)

ASE PHL/S 301/76

1. COUNTRY	Philippines	
2. NAME OF STUDY	Construction Plan of Subic Ship Repair Yard	
3. SECTOR	Transportation / Marine Transportation & Ships	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Maritime Industry Authority
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)		
7. STUDY PERIOD	Jan.1976 ~ Apr.1976 3month(s) ~	
8. SITE OR AREA	Subic Bay in southwestern Luzon (100km from Manila)	
9. MAJOR PROPOSED PROJECT(S)		
<p>1. Facility plan</p> <p>1) Total site: 158,000sq.m</p> <p>2) Dredging and reclamation: 1 million cu.m</p> <p>3) Dock yard: 350m x 65m x 13m, sufficient for 300,000D.W.</p> <p>4) Dock side crane: 30t x 2</p> <p>5) Repair plant: main bldg. 150m x 35m x 12-17m, ancillary bldg. 150m x 15m x 7m</p> <p>6) Quay and dolphin: 25m x 160m, of which dolphin 20m x 25m, obliquely intersection steel pile standard</p> <p>7) Oxygen and acetylene generator: obtained from outside.</p> <p>8) Service and industrial water: well used, Water tank 500t for service water, 2,000t for industrial water.</p> <p>9) Control pollution: Equipment for treating waste water from living and from sashing engine parts is to be installed.</p> <p>10) Construction cost: \$71.86 million</p> <p>2. Management plan</p> <p style="padding-left: 20px;">Organization of New company</p> <p style="padding-left: 20px;">Capital 20 million US\$(60% from Philippine government 40% from partner) It is built in Manila. The head office should smoothly obtain ship repairing orders and purchase materials while making close contact with the plant in Subic.</p>		

スービック修理用造船所建設計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Subsequent Studies: Sep.16.1977 L/A (Construction Plan of Subic Ship Repair Yard (E/S), 265 mil.Yen)</p> <p>Finance: Mar.26.1979 L/A (Construction Plan of Subic Ship Repair Yard, 10,855 bil.Yen)*</p> <p>*Component of the OECF loan: 1) Construction of a dry dock (350m x 65m x 12.5m) 2) Berths (two 300,000DWT berths, one 150,000DWT berth, and one 20,000DWT berth) 3) Cranes (one 80t crane, one 30t crane and one 15t crane) 4) Buildings (repair plant, office)</p> <p>Construction: Oct.1979 started Dec.1981 completed</p>		

STUDY SUMMARY SHEET

(F/S)

ASE PHL/S 302/76

1. COUNTRY	Philippines		
2. NAME OF STUDY	Pan-Philippine Highway Ferry Service Plan		
3. SECTOR	Transportation / Marine Transportation & Ships		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Dept.of Public Highway	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Overseas Ship-building Cooperation Centre (OSCC)		
7. STUDY PERIOD	Jan.1976 ~ Jun.1976 5month(s) ~		
8. SITE OR AREA	Bataan Shipyard (Manila Bay and Marivelez)		
9. MAJOR PROPOSED PROJECT(S)			
<p>1. Ferry</p> <p>1) Scale: 59m Diesel engine, 2 ferry</p> <p>2) Capacity: Passenger 400, Truck (8t) 14</p> <p>3) Term for constructon: 26 months</p> <p>4) Technical employee: 20 engineers 3 months,40 managers 6 months</p> <p>2. Ferry terminal</p> <p>1) Mooring Crest elevation: MHHW +2.5m Depth: -4.5m</p> <p>2) Building Size: 1,200sq.m Structure: 2 floor Ferro-concrete</p> <p>3) Car park, shore protection, breakwater constructed.</p>			

フェリー計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Subsequent study: On 1977, the after care survey had been carried out, and after that the project was implemented by Yen Credit.</p> <p>Finance: Jan.14.1978 L/A (Pan-Philippine Highway Ferry Service Plan, 3 bil.Yen)*</p> <p>*Components of the project 1)Construction of two ferry boats (one in abroad and another in the country) 2)Construction of four ferry terminals (Matnog, Liloan, Lipata and San Isidro)</p> <p>Consulting Service: Terminal Nippon Koei Co.,Ltd. Ferry boat Overseas Ships Building Cooperation Center</p> <p>Realized Project: *Ferry Boat Project Jan.1983 1st ferry boat delivered Jun.1984 2nd ferry boat delivered</p> <p>Operation & Management The boat is presently operated in the Surigao straits under the operational management of St. Bernard Company.</p> <p>*Terminal Project Oct.1983 Terminals completed</p>		

STUDY SUMMARY SHEET

(F/S)

ASE PHL/S 303/76

1. COUNTRY	Philippines	
2. NAME OF STUDY	Manila Rapid Transit Railway Line No.1	
3. SECTOR	Transportation / Railway	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Planning & Project Development office, Public Works Dept., Transport & Communication
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Pacific Consultants International (PCI) Japan Overseas Consultants Co., Ltd.	
7. STUDY PERIOD	Apr.1975 ~ Jun.1976 14month(s) ~	
8. SITE OR AREA	Manila	
9. MAJOR PROPOSED PROJECT(S)		
<p>Content : Route selection : Station building : Power supply facilities : Communications facilities : Signalling : Operation and Maintenance Length : 20km</p>		

マニラ地下鉄(1号線)計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
Description :		
<p>Reasons of Stoppage: According to the decision made by the President's Office in 1979, this project was started with a Belgian grant. The original plan was the surface railway transit. Afterwards, the plan was changed to the elevated railway transit (LRT).</p> <p>Related Project: *Elevated Railway Transit (LRT) No.1</p> <p>Finance: Belgian grant, Lloyd/Sumitomo, Swiss Transfer Credit, and LTD Bond.</p> <p>Construction: Dec.1985 completed under operation Number of passengers: 250,000/day</p>		

STUDY SUMMARY SHEET

(F/S)

ASE PHL/A 302/77

1. COUNTRY	Philippines	
2. NAME OF STUDY	Grain Terminal Construction Projects in Manila and Cebu	
3. SECTOR	Agriculture / Irrigation, Drainage & Reclamation	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Grains Authority
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nissin Engineering Co., Ltd.	
7. STUDY PERIOD	Oct.1976 ~ Apr.1977 6month(s) ~	
8. SITE OR AREA	Manila and Cebu	
9. MAJOR PROPOSED PROJECT(S)		
<p>Manila: Construction of 26,000 tons grain terminal silo. Installation of 300 tons/hour pneumatic unloaders.</p> <p>Cebu: Construction of 10,000 tons grain terminal silo. Installation of 150 tons/hour pneumatic unloaders and construction of 2,000 tons/month corn grits mill.</p> <p>The Cost 1) above pertains to Manila, and the Cost 2) to Cebu (end 1979 prices).</p>		

穀物ターミナルサイロ建設プロジェクト(マニラ・セブ地区)

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(FY 1991 Overseas Survey) The Government of the Philippines has no plan to secure financing for the project. The government is no longer interested in pursuing the project due to the policy of deregulation and privatization.</p> <p>(FY 1994 Domestic Survey) No information.</p>		

STUDY SUMMARY SHEET

(F/S)

ASE PHL/S 304/77

1. COUNTRY	Philippines		
2. NAME OF STUDY	Flood-Forecasting Systems in the Agno, Bicol and Cagayan River Basins		
3. SECTOR	Social Infrastructure / River & Erosion Control		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Weather Bureau P.A.G.A.S.A.	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	CTI Engineering Co., Ltd.		
7. STUDY PERIOD	Nov.1976 ~ Aug.1977 9month(s) ~		
8. SITE OR AREA	Agno, Bicol and Cagayan Rivers / Luzon Island		
9. MAJOR PROPOSED PROJECT(S)			
1. Facilities and network			
	Agno river	Bicol river	Cagayan river
1) Flood forecasting center (Total 1) (to issue the flood warning to sub-centers)			
2) Relay stations (Total 4)	1	2	1
3) Monitor stations (Total 3) (to transmit hydrological data to FFC)	1	1	1
4) Telemeter stations (total 21)	8	9	4
5) Sub-center (Total 3)			
6) Transmission and receiving stations (Total 2)			
2. Provision of personnel			
1) Flood forecasting center: Supervisor (4) Hydrologist (5) Telecommunication engineer (6)			
2) Monitor station: Hydrologist (8) Telecommunication engineer (11)			

アグノ川、ピコ川、カガヤン川における洪水予警報システムの総合計画設立のための調査

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled												
<p>Description :</p> <p>The reasons why this project has been realized are as follows:</p> <ol style="list-style-type: none"> 1. Magnitude of effects 2. Factor of continuation 3. High degree of priority 4. Strength of supporting organizations <p>Subsequent Studies: Feb.1979 D/D completed</p> <p>Finance: Jan.14.1978 L/A (Construction of Flood-Forecasting System, 1,774 mil.Yen)</p> <p>Construction: Mar.1982 Construction completed and operation started</p> <p>Realized Project:</p> <table border="0"> <tr><td>Flood forecasting center</td><td>1 location</td></tr> <tr><td>Relay stations</td><td>4 locations</td></tr> <tr><td>Monitor stations</td><td>3 locations</td></tr> <tr><td>Telemeter stations</td><td>21 locations</td></tr> <tr><td>Subcenters</td><td>3 locations</td></tr> <tr><td>Transmission & receiving stations</td><td>2 locations</td></tr> </table> <p>Total project cost: US\$8.83 million (OECF US\$7.38 million) (US\$1=240yen)</p>			Flood forecasting center	1 location	Relay stations	4 locations	Monitor stations	3 locations	Telemeter stations	21 locations	Subcenters	3 locations	Transmission & receiving stations	2 locations
Flood forecasting center	1 location													
Relay stations	4 locations													
Monitor stations	3 locations													
Telemeter stations	21 locations													
Subcenters	3 locations													
Transmission & receiving stations	2 locations													

STUDY SUMMARY SHEET (Basic Study)

ASE PHL/A 501/77

1. COUNTRY	Philippines	
2. NAME OF STUDY	Fish Finding (Skipjack) Survey	
3. SECTOR	Fishery / Fishery	
4. TYPE OF STUDY	Basic Study	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Bureau of Marine Resources
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Japan Marine Fishery Resource Research Center	
7. STUDY PERIOD	Nov.1976 ~ Mar.1977 4month(s) ~	
8. SITE OR AREA	The Gulf of Leyte and the Gulf of Davao	
9. MAJOR PROPOSED PROJECT(S)		
<p>During the period of the study, it was a poor catch period in the Gulf of Leyte, and it was between a poor catch period and the beginning of fish visiting period in the Gulf of Davao, therefore the haul was poor.</p> <p>It is necessary to conduct survey in different time to observe the difference of the hauls by the time and to judge the overall situation through a year.</p>		

PRESENT STATUS	In Progress or In Use Delayed Discontinued
Description : (FY1993 Overseas Survey) No information is available. (FY1994 Domestic Survey) No information. (FY1995 Domestic Survey) After this basic study, there is no new survey work has been carried out.	

STUDY SUMMARY SHEET (Other Studies)

ASE PHL/S 601/77

1. COUNTRY	Philippines	
2. NAME OF STUDY	Pan-Philippine Highway Ferry Service (Follow-Up)	
3. SECTOR	Transportation / Marine Transportation & Ships	
4. TYPE OF STUDY	Other Studies	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Dept.of Public Highway, Maritime Industry Authority
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Overseas Ship-building Cooperation Centre (OSCC)	
7. STUDY PERIOD	Jul.1977 ~ Jul.1977 0month ~	
8. SITE OR AREA	Shipyard (27ha) in Marivelez	
9. MAJOR PROPOSED PROJECT(S)		
Technical advice on the ferry construction which has been proposed by the F/S (FY 1976).		

フェリー計画アフターケア

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>Jan.1978 OECF loan agreement (3,000 million yen)</p> <p>(FY1994 Domestic Survey) No additional information.</p> <p>(FY1995 Domestic Survey) Utilize the report of this survey work, a 1900 GTZ ferry was built in Japan and another one was built in Philippines, respectively during 1980 to 1984. These ferries are on use at present. No further information is available at present moment.</p>	

STUDY SUMMARY SHEET

(M/P)

ASE PHL/S 101/78

1. COUNTRY	Philippines															
2. NAME OF STUDY	Pasig-Potrero River Flood Control and Sabo Project															
3. SECTOR	Social Infrastructure / Water Resources Development															
4. TYPE OF STUDY	M/P															
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Dept. of Public Works and Highways (DPWH)														
	PRESENT COUNTERPART AGENCY															
6. CONSULTANT(S)	Nippon Koei Co., Ltd. CTI Engineering Co., Ltd.															
7. STUDY PERIOD	Aug.1977 ~ Sep.1978 13month(s) ~															
8. SITE OR AREA	Pampanga Province (70km westward from Manila)															
9. MAJOR PROPOSED PROJECT(S)																
<p>The pasig and Potolero rivers in the western region of Luzon Island causes the flood damage because of the remarkable denudation of mountain region.</p> <p>The project consists of the following sabo works preventing sediment deposit in the river.</p> <table style="width: 100%; border: none;"> <thead> <tr> <th style="text-align: left;">Structure</th> <th style="text-align: left;">Scale</th> </tr> </thead> <tbody> <tr> <td>- Sabo dam</td> <td>10 nos.(height 14~15m, crest length 31~68m)</td> </tr> <tr> <td>- Pondage for sediment deposit</td> <td>about 56 ha</td> </tr> <tr> <td>- Levee</td> <td>17,220m(new), 2,530m(tentative)</td> </tr> <tr> <td>- Ground sill</td> <td>13 nos.</td> </tr> <tr> <td>- Groyne</td> <td>349 nos.</td> </tr> <tr> <td>- sluice</td> <td>3 nos</td> </tr> </tbody> </table> <p>* Above project cost is in 1979 price.</p>			Structure	Scale	- Sabo dam	10 nos.(height 14~15m, crest length 31~68m)	- Pondage for sediment deposit	about 56 ha	- Levee	17,220m(new), 2,530m(tentative)	- Ground sill	13 nos.	- Groyne	349 nos.	- sluice	3 nos
Structure	Scale															
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- Ground sill	13 nos.															
- Groyne	349 nos.															
- sluice	3 nos															

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

Reasons of Stoppage:

The topography of the project area seriously affected by the eruption of Mt. Pinatubo in 1991. As a result, JICA study can not apply for further development.

Situation before Stoppage of Project:

1.Sabo Dam

Finance:

Budget of the Government of the Philippines.

Construction:

One sabo dam was constructed by DPWH.

2.River Improvement

Finance:

Budget of the Government of the Philippines.

Construction:

Subsequently under way.

*Related Information

(Fy 1994 Domestic Survey)

A master plan study of the flood control and sabo projects around Mt.Pinatubo was prepared with a technical assistance of US Army Corps of Engineers. The final report of its study was submitted to the Government of Philippines in March 1994 with a following title :

Mount Pinatubo Recovery Action Plan, Long Term Report, Eight River Basins, March 1994, US Army Corps of Engineers.

The project management office of Mount Pinatubo Rehabilitation (PMO-MPR) prepared their own urgent rehabilitation plan based on the said master plan and started its implementation by availing the local funds of the Government of Philippines.

STUDY SUMMARY SHEET

(F/S)

ASE PHL/A 303/78

1. COUNTRY	Philippines	
2. NAME OF STUDY	Bohol Integrated Agricultural Development Project	
3. SECTOR	Agriculture / (Agriculture in) General	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	NIA (National Irrigation Administration) and two others
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Sanyu Consultants Inc.	
7. STUDY PERIOD	Aug.1977 ~ Nov.1977 3month(s) ~	
8. SITE OR AREA	Wahig-Pamacsaran River Basin of Bohol Island	
9. MAJOR PROPOSED PROJECT(S)		
<p>1)Pamascaran dam: height 67.5m, Malinao diversion dam: height 24.5m</p> <p>2)Irrigation area Pamascaran Lower area 4,800ha, Upper area 120ha Wahig Upper area: Single cropping 256ha, Double cropping 400ha Total: Single cropping 5,176ha, Double cropping 5,320ha</p> <p>3)Irrigation facilities Diversion weir 2 places (Upper area) Irrigation canal 131km (Upper area 18km, Lower area 113km) Drainage canal 98km (Upper area 8.4km, Lower area 89.4km) Farm road 118km</p> <p>4)Power station: Installed capacity 1,700KW Annual power generation 5,175MWH</p> <p>5)Consolidation of terminal facilities</p>		

ボホール農業総合開発計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Bohol Irrigation Project (Phase I) Subsequent Studies: Jun.1980 L/A 90 mil.Yen for E/S Finance: Sep.1983 L/A 4,600 mil.Yen for the construction of the Malinao dam (height 20.8m and cap.5.99 mil.cu.m),irrigation and drainage canals, farm roads and on-farm facilities) Construction: Apr.1985 Commenced Dec.1995 completed</p> <p>After completion: BIP I was inaugurated by President Ramos in Feb.1996. The project is not yet operational as land development still has to be undertaken. In agreement with OECF, NIA will undertake land development and complete it within 18 months using the balance of proceeds of the OECF loan.</p> <p>Detail (FY 1993 Overseas Survey) The technical problem has been pointed out concerning the strength of the foundation ground of the dam. Therefore, some countermeasures, such as to increase the grouting pressure, have been discussed.</p> <p>(FY 1994 Domestic Survey) In 1993, flood caused by the typhoon damaged the dam under construction.</p> <p>(FY 1995 Domestic Survey) The gates of the Malinao Dam have been closed at the beginning of August, 1995 and the water level is at its top.</p> <p>*Other Project The construction of the Pamascaran Dam has been canceled due to the shortage of fund. As a result, no plan now exists to construct a hydro-generating facility.</p>		

STUDY SUMMARY SHEET

(F/S)

ASE PHL/S 305/78

1. COUNTRY	Philippines	
2. NAME OF STUDY	C-3 and R-4 and Related Roads Project	
3. SECTOR	Transportation / Road	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Dept. of Public Works and Highways (DPWH)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Japan Overseas Consultants Co., Ltd. International Development Center of Japan (IDCJ)	
7. STUDY PERIOD	Mar.1977 ~ Mar.1978 12month(s) ~	
8. SITE OR AREA	Metropolitan Manila (Ayal Ave to R-9, 15km and Edsa to C-5, 8km, totaling 23km in length)	
9. MAJOR PROPOSED PROJECT(S)		
<p>1. Road</p> <p>1) C-3 Road: 15.5km (South Superhighway - Rizal Av, Balintawak Interchange) 6 lanes</p> <p>2) R-4 Road: 7.2km (C-4 - Juan Luna with sections overlapping C-5) 4 lanes for R-4 and 6 lanes for the rest</p> <p>2. Construction plan</p> <p>Phase-1. Southern Section of C-3 Road (1978-1985)</p> <p style="padding-left: 20px;">Stage-1. Construction of a four-lane road (1979-1983)</p> <p style="padding-left: 20px;">Stage-2. Construction of two additional lanes (1983-1985)</p> <p>Phase-2. Northern Section of C-3 road (1982-1987)</p> <p style="padding-left: 20px;">Stage-1. Construction of a four-lane road on C-3 road (1983-1984)</p> <p style="padding-left: 20px;">Stage-2. Construction of two additional lanes on C-3 road and of grade separation at Quezon-C-3 intersection (1986-1987)</p> <p style="padding-left: 20px;">Stage-3. Construction of Balintawak branch (1986-1987)</p> <p>Phase-3. R-4 and its related roads (1983-1988)</p> <p>Phase-4. Construction of grade separation at 4 intersections (1987-1989)</p>		

マニラ首都圏道路計画(C-3・R-4道路建設計画)

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

(1) C-3/R-10

Subsequent Studies:

Nov.1978 L/A 296 mil.Yen (C-3/R-10 (E/S))

Dec.1989~Jun.1991 D/D undertaken (NK, PCI, UICI)

Finance:

May.1986 L/A 1,439 mil.Yen (Metro Manila C-3 Project)

*Contents of the project

C-3 Northern Section (7km, 6lanes)and the Makati to Mandalayon
Section (3km,4lanes)

Construction:

1.C-3 Northern Section (N.Domingo-Rizal Av.Extension)

(FY 1992 Overseas Survey)

Jun.1988 Construction started

Package A-1(N.Domingo St.-Sto. Domingo St.)

Completed.

Package A-2(Sto.Dommingo St.-Rizal Av.Extension)

The section from Sto. Domingo to A. Bonifacio has been completed, but the construction of the remaining section through Rizal Av. Extension has been suspended pending the acquisition of the necessary right of way.

(FY 1994 Domestic Survey)

Dec.1994 Completed and opened.

2.C-3 South Section

(FY1995 Overseas Survey)

D/D for the C-3 southern segment is expected to start in April 1996 utilizing OECF loan.Construction is planned to be commenced either mid-1996 or early 1998.

Total investment 522 million pesos(foreign currency 288 million,
local currency 294 million).

(2)R-4/C-5

Subsequent Studies:

Apr.1989~Jan.1991 D/D (southern C-5, and eastern R-4) completed
(Katahira & Engineers)

Finance:

Jan.1988 L/A 4,837 mil.Yen (Metro Manila C-5 & R-4)

*Contents of Project

Southern C-5, and eastern R-4 connecting C-4 (EDSA) and C-5

Construction:

(FY 1992 Overseas Survey)

The construction from the end of R-4 through C-5 has been commenced, but the construction of the eastern R-4 has been suspended pending the relocation squatters.

(FY 1995 Domestic Survey)

Dec. 1995 Construction works of R-4 completed.

STUDY SUMMARY SHEET

(F/S)

ASE PHL/S 306/78

1. COUNTRY	Philippines	
2. NAME OF STUDY	Telecommunications Network Project in the Northern Part of Luzon	
3. SECTOR	Communications & Broadcasting / Telecommunication	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Bureau of Telecommunications
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Telecommunication Consulting Co., Ltd.	
7. STUDY PERIOD	Feb.1978 ~ Dec.1978 10month(s) ~	
8. SITE OR AREA	Ilocos, Cagayan Valley	
9. MAJOR PROPOSED PROJECT(S)		
<p>1. Project</p> <p>1) Local exchanges (45), IPTSS (50)</p> <p>2) Toll switching centers (8)</p> <p>3) Microwave network (20 hops, 732kms)</p> <p>4) UHF system (43), VHF system (30)</p> <p>5) PCM system (4 sections), Multiplexing equipment (about 3100ch)</p> <p>6) Truck cable (about 457km)</p> <p>7) Local cable (about 640km)</p> <p>8) Telex exchange (2), Telex concentrator (7), General station (32)</p> <p>2. Charging system</p> <p>1) Charge per call: 0.30 pesos</p> <p>2) Unit time: Inter-provincial call-30 sec Inter-provincial call-5 case</p>		

ルソン島北部電気通信網建設計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

Subsequent Studies:

Nov.1978 L/A 157 mil.Yen for E/S

(1) Stage I

Finance:

Jun.16.1981 L/A 7,600 mil.Yen for the construction of inter-city telecommunication networks connecting major cities in Northern Luxon and of telephone exchanges (11 city stations, 6 suburban stations, 1 telex exchange, etc.)

Construction:

Oct.1985~Sep.1987 Completed (Toyo Corporation, NEC)

Maintenance & Operation:

The constructed facilities were taken over to the Ministry of Communications (MOC) after their completion. A private company has been implementing M&O services according to the contract concluded with MOC.

Effect:

The integrated telecommunications network covering Ilocos and Ogasen Valley is completed, which results in the improvement of the living standard and the development of local economy.

Others:

Some stations were bombed in the unstable social peace and order lasting since the 1986 revolution. Moreover, typhoons and earthquakes caused the damage on the facilities. The renovation works for these facilities was to be implemented in Stage II.

(2) Stage II

Finance:

Jan.27.1988 L/A 5,700 mil.Yen for the construction of inter-city telecommunication networks connecting major cities in Northern Luxon and of telephone exchanges (10 city stations) and the rehabilitation works for the damaged facilities.

Construction:

May.1989~May.1991 Completed (Sumitomo Trading Co., NEC)

Maintenance & Operation:

Initially, M&O services were implemented by a private company like Stage I facilities. Later, they were taken over to G.R.T.S. which was organized under MOC in Mar.1992. At present, Digital has been in charge since the M&O contract was concluded between Digital and MOC in Jun.1993.

Effect:

The project completion results in the improvement of telecommunication services.

Other:

The renovation works on the facilities damaged by typhoons, earthquakes and bomb attacks, which were taken place since the completion of Stage II, and the looping of main channels were to be undertaken in Stage III.

(3) Stage III

Finance:

Aug.1993 L/A 3,803 mil.Yen for the expansion of the service area and the looping of main channels.

Construction:

Dec.1994~Dec.1996 Completed (Sumitomo Trading Co., NEC)

Maintenance & Operation:

The constructed facilities were taken over to MOC. The Government decided to introduce the private capital in order to improve the subscribers rate. Presently, all telecommunication services are carried out by private companies.

Effect:

Upon the completion of this project, the integral telecommunication networks are completed, which is considered to contribute to the improvement of living standard and the development of local economy.

STUDY SUMMARY SHEET (Other Studies)

ASE PHL/A 601/78

1. COUNTRY	Philippines	
2. NAME OF STUDY	Review on the Feasibility Study of Fishing Port Package-1	
3. SECTOR	Fishery / Fishery	
4. TYPE OF STUDY	Other Studies	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Public Works, Transportation, and Communication (1977) Dept. of Construction (1978)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	The Overseas Coastal Area Development Institute (OCDI) System Science Consultants Inc.	
7. STUDY PERIOD	Jan.1978 ~ Jan.1978 0month ~	
8. SITE OR AREA	whole country	
9. MAJOR PROPOSED PROJECT(S)		
<p>The Study reviewed the following components of the feasibility studies of five fishing ports shown below, with supplementary economic evaluation.</p> <p>1.Construction of basic port facilities (mooring gear, sea banks, berths, embankments, anchorages, etc.)</p> <p>2.Improvement of functional facilities (fish markets, ice plants and cold storage facilities, water supply stations, oil stations, etc.)</p> <p>- Zamboanga Port - Iloilo Port - Camaligan Port - Lucena Port - Sual Port</p>		

漁港整備計画レビュー調査

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>Subsequent Studies: D/D Consulting firms/J/V of PCI and Basic Technology and Management Corporation</p> <p>Finance: Nov.9.1978 L/A 8,340 mil.Yen for Package I (the construction of several facilities to modernize five ports of Iloilo, Lucena, Zamboanga, Sual and Camaligan) May.31. 1982 L/A 3,630 mil.Yen for the construction of cold storages in Zamboanga, Lucena and Camaligan Ports, and Package II (D/D and the tender preparation in five other ports of Cadis, Cebu, Tacloban, Cagayan de Oro and Davao)</p> <p>Construction: June 1985 Iloilo Port completed June 1988 Zamboanga Port completed May 1990 Sual Port completed Jan. 1991 Camaligan and Lucena Ports completed</p>	

STUDY SUMMARY SHEET

(M/P)

ASE PHL/S 102/79

1. COUNTRY	Philippines	
2. NAME OF STUDY	Bohol Integrated Area Development Project	
3. SECTOR	Development Plan / Integrated Regional Development Plan	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Council on Integrated Area Development (NACIAD)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Pacific Consultants International (PCI) Mitsubishi Research Institute Inc.	
7. STUDY PERIOD	Jun.1979 ~ Feb.1980 8month(s) ~	
8. SITE OR AREA	Bohol Province (4,120 sq.km, pop.0.76 million)	
9. MAJOR PROPOSED PROJECT(S)		
<p>The study formulated the area development plan with central focus on the irrigation development project in the Wahig-Pamacsalan River basin (the F/S conducted by JICA). Major proposals are as follows.</p> <p>1) Water resource development: - Wahig-Pamacsalan irrigation development - Tagbilaran pumping station 2) Agriculture: - Establishment of a center for soil technology development and agricultural promotion - Establishment of a Wahig-Pamacsalan pilot farm - Development of the livestock sector</p> <p>3) Fisheries: Establishment of a fish processing base at the port of Cogtong 4) Forestry: Reforestation/rehabilitation of the basin 5) Mining and industry: Skill development of small industries</p>		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

(1) The Wahig-Pamacsalan Irrigation Development Project, including the improvement of the rural road and the tertiary irrigation facilities, have been implemented by the NIA with an OECF loan.

(2) Bohol Irrigation Project
Refer to "Bohol Integrated Agricultural Development Project (1978)"

(3) Construction of the Bohol Agricultural Promotion Center (BAPC)

Finance:

Jul.21.1983 E/N 970 mil.Yen

Detail:

(FY 1993 Overseas Survey)

The project of BAPC has been intergrated into the research program of the regional extension service station in the lowland irrigated rice developmental zone.

(FY 1996 Overseas Survey)

The Project-type Technical Cooperation (BAPC Phase II) was commenced in Nov. 1996 at BAPC.

(4) Bohol Agricultural Development Project

(FY 1993 Overseas Survey)

Technical Cooperation:

Feb.1983-Feb.1990 Implemented

1993-1994 Project evaluation is in progress.

Detail:

(FY 1993 Overseas Survey)

This Bohol Integrated Area development Project has become one of 19 Flagship (highest priority) Projects of the President. The review of M/P needs to be undertaken.

(FY 1995 Overseas Survey)

Upon the request of the Filipino government, a JICA team was despatched for an Aftercare Program of BAPC in Jan.1996.

STUDY SUMMARY SHEET

(F/S)

ASE PHL/S 307/79

1. COUNTRY	Philippines	
2. NAME OF STUDY	Hospital Development Project	
3. SECTOR	Social Infrastructure / Architecture & Housing	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Health
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nihon Sekkei, Inc.	
7. STUDY PERIOD	Mar.1979 ~ Feb.1980 11month(s) ~	
8. SITE OR AREA	Ilocos and Cagayan Valley Provinces	
9. MAJOR PROPOSED PROJECT(S)		
<p>1)Medical centers: 4 locations, 900 beds 2)Regional hospitals: 2 locations, 500 beds 3)Provincial hospitals: 13 locations, 1,500 beds</p> <p>* Implementation period is 6 years.</p>		

病院整備計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description : Cancelled after the completion of the feasibility study.</p> <p>(FY1991 Overseas Survey) No additional information.</p> <p>(FY1994 Domestic Survey) No additional information.</p>		

STUDY SUMMARY SHEET

(M/P)

ASE PHL/S 103/80

1. COUNTRY	Philippines	
2. NAME OF STUDY	Mayon Volcano Sabo and Flood Control Project	
3. SECTOR	Social Infrastructure / River & Erosion Control	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Dept. of Public Works and Highways (DPWH)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd. Sabo Technical Center	
7. STUDY PERIOD	Sep.1979 ~ Mar.1981 18month(s) ~	
8. SITE OR AREA	Surrounding area of Mayon volcano in the southeast of Luzon	
9. MAJOR PROPOSED PROJECT(S)		
<p>Construction of sabo facilities for sabo and flood control in the surrounding area of Mayon volcano and establishment of disaster prediction and warning system</p> <p>Sabo : Sabo Dam 2nos. Consolidation dam 4nos. Facilities Jetty 15nos. Spur Dike 43nos. Groyne 4nos. Consolidation 34nos</p> <p>Disaster Prediction and warning system: Telemetering Rainfall/ waterlevel gabying stations, Automatic warning system, warning cars, connection with the existing forecasting and warning system of Bicol river basin.</p> <p>* Above project costs are in 1980 prices.</p>		

マヨン火山砂防基本計画

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
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Description :

The Government of the Philippines had budgeted the project in the five-year development plan. But this budget was used for other projects.

Subsequent Studies:

1983 "Mayon volcano Sabo and Flood Control Project (Re-Study)"

The project area was seriously affected by the typhoon in 1981, and the JICA follow-up study was undertaken to review the master plan. Based on the findings of this study, the Philippine Government implemented some of the proposed jetties with its own funds.

Situation:

(FY 1996 Domestic Survey)

Lahar caused by the eruption of Mt. Pinatubo was flooded into the city of Legaspi. The river bed at downstream has risen by the avalanche of earth and rocks, which takes place everytime flood happens. The Filipino government had been constructing the Sabo facilities with own fund since 1984, referring to the JICA F/S (1983). However, the facilities were severely damaged by the 1994 and 1995 Typhoons.

Future Perspective:

(FY 1996 Domestic Survey)

A new development study on this matter may be implemented in 1997 together with that of the Bicol River Flood Mitigation Project, for which a request has been submitted.

STUDY SUMMARY SHEET

(F/S)

ASE PHL/A 304/80

1. COUNTRY	Philippines	
2. NAME OF STUDY	Ilocos Norte Irrigation Project	
3. SECTOR	Agriculture / (Agriculture in) General	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Irrigation Administration (NIA)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Sanyu Consultants Inc.	
7. STUDY PERIOD	Aug.1978 ~ Dec.1980 28month(s) ~	
8. SITE OR AREA	Ilocos Norte Province in northwest end of Luzon Island	
9. MAJOR PROPOSED PROJECT(S)		
	Phase 1	Phase 2
(1)Irrigation area	10,200 ha	12,400ha
(2)Diversion Weir	5 places	2 places
(3)Irrigation canal(total)	200 km	430km
	link	96.0km
	main	96.6km
	branch	240.2km
(4)Drainage canal(total)	150 km	120km
	main	75.3km
	branch	47.8km
(5)Farm road(total)	431.6km	
(6)Power station		
	Bonga: installed capacity 36,000KW, annual power generation 159.7GWh	
	Nueva Era: installed capacity 6,800KW, annual power generation 39.54GWh	

イロコスノルテかんがい計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(1)Phase I (irrigation) Subsequent Studies: Jun.1980 L/A 700 mil.Yen for E/S Jul.1980-Jul.1981 D/D Finance: Jun.16.1981 L/A 5,000 mil.Yen for the construction of five diversion weirs, irrigation and drainage canals, rural roads and other facilities Construction: Apr.1982-Dec.1993 Implemented (The construction was completed in 1987. After the typhoon damaged the newly constructed diversion weirs, its renovation work was commenced from 1990 with the new OECF loan.) Management & Operation: NIA is in charge. Other: The emergency disaster prevention project which was implemented with the balance of OECF loan, contributes to the minimization of damage caused by floods.</p> <p>(FY 1998 Domestic Survey) Post evaluation on the phase I was conducted by OECF, and this project was highly evaluated.</p> <p>Pilot Project of On-Farm Irrigation Facilities Finance: 1981-1982 Sep.5.1980 E/N 916 million yen (The Pilot Project of On-farm Irrigation Facilities in Ilocos Norte) Construction:Construction Trader:Kumagaya-Gumi</p> <p>(2)Phase II (irrigation & power station) Phase II, which will cover the irrigation area of 12,400ha, is waiting for the approval to be given by the Regional Development Council I (RDCI). After the approval is given, the Investment Control Committee (ICC) will examine the project. This project is planned to be implemented during the period of 2001 to 2008 under NIA's CORPLAN (1993-2002) and is one of those projects for which an OECF loan will be requested. Ten years have passed since the implementation of this Study. The Filipino Government carried out the environmental assessment project, the result of which was already examined by the Environmental Management Bureau. (FY 1994 Domestic Survey) RDCI approved the project in 1994. (FY 1995 Overseas Survey) Updating of F/S of INIP II is included in the 1995 Program of Work of NIA. The request has been submitted for an OECF funding. (FY 1997 Overseas Survey) The project is being appraised by NEDA. Region I for possible endorsement to foreign financing institutions.</p> <p>(FY 1998 Domestic Survey) Subsequent studies (Review of F/S and D/D) are to be conducted with OECF or JICA fund in FY 2000. OECF loan is to be provided in FY 2000. *Contents: dam construction (H=140m, V=189 MCM), power generation (43MW), Supply of irrigation water to the area covered by Phase I in the dry season, Construction of the irrigation channel and the weirs, covering the irrigated area of 12,400 ha.</p> <p>NIA is considering the promoting of this project. Since the dam construction site is located in Abra Province, out of the benefited area of Ilocos Norte, NIA is trying to get approval from Abra Province. NIA also dispatched technical experts to the site in Dec. 1998.</p> <p>Others: At the upperstream of the targetted area in this Study, JICA has been implementing "Sabo and Flood Control in the Laoag River Basin" (1995~1997).</p>		

STUDY SUMMARY SHEET

(F/S)

ASE PHL/S 308/80

1. COUNTRY	Philippines	
2. NAME OF STUDY	Manila-Bataan Coastal Road and its Related Roads	
3. SECTOR	Transportation / Road	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Dept. of Public Works and Highways (DPWH)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Pacific Consultants International (PCI) Japan Overseas Consultants Co., Ltd.	
7. STUDY PERIOD	Jan.1979 ~ Mar.1980 14month(s) ~	
8. SITE OR AREA	Metro Manila area, in the Central west zone of Luzon Island	
9. MAJOR PROPOSED PROJECT(S)		
Description	Scale	
Construction of new Harbour Road	7.0km	
Construction of new C-5 Road	8.6km	
Reclamation and social infrastructure facilities	900ha	
Flyovers and repavement	5 sites & 15.6km	

マニラ・バターン道路およびC-5、C-6道路建設計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(1)C-5 Road Subsequent Studies: Jun. 1992 Due to the eruption of Mt. Pinatubo in Nov. 1991, a planned route was moved into inland and D/D was implemented there. Finance: (FY 1993 Overseas Survey) The possibility to implement the project with BOT scheme has been examined. Construction: The construction has been yet to be commenced due to the land acquisition of problem.</p> <p>(2)C-6 Road Subsequent Studies: (FY 1992 Overseas Survey) Uncompleted (Land acquisition problem)</p> <p>(3)Manila-Bataan Road (FY 1993 Overseas Survey) The possibility to implement the project with BOT scheme has been examined.</p> <p>Situation Jan.1988 L/A 2 bil.yen (E/S package loan) With part of the E/S loan (108 million yen), the detailed design study was undertaken on the western and southern sections of C-5 (Katahira & Engineers International, and TCGI Engineers). In 1990, the Government decided to implement the project by BOT, after scaling down the project. (FY1993 Overseas Survey) BOT scheme on C-5 road and Manila-Bataan road is envisioned. The Medium Term Public Investment Program (MTPIP) includes the Project as a priority project to support the Subic Bay Development Program under the SBMA (Subic Bay Metropolitan Authority). (FY 1995 Overseas Survey) The Project has been cancelled and replaced by the proposed Manila Subic Expressway with a length of 64.2kms from San Simon-Subic (Total investment cost:P6,237mil).</p>		

STUDY SUMMARY SHEET

(M/P)

ASE PHL/S 104/81

1. COUNTRY	Philippines		
2. NAME OF STUDY	Davao City Urban Transport and Land Use		
3. SECTOR	Transportation / Urban Transportation		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Dept. of Public Works and Highways (DPWH)	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Engineering Consultants Co., Ltd. Nippon Koei Co., Ltd.		
7. STUDY PERIOD	Jun.1979 ~ Dec.1981 30month(s) ~		
8. SITE OR AREA	Davao in Mindanao		
9. MAJOR PROPOSED PROJECT(S)			
<p>1)Regional development 7 industrial estates; 6 commercial centers; 2 educational urban centers; 1 administrative center; 2 port expansion</p> <p>2)Road 25 new trunk road sections; 40 improvement sections</p> <p>3)Public transportation introduction of bus transport</p> <p>4)Traffic control improvement of interchanges; signals(66 spots); exclusive bus lanes; Pay Parking</p>			

ダバオ都市交通計画

PRESENT STATUS	<p style="text-align: center;">In Progress or In Use</p> <p style="text-align: center;">Delayed</p> <p style="text-align: center;">Discontinued</p>
<p>Description :</p> <p>Implemented Projects: (FY 1995 Overseas Survey) *The recommendations of M/P were incorporated in the comprehensive planning and zonification plan for the city of Davao, such as the construction of the coastal road which is the city government's flagship project. The DPWH Region 11 uses the recommendations as reference in the planning and implementation of road projects for Davao City.</p> <p>*IBRD Reginal Cities Development Project (RCDP) A part of the proposed project have been implemented through RCDP. -Installation of traffic signals -Construction of waiting sheds -Construction of Cabaguio Road</p> <p>*21 road projects proposed in M/P were implemented with local fund; 12 of which (37km) have been completed and 9 (40.6km) are under construction.</p> <p>Detail: Part of the recommendation on public transportation (e.g. improvement of jeepney transportation) was implemented, but the utilization of the entire plan has not been realized.</p> <p>(FY 1996 Domestic Survey) Due to the worsening public peace and order in Mindanao Island, very few projects have been promoted under Japanese ODA so that subsequent studies like F/S and D/D have not been implemented. In recent years, public security is being improved. New study is required because more than 15 years has passed since the M/P study had been completed.</p> <p>(FY 1996 Domestic Survey) No additional information.</p>	

STUDY SUMMARY SHEET

(F/S)

ASE PHL/S 309/81

1. COUNTRY	Philippines		
2. NAME OF STUDY	Rural Telecommunications Project in Regions III (Central Luzon) and IV (Southern Tagalog)		
3. SECTOR	Communications & Broadcasting / Telecommunication		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Bureau of Telecommunications	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Telecommunication Consulting Co., Ltd.		
7. STUDY PERIOD	Mar.1981 ~ Mar.1982 12month(s) ~		
8. SITE OR AREA	Luzon, Mindoro, Lubang, Palawan, Panai, Tablas, Romblon		
9. MAJOR PROPOSED PROJECT(S)			
	Phase 1(1991)	Phase 2(1994)	Total
Telephone Installation Plan	8,210	5,510	13,720
SHF system	9 sapns/466.3km	2/115.4km	11/581.7km
UHF/VHF system	34 spans	110 spans	144 spans
Telex exchanges	2	-	2
Telex concentrator	9	5	14
Telex and gentex equipment	38	84	122
Trunk cable length	78.2	113.5	191.7
Local cable length	238km	133km	371km
Buildings	54	123	177
(Radio station, Telephone Office etc.)			
Access roads	32.5km	55.7km	88.2km

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Subsequent Studies: Dec.1987 L/A 707 mil. Yen for E/S</p> <p>Finance: Feb.1990 L/A 21,752 mil. Yen (including 5,168 mil.Yen for local currency) for the improvement of the telecommunication network connecting 71 cities in Regions III, IV and V with Manila and intra- and inter-city telephone exchanges.</p> <p>Construction: May.1991 Contract signed with a contractor <Construction Traders> Exchange:NEC, EXIO SHF System, etc.:NEC, NESIC Civil Work:Sumitomo Electric, COMSYS, JCOS Buildings/Road:NESIC, AISA CONSTRUCTION Jun.1991 Commenced Jan.1997 Completed (FY 1997 Domestic Survey)</p> <p>Maintenance and Operation: Conducted by the Digital Telecommunications Philippines Inc.(DIGITEL) under the Financial Lease Agreement.</p> <p>Remaining Works: (FY 1997 Domestic Survey) Remaining works are rehabilitation of Clavevia Station which in Sep, 1996, suffered from fire and works contracted additionally. Completion is expected to be May 1998.</p> <p>(FY 1997 Overseas Survey) Construction of 800 telephone lines at Iriga Exchange is suspended since June 1993 due to lot problem.</p> <p>Others: (FY 1997 Overseas Survey) Regions I and II are covered by Regional Telecommunications Development Project(Phase A-C) all funded by OECF.</p>		

STUDY SUMMARY SHEET

(F/S)

ASE PHL/S 310/81

1. COUNTRY	Philippines	
2. NAME OF STUDY	Pampanga Delta Development Project	
3. SECTOR	Social Infrastructure / River & Erosion Control	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Dept. of Public Works and Highways (DPWH) and National Irrigation Administration
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd. NIKKEN Consultants, Inc.	
7. STUDY PERIOD	Jul.1980 ~ Feb.1982 19month(s) ~	
8. SITE OR AREA	Pampanga River Basin (0.32 million ha) in Luzon	
9. MAJOR PROPOSED PROJECT(S)		
<p>1)Flood control river channel improvement 40km; revetment 97km; excavation of low-water channel in a volume of 33 million cu.m; embankment of existing levee to be heightened 35.6km; embankment of base mound 48.8km; revetment 4km; outlet culvert 19 places; outlet culverts incl.fishpond intakes of 26nos; bridges 2 places</p> <p>2)Irrigation development - 1 weir, irrigable area of 14,000 ha - Main canals 37 km, secondary and tertiary canals 145 km</p> <p>* Implementation 1) is 10 years. Implementation 2) is 7 years.</p>		

パンパンガデルタ開発計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled

Description :

Subsequent Studies:
 May.1986 L/A 705 mil. Yen (Pampanga Delta Development E/S)
 Oct.1987-May.1990 D/D
 Jul.1995- SAPI
 1998 EIA

Finance:
 Feb.9.1990 L/A 8,634 mil.Yen (Pampanga Delta Flood Protection I
 (including local currency of 2,360mil.)
 *Components:renovation of the bank along Pampanga Delta, dredging, the procurement of a dredging ship, etc.
 Jul.1991 L/A 9,427 mil. Yen (Pampanga Delta Irrigation Project)
 *Components:construction of a weir, irrigation and drainage canals and the procurement of equipment for maintenance.

Construction:
 (FY 1993 Overseas Survey)
 OECF approved the project schedule in July, 1993. The implementing body, the consultants and the sub-contractor established the local offices. The project delay has been caused that; (1) the resettlement of residents in the project site has not been completed, (2)it has been difficult to persuade the opponents and (3)the environment compliance certificate has not been obtained, yet. Therefore, an OECF loan has not been released. DPWH has been working to get the problems settled.

(FY 1994 Domestic Survey)
 In May, 1991 the environmental compliance certificate was issued. However, OECF has decided to suspend the release of a loan until the necessary compensation is made to the residents in the project area because it believes no construction work can be commenced before such problems are settled. Therefore, the construction work has been suspended. DPWH is planning to complete the compensation program for the residents in the area, where the first stage of the project is to be implemented, by the end of 1994 and to resume the construction work at the beginning of 1995.

(FY 1995 Domestic Survey)
 Before launching the irrigation project, the reexamination of its design, P/Q and the preparation of the tender documents were carried out from Feb. 1992 to Feb.1993. Although P/Q was done in Dec. 1992, due to the eruption of Pinatubo, the project was decided to be suspended. Upon the request from NIA for the project resumption, OECF dispatched the SAPI team (Nippon Koei Co., Ltd.) in July 1995 to examine its possibility. The conclusion will be delivered by Dec. 1995.

(FY 1996 Domestic Survey)
 Based on the result of SAPI, D/D was reviewed.
 Results:
 1)The eruption of Mt.Pinatubo was not so big that the project implementation can't be prevented.
 2)The target area has been modified from the initial 12,000ha covering the west bank of Pampanga River to 10,500ha covering 8,100ha of the west bank and 2,400ha of the west region.
 3)The consulting service, which had been suspended due to the eruption of Mt.Pinatubo since 1993, was resumed in Apr.1994. The review of D/D of irrigation facilities, the preparation for tender and the supervision of the construction has been/will be implemented.

(FY 1997 Domestic Survey)
 The construction had not been commenced due to the above mentioned reasons, but has been started in FY 1996.

(FY 1997 Overseas Survey)
 Scheduled to be completed in 1999.
 Consulting Firm / Nihon Koei and others
 Contractor / C.M.PANCHO, DIMSON, WILLIAM UY (JV)
 Progress / 50%
 During the floods of 1997 and with about 40 % of dredging works completed, the project has proven its effectiveness when faster recession of flood-water was observed.
 Financing for Phase II is not applied yet.

(FY 1998 Domestic Survey)
 Irrigation components:
 As of Oct. 1998, 12 % of the total was constructed. The construction is to be completed by Dec. 2001.
 Flood control:
 Construction is delayed due to the delay of land acquisition.
 Period of provision of OECF loan was extended for one year due to the delay of the construction. EIA which surveys the impact of rise of saltwater occurred by the project on environment is also being conducted.

STUDY SUMMARY SHEET (M/P+F/S)

ASE PHL/S 201B/82

1. COUNTRY	Philippines	
2. NAME OF STUDY	Development Project of the Port of Irene	
3. SECTOR	Transportation / Port	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	The Philippine Ports Authority(PPA)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	The Overseas Coastal Area Development Institute (OCDI)	
7. STUDY PERIOD	May.1981 ~ Mar.1982 10month(s) ~	
8. SITE OR AREA	Port Irene at Casambalagan bay	
9. MAJOR PROPOSED PROJECT(S)		
<p><M/P> Main projects(Target year 2000): - 2 berths for foreign trade (-10m, 15,000dwt)(New construction) - 3 berths for domestic trade (-7.5m, -5.5m) (New construction) - 1 Container berth for domestic trade (-7.5m)(New construction) - Construction of sheds, warehouses, fishing ports</p> <p>* Above project costs are for short-term plan.</p> <p><F/S> Short-term projects: Wharf for foreign trade (-10m) 1berth (200m) Mooring basin (-10m) 750 thousand cu.m Transit shed (40mx90m) Road (width 10m) 1.6km</p>		

アイリオン港整備計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

Subsequent Studies:

Sep.1983 L/A (Development Project of the Port of Irene (E/S), 240 million yen)

Aug.1986 D/D completed

Situation:

The project implementation has been suspended since the political change in 1986 and is now considered unlikely.

(FY 1997 Overseas Survey)

PPA is considering, among other alternatives, implementing the project with financing from OECF under its SAPI. PPA has already communicated to OECF its interest in availing of such assistance.

A private firm, the 7-R Port Services, Inc., has signified its interest to develop, improve and operate Port Irene on a phase by phase basis over a period of 50 years, under a BOT scheme. 7-R is still conducting its own F/S.

Philippine Republic Act No.7922, passed on Feb.1996, established a special economic zone and free port in the Municipality of Santa Ana and the neighboring islands of Fuga, Barit and Malbag in the Municipality of Aparri, Cagayan Province. This law also created the Cagayan Economic Zone Authority (CEZA) to manage and operate the Cagayan Special Economic Zone and Free Port. The administration of CEZA was turned over in January 1997 from PPA General Manager to new CEZA administrator.

STUDY SUMMARY SHEET (M/P+F/S)

ASE PHL/S 202B/82

1. COUNTRY	Philippines																					
2. NAME OF STUDY	Local Water Supply Projects																					
3. SECTOR	Public Utilities / Water Supply																					
4. TYPE OF STUDY	M/P+F/S																					
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Local Water Utilities Administration																				
	PRESENT COUNTERPART AGENCY																					
6. CONSULTANT(S)	Nihon Suido Consultants Co., Ltd.																					
7. STUDY PERIOD	Jun.1981 ~ Jun.1982 12month(s) ~																					
8. SITE OR AREA	Laoag district (Ilocos Norte Province), Legaspi City and Daraga Town (Albay Province), Tagbilaran City (Bohol Province)																					
9. MAJOR PROPOSED PROJECT(S)																						
<p><M/P> Phase Served Water (Target year) /Population /Demand(cu.m/day)/ Facilities Basis (1982) 76,500 14,800 Phase-1(1987) 116,760 28,933 Improvement of existing facilities Expansion of distribution pipelines Phase-2(1993) 206,690 45,608 Expansion of water facilities including new water resources Phase-3(2010) 358,811 71,231 More expansion of Phase-2 The project cost 1)above is for the entire schemes. The project costs for different districts are as follows.</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">Total Cost</th> <th style="text-align: center;">Local Cost</th> <th style="text-align: center;">Foreign Cost</th> </tr> </thead> <tbody> <tr> <td>Laoag</td> <td style="text-align: center;">24,280</td> <td style="text-align: center;">9,200</td> <td style="text-align: center;">15,080</td> </tr> <tr> <td>Legaspi</td> <td style="text-align: center;">11,940</td> <td style="text-align: center;">4,740</td> <td style="text-align: center;">7,200</td> </tr> <tr> <td>Daraga</td> <td style="text-align: center;">89,00</td> <td style="text-align: center;">3,500</td> <td style="text-align: center;">5,400</td> </tr> <tr> <td>Tagbilaran</td> <td style="text-align: center;">11,360</td> <td style="text-align: center;">4,420</td> <td style="text-align: center;">6,940</td> </tr> </tbody> </table> <p><F/S>(1)Laoag area:water intake conduits, deep wells, transmission and distribution pipes, etc. (4,130 cu.m/day) (2)Legaspi area:spring water, transmission and distribution pipes, etc.(6,480 cu.m/day) (3)Daraga town: spring water, transmission and distribution pipes,etc.(4,320 cu.m/day) (4)Tagbilaran city:deep wells, distribution reservoirs, distribution pipes, etc. (1,700 cu.m/day) (5)Total water quantity: 16,630 cu.m/day (Planned development quantity) The above project costs for Phase 1 and Phase 2 are 1) Laoag area, 2) Legaspi area, 3)Daraga town. The project costs for Tagbilaran city are as follows. Total Cost:6,560, Local Cost:2,510, Foreign Cost: 4,050.</p>				Total Cost	Local Cost	Foreign Cost	Laoag	24,280	9,200	15,080	Legaspi	11,940	4,740	7,200	Daraga	89,00	3,500	5,400	Tagbilaran	11,360	4,420	6,940
	Total Cost	Local Cost	Foreign Cost																			
Laoag	24,280	9,200	15,080																			
Legaspi	11,940	4,740	7,200																			
Daraga	89,00	3,500	5,400																			
Tagbilaran	11,360	4,420	6,940																			

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

<M/P>Provision of water supply is an essential infrastructure for improving environmental and sanitary condition in the respective four cities, as they have been developing as the center of the regions.

<F/S> The scope of the project was reviewed and modified by the present administration after Marcos Regime fell.

After the Marcos regime broke down, the content of this project was drastically changed. It was decided that the project would be implemented only in the Laoag aea. An OECF loan was requested for the project implementation in Laoag as well as in Dagupan, where D/D has been reconducted due to the recent earthquake, and Bayombong Solano.

Subsequent Studies:

May.1990 D/D completed

Finance:

Jan.1988 L/A 1,270 mil.Yen (Local Water Supply Improvement Project, including local fund of 381 mil.Yen)

May.26.1992 1,094 mil.Yen

(Provincial Cities Water Supply Project II)

Dec.20.1994 6,212 mil.Yen

(Provincial Cities Water Supply Project III)

Aug.30.1995 6,131 mil.Yen

(Provincial Cities Water Supply Project IV)

Mar.18.1997 7,228 mil.Yen

(Provincial Cities Water Supply Project V)

***Contents**

Construction, expansion and improvement of water facilities in each city.

Construction:

May.1990 Commenced

Jul.1994 Construction Completed in Laoag

***Daraga and Legaspi**

1989~1991 D/D and Constrcution financed by DANIDA (2,100k)

(FY 1998 Overseas Survey)

Legazpi City Water Supply Improvement Project IV and Daraga Water Supply Improvement Project IV were completed in 1990.

Contractor: Grundfos Water Equipment.

***Tagbilaran**

(FY 1995 Overseas Survey)

The project has not yet been commenced due to the conflict between the provincial and city government.

STUDY SUMMARY SHEET

(F/S)

ASE PHL/A 305/82

1. COUNTRY	Philippines	
2. NAME OF STUDY	Mabini Agricultural Development Project	
3. SECTOR	Agriculture / (Agriculture in) General	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Irrigation Administration (NIA)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Japan Engineering Consultants Co., Ltd. Nihon Suiko Consultant Co., Ltd.	
7. STUDY PERIOD	Sep.1981 ~ Mar.1982 6month(s) ~	
8. SITE OR AREA	The north-east District of Luzon island Pangasinan province, Mabini	
9. MAJOR PROPOSED PROJECT(S)	<p>The Government of Philippines has been laying high priority on the agricultural development in the 5-year Development Plan and endeavoring the increase of food-stuff and of people's income through securing irrigation water by development of water resources.</p> <p>Under this background, the Government of Philippines is planning to increase the rice production by supply of the irrigation water constructing or rehabilitating the irrigation facilities and is planning sequently the increase of farmer's income and the stability of the public welfare through the improvement of related agricultural development facilities or of institution of agriculture on the Mabini area located at the western part of Pangasinan province in the north-west of Luzon island.</p> <ul style="list-style-type: none"> -Project Area 20,000ha -Irrigation Area 11,500ha -Dam Type:Center-core Type Rockfill Dam, Height:88.5m, Length 530m -Reservoir Total capacity:303MCM, Effective capacity:240MCM, Reservoir Area:12.2km² -Driving Canal 7.7km -Main Canal 52.5km -Branch Canal 135.3km -Electric Power Power Station 2 locations, Generation Facility Capacity of Facility: 3,000KW, 7,000KW, Annual Power Generation: 25million KWH 	

マビニ地区農業開発計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

Situation:

(FY 1991 Overseas Survey)

Before project priority was determined, the Aquino government took over the Marcos regime. The new government has no plan to fund the project.

(FY 1993 Overseas Survey)

NIA states in CORPLAN that the project will be implemented from 1998-2005. It has been hoped at the project area to change the project name to "ALABAMAS Project" while no revision in the project content is suggested.

NIA considers that the early implementation of the project may be possible if the situation allows, because the incumbent president Ramos comes from this project area.

(FY 1995 Overseas Survey)

NIA has intention to implement the project with BOT scheme.

(FY 1996 Domestic Survey)

Phased implementation was discussed on the assumption that high project cost would rise difficulty. However, this plan is impossible due to the height of a target area and the dam. Implementation must be done all at once to achieve the objectives expected.

(FY 1997 Domestic Survey)

Cost effectiveness is low because of high cost of civil works to acquire water resources. Anyway, measure for salt damage must be taken as the farmland is in low humidity and low tide area. Residents desire for the project but no action has been taken so far.

(FY 1997 Overseas FU Survey)

Project was included in the list of NIA projects proposed for OECF financing. The dam and hydro-power component of the project is being promoted under the BOT scheme while the irrigation component is being proposed for OECF financing.

STUDY SUMMARY SHEET

(F/S)

ASE PHL/A 306/82

1. COUNTRY	Philippines	
2. NAME OF STUDY	Alcogas Project	
3. SECTOR	Agriculture / (Agriculture in) General	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Philippine National Alcohol Commission (PNAC)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd. Chuo Kaihatsu Corporation	
7. STUDY PERIOD	Jun.1981 ~ Mar.1982 9month(s) ~	
8. SITE OR AREA	Maragondon, Cavite Province, Luzon Island (Area 13,000ha)	
9. MAJOR PROPOSED PROJECT(S)		
1. Cropping Area : 3,040ha (including Sugarcane 2,380ha) 2. Main Roads : 4km 3. Secondary Roads : 118km 4. Related Structures : Bridges 2, Culverts 23 Note: The cost above includes the industrial component.		

アルコガス計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

Reasons for Discontinued or Cancelled:

- Deline in oil prices.
- Dissolution of PNAC.

Detail:

(FY 1993 Overseas Survey)

Initially, it was planned that the Philippine National Alcohol Corporation (PNAC) would handle the political matters and the Philippine National Oil Company (PNOC) would be in charge of the construction and the administration. However, due to the decline in oil prices from the mid-1980's, the Filipino government has been unwilling to proceed the project. The project will not be implemented until any drastic change is taken place either in oil prices or in the situation of other energy resources (coal, bio-gas, natural energy, etc.). A whole PNAC and a part of PNOC (a section to be in charge of this project) has been dissolved.

(FY 1996 Domestic Survey)

Unless any change is taken place in oil prices or in the situation of other energy resources, it is unlikely that this project is resumed.

(FY 1997 Overseas FU Survey)

The project is not a priority, given the instable situation of the oil industry.

(FY 1998 Domestic Survey)

Due to the decline in the demand for sugar and in the oil prices, lower priority is given to the projects proposed by this study.

STUDY SUMMARY SHEET

(F/S)

ASE PHL/S 311/82

1. COUNTRY	Philippines	
2. NAME OF STUDY	Dalton Pass Tunnel Project	
3. SECTOR	Transportation / Road	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Dept. of Public Works and Highways (DPWH)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Katahira & Engineers International	
7. STUDY PERIOD	May.1981 ~ Mar.1982 10month(s) ~	
8. SITE OR AREA	Dalton Pass, Nueva Vizcaya	
9. MAJOR PROPOSED PROJECT(S)		
<p>The Route No. 5 (Philippine-Japan Friendship Highway) is a main truck line connecting between the Luzon Central Plain including the Metro Manila Region and the Cagayan Valley Region in the north. During the typhoon season, the Dalton Pass Region is cut off due to landslides, roadcuts, collapsed bridges, etc. Considering this situation, the realization of the tunneling project was proposed in the Dalton Pass Region.</p>		

ダルトン・パス・トンネル計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

Reasons of Stoppage:

Instead of the tunnel project, the construction work of detour route of Dalton Pass was started.

Related project:

Tunnel project

Although the study indicated the technical and economic feasibility, the proposed project was postponed because of the large cost needed for implementation. The tunnel project is expected to be materialized when the time is ripe for its execution by economical development and increase in traffic demand.

1. Road Rehabilitation including Road Disaster Prevention Works.

The road disaster prevention works along the existing routes, which require less costs, are being undertaken by applying the measures suggested in the study.

Finance:

OECD loan

Construction:

under construction

2. Detour Route

(FY 1994 Domestic Survey)

The existing road was seriously affected by the earthquake in July 1990, and the Philippine Government began to consider whether the road should be rehabilitated or the alternative road should be constructed. GOP has requested Japan to undertake a study on the road network in entire Luzon (including Dalton Pass). The study is expected to be completed in April 1993.

A project for constructing the road which can be utilized as detour route of Dalton Pass in case of its interruption is formulated.

Subsequent Studies:

(FY 1995 Domestic Survey)

The detailed design works for the detour route has been decided to be implemented by Yen Credit.

STUDY SUMMARY SHEET

(F/S)

ASE PHL/S 312/82

1. COUNTRY	Philippines	
2. NAME OF STUDY	Metro Manila Outer Major Roads Project (Southern Package)	
3. SECTOR	Transportation / Road	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Dept. of Public Works and Highways (DPWH)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Pacific Consultants International (PCI)	
7. STUDY PERIOD	Mar. 1981 ~ Mar. 1982 12month(s) ~	
8. SITE OR AREA	Southern area of Manila Metropolitan zone including Las Pinas Paranaque and Muntinlupa	
9. MAJOR PROPOSED PROJECT(S)		
<p>- Improvement of roads, 17.8km (1) Paranaque to Sucat Road (7.5km) for expansion 2 lanes to 6 lanes (2) Zapote to Alabang Road (10.3km) for expansion 2 lanes to 4 lanes - New road construction, 20.7km Taguig-Las Pinas - Muntinlupa Road Stage 1(1983-86): A-Route will be widened to a divided four-lane road with auxiliary lanes; B-Route will be improved only at the westernmost section, about 1.6km in a new alignment connecting directly to the Manila-Cavite Coastal Road; The northern section(about 7.8km long) of C-Route will be constructed to a carriageway of 12.25m. Stage 2(1991-94): The remaining section of B-Route will be widened; The southern section of C-Route will be extended to Muntinlupa, while the northern section will be widened; The western section of A-Route will be widened to a divided six-lane road.</p>		

マニラ首都圏南部地区幹線道路網計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(1)Widening of Paranaque - Sucat Road Subsequent Studies: Jul.1986-Mar.1990 D/D with own fund Consulting firm/ TCGI Engineers Finance: Sep.1984 ADB loan (\$102 mil.) and own fund (179 mil. Pesos) Construction: May.1990 Commenced Nov.1991 Contract for Package I was terminated due to the right of way problems May.1992 Package II and III completed Mar.1996 Commenced for the Paranaque-Sucate Road Widening Loop I&II (to be completed in Sep.1996) (FY 1997 Overseas Survey) Construction has been completed.</p> <p>(2)Widening of Zapote - Alabang Road Subsequent Studies: D/D with an ADB loan Finance: Own fund Construction: Although the construction was scheduled to be completed in 1991, the problem concerning the right-of-way caused the project delay.(FY1993 Overseas Survey) Apr.1996 Commenced for the Zapote-Alabang Flyover to connect R-1 with Zapote-Alabang Road (to be completed in Oct.1997)</p> <p>(3)Construction of Taguig - Las Pinas - Muntinlupa Road Subsequent Studies: Apr.1986-Aug.1986 F/S reviewed with the World Bank loan. The increase in the cost to acquire the right-of-way forced the original plan to be altered. A new route runs from Taguig to Paranaque (12.9km) along the southern periphery of the International Airport.(It is named the Southern Section of C-5) Jan.27.1988 108 mil. Yen was used out of the OECF loan of 2,000 mil. Yen (Package loan for E/S) Apr.1989-Jan.1991 D/D covering western and southern sections of C-5 (Consulting firms:Katahira & Engineering and TCGI Engineers) Finance: Jan.1988 L/A 4,857 mil. Yen for the construction of the southern section of C-5, of C-4 (EDSA) and of the eastern section of R-4 connected with C-5. Total investment cost:1,445 mil. pesos (foreign currency: 873 mil. peso, local currency: 572 mil. pesos) Construction: Dec.1990 Commenced (The construction of eastern section of R-4 has been delayed due to squatters in the project site. The construction of the southern section of C-5 has not been commenced because the negotiation concerning the right-of-way acquisition need to be concluded. Progress: (FY 1996 Domestic Survey) Out of the Southern section of C-5, the construction of the east side of South Super Highway has been completed (1995). However, the construction has not been commenced in the area covering the west side of Highway.</p> <p>(4)Others (FY 1997 Overseas Survey) Buendia Parallel Roads On-going (scheduled to be completed in 1998) Nagtahan Parallel Roads Completed Kalayaan Avenue Extension Terminated Ortigas Avenue Extension Completed</p>		

STUDY SUMMARY SHEET (Basic Study)

ASE PHL/S 501/82

1. COUNTRY	Philippines	
2. NAME OF STUDY	Topographic Mapping Project for Cagayan Valley	
3. SECTOR	Social Infrastructure / Survey & Mapping	
4. TYPE OF STUDY	Basic Study	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Defense, Dept.of Coastal Survey
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	International Engineering Consultants Association	
7. STUDY PERIOD	Feb.1979 ~ Feb.1983 48month(s) ~	
8. SITE OR AREA	Northern part of Luzon Island (from Ilagan of Isabela Prov. to Aparri of Cagayan Prov.;11,000sq.km)	
9. MAJOR PROPOSED PROJECT(S)		
1st year: aerophotos (1/30,000, 15,000 sq.km) 2nd year: datum points surveyed 3rd year: aero-triangulation and orthoscopic photos 4th year: aero-triangulation, topographic original maps, ortho-photo maps 5th year: topographic maps (1/25,000, 72 plates)		

カガヤン・バレー地区地図作成

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

Utilization of the Study:

(FY1991 Overseas Survey)

Geodetic control data from the study were used by government and private surveyors. Topographic maps were used for the development planning of the mapped areas, particularly in river basins and coastal zones.

(FY1993 Overseas Survey)

Output is Highly valued and appreciated. After completion, NAMRIA has expansion of survey areas by local fund.

STUDY SUMMARY SHEET

(F/S)

ASE PHL/A 307/83

1. COUNTRY	Philippines	
2. NAME OF STUDY	Matuno River Development Project	
3. SECTOR	Agriculture / (Agriculture in) General	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Irrigation Authority National Power Corporation
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Chuo Kaihatsu Corporation	
7. STUDY PERIOD	Jan.1982 ~ Feb.1984 25month(s) ~	
8. SITE OR AREA	20,000ha in Bayombong valley in Nueva Vizcaya Province	
9. MAJOR PROPOSED PROJECT(S)		
<p>First phase development</p> <p>Irrigation benefit area: 13,680 ha</p> <p>headworks: 3 sites</p> <p>main irrigation canal: 90 km</p> <p>secondary irrigation canal: 193 km</p> <p>main drainage canal: 90 km</p> <p>secondary drainage canal: 193 km</p> <p>Second phase development</p> <p>dam height: 147 m</p> <p>reservoir 1 site; 137 X MCM</p>		

マツ川開発計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

Causes for Delay or Suspension:

Due to the worsening financial situation of the Filipino government, any irrigation development project or hydropower development project, including this project, has been suspended for the last few years.

Detail:

(FY 1993 Overseas Survey)

NIA states in CORPLAN that this project will be implemented from 2001. The project is divided into two phases. The Phase I for the irrigation development will be managed by NIA and the Phase II for hydropower development will come under the management of the National Power Corporation. However, NIA believes that due to the financial constraints, the implementation of hydropower development project will be impossible.

(FY 1995 Overseas Survey)

The project has been included in the list of projects proposed for OECF financing. NPC included a preliminary study to identify dam location, dam height, etc. into the Phase II and has an intention to implement it in 1999.

(FY 1997 Overseas FU Survey)

Project was included in the list of NIA projects proposed for OECF financing.

STUDY SUMMARY SHEET

(F/S)

ASE PHL/A 308/83

1. COUNTRY	Philippines	
2. NAME OF STUDY	Improvement Project of the Operation & Maintenance of National Irrigation Systems (UPRIIS)	
3. SECTOR	Agriculture / (Agriculture in) General	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Irrigation Administration
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd. Nippon Giken Inc.	
7. STUDY PERIOD	Sep.1982 ~ Feb.1984 17month(s) ~	
8. SITE OR AREA	Upper Pampanga River Basin in Central Luzon (Nueva Ecija & Bulacan Provinces)	
9. MAJOR PROPOSED PROJECT(S)		
<p>1. Irrigation Area : 112,000ha</p> <p>2. Rehabilitation Works</p> <ul style="list-style-type: none"> - Diversion Dams : 8 - Irrigation Canals : Diversion Canals 46.6 km Main Canals 236km - Drainage Canals : 99 km - River improvement : 44 km <p>3. Introduction of Centralized Monitoring System</p> <ul style="list-style-type: none"> - Base station : 5 stations - Field station : 48 stations <p>4. Improvement of system Operation office(NIA)</p> <p>5. Improvement of Farmer's Organization</p>		

かんがい組織維持管理強化計画 (UPRIIS)

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

Finance:

(FY 1998 Domestic Survey)

10 Sep. 1998 L/A 14,136 mil. Yen "Central Luzon Irrigation Project (including Central Luzon groundwater irrigation project)".

Contents: Improvement in the existing area, Tarkluck Groundwater Irrigation Project, construction of irrigation/drainage facilities in the newly extended area.

Construction:

(FY 1998 Domestic Survey)

Bids for consultants have been started. It seems that the construction will start in the beginning of 1999.

Detail:

The Government of the Philippines has been unsuccessful to receive the Japanese grant aid and the technical assistance for the proposed project.

(FY 1991 Overseas Survey)

The Government has been examining the possible fund resource for the project implementation.

(FY 1993 Overseas Survey)

NIA is planning in its CORPLAN to implement this project during the period of 1997 to 2002 and its implementation is strongly desired.

Because NIA considers it is necessary to reinforce the maintenance and administrative capability, it has requested JICA to provide the technical cooperation as well. Most of the existing irrigation facilities were set up in 1968 and has become out-worn. Therefore, it is necessary to rehabilitate and improve them in order to realize the effective utilization of the limited water resources in this area.

(FY 1994 Domestic Survey)

Due to the reorganization of NIA, the implementation of the studies not only for simple UPRIIS but National Irrigation System for all over the country is now taking into consideration.

(FY 1996 Domestic Survey)

The Project of F/S review, D/D and construction works on the rehabilitation of the existing facilities and the construction of new irrigation facilities will be divided into two phases. This project is to be implemented in cooperation with the Casencan Raceway Project. The request will be submitted for the 1997 OECF loan and OECF seems to be interested in financing.

(FY 1997 Domestic Survey)

Casencan Multipurpose Development Project and Tarkluck Groundwater Irrigation Project were integrated into Central Luzon Irrigation Project.

OECF has appraised the project in Oct.1997.

(FY 1997 Overseas Survey)

Project was submitted for financial assistance under the 22nd YLP and was appraised by OECF in 1997. The project will be implemented as the irrigation component of the Casencan Multipurpose irrigation and Power Project.

Related Project:

(FY 1993 Overseas Survey) (FY 1997 Overseas Survey)

In connection with this Project, NIA is now implementing following two(2) Loan Projects: -

1)IOSP(II): Irrigation Operation Support Project I

2)ISIP : Irrigation System Improvement Project

ISOP(II) is financed by the World Bank and its Phase I was completed.

In 1993, Phase II is commenced for five(5) years for the rehabilitation of irrigation facilities and enforcement of the agricultural organization. Besides, ISIP is for the rehabilitation of No.10 and No.11 block in Mindanao Island. It is considered to extend it up to eighteen(18) blocks throughout the country in future. A part of this Project is included in the ISIP, and NIA estimates an amount of 8 to 10 billion Yen of fund will be necessary for this Project.

STUDY SUMMARY SHEET

(F/S)

ASE PHL/A 309/83

1. COUNTRY	Philippines																																										
2. NAME OF STUDY	Improvement Project of the Operation & Maintenance of National Irrigation Systems (AMRIS)																																										
3. SECTOR	Agriculture / (Agriculture in) General																																										
4. TYPE OF STUDY	F/S																																										
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	NIA(National Irrigation Administration)																																									
	PRESENT COUNTERPART AGENCY																																										
6. CONSULTANT(S)	Sanyu Consultants Inc. Kyowa Engineering Consultants Co., Ltd.																																										
7. STUDY PERIOD	Sep.1982 ~ Feb.1984 17month(s) ~																																										
8. SITE OR AREA	Bulacan and Pampanga Provinces, Central Luzon Islands, area 35,000 ha																																										
9. MAJOR PROPOSED PROJECT(S)																																											
<p>The feasibility studies are composed of two projects, that is, Angeat Masim area with 31,400ha, and selected 18 irrigation areas distributed in the whole country. Both projects are aiming at strengthening of operation and maintenance of the irrigation systems including NIA and water users association, and rehabilitation of the irrigation facilities.</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 60%;"></th> <th style="width: 15%;">Improvement</th> <th style="width: 15%;">Construction</th> <th style="width: 10%;">Total</th> </tr> </thead> <tbody> <tr> <td>(1) Head Work</td> <td style="text-align: center;">3</td> <td style="text-align: center;">1</td> <td style="text-align: center;">4 places</td> </tr> <tr> <td>(2) Canal</td> <td style="text-align: center;">161</td> <td style="text-align: center;">110</td> <td style="text-align: center;">271 km</td> </tr> <tr> <td>(3) Canal Structures</td> <td style="text-align: center;">2866</td> <td style="text-align: center;">166</td> <td style="text-align: center;">3032 Places</td> </tr> <tr> <td>(4) Drainage Canal</td> <td style="text-align: center;">189</td> <td style="text-align: center;">14</td> <td style="text-align: center;">202 km</td> </tr> <tr> <td>(5) Drainage Canal Structures</td> <td style="text-align: center;">16</td> <td style="text-align: center;">38</td> <td style="text-align: center;">54 places</td> </tr> <tr> <td>(6) Road</td> <td style="text-align: center;">263</td> <td style="text-align: center;">23</td> <td style="text-align: center;">286 km</td> </tr> <tr> <td>(7) On-farm Facilities</td> <td style="text-align: center;">29374</td> <td style="text-align: center;">5591</td> <td style="text-align: center;">34965 ha</td> </tr> <tr> <td colspan="4">(8) Ratio of Water Charge</td> </tr> <tr> <td>Collection</td> <td style="text-align: center;">Present 60%</td> <td style="text-align: center;">Future 81%</td> <td></td> </tr> </tbody> </table>					Improvement	Construction	Total	(1) Head Work	3	1	4 places	(2) Canal	161	110	271 km	(3) Canal Structures	2866	166	3032 Places	(4) Drainage Canal	189	14	202 km	(5) Drainage Canal Structures	16	38	54 places	(6) Road	263	23	286 km	(7) On-farm Facilities	29374	5591	34965 ha	(8) Ratio of Water Charge				Collection	Present 60%	Future 81%	
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かんがい組織維持管理強化計画 (AMRIS, 18地区)

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

(1) Bustos Diversion Dam
(FY 1994 Domestic Survey)

In 1993 NIA requested the Japanese government for a grant aid to renovate the Bustos Diversion Dam, which was damaged by typhoon flood caused after the completion of the study.

Subsequent Studies:

(FY 1995 Overseas Survey)

Mar.1996 JICA dispatched a Basic Design Survey Team.

Finance:

(FY 1996 Domestic Survey)

Jul.1.1996 E/N 1,656 mil.Yen

Construction:

Dec.1996 Commenced

(FY 1998 Domestic Survey)

March 1998 Completed

Operation & Management: NIA

Effect:

It has become easier to control flood since the date of the diversion dam was renewed.

(2) Water Resources Development Project

(FY 1995 Domestic Survey)

The project area is designated as one of the targeted areas of the World Bank Project (Water Resources Development Project). The survey works has been finished and the project implementation will be commenced in 1996.

Subsequent Study:

(FY 1997 Overseas Survey)

Jan.1995-Dec.1995 B/D on rehabilitation of irrigation facilities for AMRIS

Finance:

(FY 1997 Overseas Survey)

Mar.1997 L/A WB 213.4 mil.P (part of the loan for WRDP)

(3) Related Projects

*Farmland Irrigation Project

As a part of the Japanese technical cooperation to increase agricultural productivity, the pilot farm was constructed in the project area (Bulacan) and various research have been conducted.

Oct.24,1988 Grant Aid E/N 1,270 mil.Yen for the construction of

Irrigation Engineering Center

May.28,1993 the Project-Type Technical Cooperation for the

Irrigation Project Phase-II commenced

(FY 1998 Domestic Survey)

May 1998 Completed

The responsibility of the facilities was transferred to NIA.

Others:

(FY 1998 Domestic Survey)

Agriculture in this project area which is located near the cities has changed recently. The use of agricultural water suitable for present situation is demanded. In this regard, JICA Development Study "Agricultural Water Rationalization Project in AMRIS" has been requested.

STUDY SUMMARY SHEET

(F/S)

ASE PHL/S 313/83

1. COUNTRY	Philippines																														
2. NAME OF STUDY	Metro Manila Outer Major Roads Project (Northern Package)																														
3. SECTOR	Transportation / Road																														
4. TYPE OF STUDY	F/S																														
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Dept. of Public Works and Highways (DPWH)																													
	PRESENT COUNTERPART AGENCY																														
6. CONSULTANT(S)	Nippon Engineering Consultants Co., Ltd.																														
7. STUDY PERIOD	Jun.1982 ~ Jun.1983 12month(s) ~																														
8. SITE OR AREA	C-5,C-6,Mindanao Av. and Visayas Road in Metro Manila																														
9. MAJOR PROPOSED PROJECT(S)																															
<p>Stage 1: Construction of the project roads. Phase 1: Construction of radial roads Phase 2: Construction of the rest of the project roads</p> <p>Stage 2: Upgrading and widening the project roads, grade separation on selected major intersections.</p>																															
<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">ROAD SECTION</th> <th colspan="3" style="text-align: center;">NO. OF LANES</th> </tr> <tr> <th></th> <th style="text-align: center;">STAGE1</th> <th style="text-align: center;">PHASE1/PHASE2</th> <th style="text-align: center;">STAGE 2</th> </tr> </thead> <tbody> <tr> <td>C-5</td> <td style="text-align: center;">6</td> <td style="text-align: center;">8</td> <td style="text-align: center;">20</td> </tr> <tr> <td>C-6</td> <td style="text-align: center;">4</td> <td style="text-align: center;">2</td> <td style="text-align: center;">10</td> </tr> <tr> <td>Mindanao Ave.</td> <td style="text-align: center;">6</td> <td style="text-align: center;">2</td> <td style="text-align: center;">14</td> </tr> <tr> <td>Visayas Ave.</td> <td style="text-align: center;">4</td> <td style="text-align: center;">-</td> <td style="text-align: center;">4</td> </tr> <tr> <td>Total</td> <td style="text-align: center;">20</td> <td style="text-align: center;">12</td> <td style="text-align: center;">48</td> </tr> </tbody> </table>				ROAD SECTION	NO. OF LANES				STAGE1	PHASE1/PHASE2	STAGE 2	C-5	6	8	20	C-6	4	2	10	Mindanao Ave.	6	2	14	Visayas Ave.	4	-	4	Total	20	12	48
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<p>Note) Stage 1(1984-1990):Construction of Phase 1(1986-1988),Phase 2(1989-1990), Stage 2(1993-1996):Construction of Stage 2(1995-1996)</p>																															

マニラ首都圏北部地区幹線道路網計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

(1)Mindanao Avenue

Subsequent Studies:

1984-1985 D/D, funded by the World Bank

Consulting Firm/Renarde S.A. of Italy

Finance:

May 1989 L/A 4,776 mil.yen for Mindanao Av.(8km, 6 lanes), R-10 widening(6km), C-3 Southern Section (9km, 6lanes) and related roads(23km).

Total investment 229 mil.pesos(foreign currency 172 mil., local currency 57 mil.)

Construction:

(Section Period Contractor)

Mindanao Ave.Extension

Stage I Feb.1992~Jul.1994 Makati Development

Stage II-A May.1993~Aug.1995 Makati Development

Stage II-B Dec.1996~Aug.1998(schedule) Makati Development
(period was extended due to the land acquisition problem)

Stage II-C May.1997~Apr.1998(schedule) Makati Development

(preparing for tender)

(FY 1997 Overseas Survey)

Widening Stage I For implementation B.C.Gutierrez Const.

Stage II-A For implementation Makati Development

Congressional Ave.Extension

Stage I Completed Basic Const.Corp

Stage II Completed Makati Development

Widening of Visayas Ave. Completed Basic Const Inc

Old Sta.Mesa Road Completed High Peak Const Co.

P.Tuazon St. Completed William Uy Const

Vitas Brides Radial Works Completed B.C.Gutierrez Const

(2)Northern Section of C-5

Subsequent Studies:

Nov.1990-Jun.1992 D/D, financed by a part of the OECF package loan.

Finance:

(FY 1998 Domestic Survey)

BOT scheme (Philippine National Construction:PNC, Ben PRES, etc.)

Construction:

(FY 1998 Domestic Survey)

Construction for widening was completed in R/6 ~ R/7 and R/6 ~ Pineda Road. Construction for the remaining section is not planned. B/D for the northern part of R/7 is on-going.

(FY 1993 Overseas Survey)

UP-Aurora Blvd.:Planned to be implemented with the local fund.

(FY 1995 Domestic Survey)

Section Between R-6 and R-7:In progress with the local fund.

(FY 1996 Domestic Survey)

North Section of R-7:Planned to be implemented with BOT scheme.

A Consortium consisted of PNCC, Ben PRES, etc. will undertake.

B/D is under implementation to complete the construction in 2000.

(FY 1997 Domestic Survey)

B/D and work plan are being prepared.

(3)C-6

(FY 1993 Overseas Survey)

PNCC conducted the survey on C-6 as a toll road. The cost to acquire the right-of-way is so high.

(FY 1996 Domestic Survey)

Planned to be implemented with BOT scheme. CITRA Metro Manila Tollway Corp. established by PNCC (Philippines) and CITRA (Indonesia) is main contractor, but the detail is not clear.

(FY 1997 Domestic Survey)

The work will be implemented with BOT scheme. B/D and work plan are being prepared. (scheduled to complete in 2002)

(FY 1998 Domestic Survey)

B/D is underway.

The construction is to be implemented with BOT scheme by CITRA Metro Manila Tollway Corp.

(4)Visayas Avenue

Subsequent Studies:

1997 D/D scheduled to be implemented

(FY 1998 Domestic Survey)

Since it is difficult to acquire land, the prospect for implementing the construction work including D/D is vague.

Others:

(FY 1996 Domestic Survey)

There are some projects which have not been implemented due to the land acquisition and financial problem.

STUDY SUMMARY SHEET (Other Studies)

ASE PHL/S 602/83

1. COUNTRY	Philippines	
2. NAME OF STUDY	Mayon Volcano Sabo and Flood Control Project (Re-Study)	
3. SECTOR	Social Infrastructure / River & Erosion Control	
4. TYPE OF STUDY	Other Studies	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Dept. of Public Works and Highways (DPWH)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd. Sabo Technical Center	
7. STUDY PERIOD	Jun.1982 ~ Mar.1983 9month(s) ~	
8. SITE OR AREA	Surrounding area of Mayon Volcano in the southeast of Luzon	
9. MAJOR PROPOSED PROJECT(S)		
<p>The Government of the Philippines tried to promote the implementation of the Mayon Volcano Sabo and Flood Control Project proposed by the Master Plan Study in March 1981, but the typhoon of June 1981 seriously affected the Project Area. The present study was undertaken to review the proposals of the Master Plan Study and identified emergency measures, including a detailed design of the top priority sabo works.</p> <p>1st stage Sabo works (Training levee, slur dike, consolidation dam and sabo dam) : Quirangay River, Masarawag River, Nasisi River, Anuling River (1), Anuling River (2), Budiao River, Pawa-Burabad River</p> <p>1st stage Disaster Prediction and Warning System</p>		

マヨン火山砂防計画

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>(1) Phase I Finance: Local government fund</p> <p>Construction: The construction works were completed at the following southern slope. Quirangay River Training Levee No.2 Anuling River Training Levee No.2,3 and 4 Pawa-Burabod River Training Levee No.5 and 6</p> <p>(FY 1997 Overseas Survey) The outputs of the study have been incorporated into Medium Term Public Investment Program (MTPIP). Proposed projects (Sabo and Flood Control Project) were implemented with local government funds.(check dams, consolidation dams, bank protection, training levee, etc) Lahar / mud flow warning system donated by JICA was installed around Mayon Volcano.</p> <p>Situation: Mayon Volcano erupted in 1984 which resulted in the avalanche of the large amount of earth and rocks. OECF was requested to finance the construction works including the emergency work at the eastern slope in 1989. But such request was turned down.</p> <p>(FY 1993 Overseas Survey) The request was submitted to OECF to implement the proposed project. However, OECF considered that the project should be suspended until the Volcano became dormant. Therefore, little progress has been made concerning this project.</p> <p>(FY 1997 Domestic Survey) Development study(reinvestigation) was requested as a result of the eruption occurred again. JICA will accept the request.</p> <p>(FY 1997 Overseas Survey) Review and updating of the M/P will be implemented under JICA grant aid program.</p> <p>(FY 1998 Domestic Survey) Oct.1998~July 2000 Review Study (JICA, M/P+F/S).</p>	

STUDY SUMMARY SHEET

(M/P)

ASE PHL/A 101/84

1. COUNTRY	Philippines	
2. NAME OF STUDY	Nationwide Ice Plants and Cold Storages Network System	
3. SECTOR	Fishery / Fishery	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Agriculture
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	System Science Consultants Inc.	
7. STUDY PERIOD	Nov.1983 ~ Mar.1985 16month(s) ~	
8. SITE OR AREA	Nationwide	
9. MAJOR PROPOSED PROJECT(S)		
<p>Selected 11 zone centres and 49 prototype sites from the priority area in the Philippines and designed the facilities upon the situation of each site. Each zone has zone centre and sub-centres.</p> <p>Major components are listed as follows:</p> <ol style="list-style-type: none"> 1.Basic facilities ice making plants, ice storage, freezer, freezing room, generator and mobile ice plant. 2.Supporting facilities ice transport vehicle/vessel, spare parts, warehouse for spare parts, workshop/equipment, management office lodging house and communication equipment 3.Infrastructure Land reclamation/consolidation, tube-well and other water supply facilities, electric distribution line, parking lot and access road. 		

PRESENT STATUS	<p style="text-align: center;">In Progress or In Use</p> <p style="text-align: center;">Delayed</p> <p style="text-align: center;">Discontinued</p>
<p>Description :</p> <p>Subsequent Studies: May 1986 L/A 175 mil. Yen for E/S 1988~Mar.1989 E/S E/S selected 4 zones (Camarines Norte, Iloilo, South Cotabato and Zaboanga del Sul) and one prototype (Camarines Sul) out of 11 zones and 52 prototypes proposed in M/P, for which the follow-up study and D/D were conducted and the tender documents were prepared.</p> <p>Finance: The Government of the Philippines requested the Japanese Government for the provision of the grant aid but it was not successful.</p> <p>Utilization of the outputs of the study: (FY 1997 Overseas Survey) The outputs of the study have been incorporated into the Medium-Term Fisheries Management Plan (1996-2000). The study is being used as reference for fish distribution, demand-supply of fish and proposed location of ice plants nationwide.</p> <p>Detail: The project was combined with another program (Fish Transport System) conducted by JICA in 1988 and 1989.</p> <p>(FY 1991 Overseas Survey) Based on the E/S, the Government of the Philippines included this combined project in the application list for the 17th Yen Credit Package. The project was not approved, but the Philippine Fishery Development Authority (PFDA) plans to reapply for the 18th Yen Credit Package. The PFDA formulated a pilot project, the Intergrated Fish Trading the Complex, on the basis of this project and submitted its proposal for grant aid to the Japanese Government. The request was not successful.</p> <p>(FY 1993 Overseas Survey) In 1993 PFDA formulated a project proposal based on the M/P and E/S and submitted it to the NEDA for consideration under the 19th Yen Credit Package. However, it was not favorably considered.</p> <p>(FY 1997 Overseas Survey) Due to the delay in the implementation of the project, there are already private ice plants constructed in the selected sites. Moreover, the rising cost of consturction materials and fluctuating exchange rate affected the viability of the project.</p> <p>*Related Project (FY 1997 Overseas Survey) Masinloc Ice Plant Project was implemented under ADB Fisheries Sector Program. Components of the project are installation of 5 ton Package Type Ice Plant and Administration Office.</p>	

STUDY SUMMARY SHEET

(M/P)

ASE PHL/S 105/84

1. COUNTRY	Philippines	
2. NAME OF STUDY	Infanta - Real Area Urban Development Project	
3. SECTOR	Social Infrastructure / Urban Planning & Land Development	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Human Settlement Development Corporation
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Yachiyo Engineering Co., Ltd.	
7. STUDY PERIOD	Jul.1983 ~ Mar.1985 20month(s) ~	
8. SITE OR AREA	Infanta, Real, and Nakar, Quezon, Luzon Island	
9. MAJOR PROPOSED PROJECT(S)		
(1) Improvement of transport conditions (2) Development of regional natural resources (fishery)		

インファンタ・リアル都市開発計画

PRESENT STATUS	<p style="text-align: center;">In Progress or In Use</p> <p style="text-align: center;">Delayed</p> <p style="text-align: center;">Discontinued</p>
<p>Description :</p> <p>Of the Subsequent Studies Jan.1988 JICA preliminary study mission was dispatched to conclude S/W for F/S on Infanta-Famy Road and Urban Core Development Project. However, the rehabilitation of Infanta-Famy Road will be conducted by ADB. *F/S, which was planned to be conducted in March, 1991, was canceled due to the public disorder in the study area.</p> <p>Detail (FY 1993 Overseas Survey) Akino government closed the executing agency of Human Settlement Development Corporation and appointed Strategic Investment Development Corporation as an management agency of this project. Other projects under Human Settlement Development Corporation will come under the namagement of the Livelihood Corporation. There has been no progress concerning this project. On the other hand, NEDA Region IV undertakes the planning of public investment projects and is asked to complete F/S on the main road selected in this M/P and to secure the finance for the project implementation.</p>	

STUDY SUMMARY SHEET

(F/S)

ASE PHL/A 310/84

1. COUNTRY	Philippines	
2. NAME OF STUDY	Gumain River Irrigation Project	
3. SECTOR	Agriculture / (Agriculture in) General	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Irrigation Administration
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd. Nippon Giken Inc.	
7. STUDY PERIOD	Jul.1983 ~ Feb.1985 19month(s) ~	
8. SITE OR AREA	Southwestern Pampanga river basin, Pampanga Province, Central Luzon	
9. MAJOR PROPOSED PROJECT(S)		
1. Irrigation area: 16,750 ha 2. Gumain dam: (Type) Rockfill (crest length) 43.5m (Height) 108.0m 3. Intake weir: (proposed) 1 (rehabilitation) 3 4. Head race: 13.6 km 5. Irrigation canal (main) 28.8 km (Branch) 169.6 km		

ゲマイン川灌漑開発計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

Reasons for Delay or Suspension:

Financial constraints and the eruption of Mt. Pinatubo.

Detail:

(FY 1993 Overseas Survey)

The project area was severely damaged by lahar caused by the eruption of Mt. Pinatubo. Besides, it is considered to be hard to secure the finance for this project. Thus, NIA believes that the possibility to implement this project is extremely low. The existing Gumain Dam is almost buried with rocks and earth and its bottom rises by four meters. The large amount of silt at the upperstream was flown into the dam. Even now, the rise of river bed, the erosion of river bank and the meandering of the river are observed and result in burying the existing irrigation facilities and farmland. NIA plans to take no action for the project implementation until the condition is stabilized.

(FY 1994 Domestic Survey)

Due the eruption of Mr. Pinatubo, the project has been suspended.

(FY 1995 Domestic Survey)

No action has been taken by the Filipino government.

(FY 1996 Domestic Survey)

The occurrence of lahar has been preventing the project implementation as before.

(FY 1997 Overseas FU Survey)

The occurrence of lahar has been preventing the implementation of the project.

(FY 1998 Domestic Survey)

It seems to be difficult to realize the project due to the effect of lahar. If the problem of lahar is solved, there will be possibility to implement the project.

STUDY SUMMARY SHEET

(F/S)

ASE PHL/S 314/84

1. COUNTRY	Philippines	
2. NAME OF STUDY	Development Project of the Port of San Fernando	
3. SECTOR	Transportation / Port	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Philippine Ports Authority
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	The Overseas Coastal Area Development Institute (OCDI)	
7. STUDY PERIOD	Feb.1983 ~ Mar.1984 13month(s) ~	
8. SITE OR AREA	Northern Luzon (Region I)	
9. MAJOR PROPOSED PROJECT(S)		
Wharf(Pier -10 - -14m) 900m Dredging 4,500sq.m Transit Sheds 32,000sq.m Open Storage Yard 12,000sq.m Roads 12,000sq.m		

サンフェルナンド港整備計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Detail: July 1990 Port facilities were damaged by the earthquake Aug. 1990 The construction of a part of Pier 2 was commenced with the own fund, based on the JICA study result. Feb. 1991 The construction of a part of Pier 1 was commenced with the own fund.</p> <p>(FY 1993 Overseas Survey) No revision has been made on the proposed project since the completion of the study.</p> <p>(FY 1997 Overseas FU Survey) Project management was assumed by the Bases Conversion and Development Authority through a Memorandum of Understanding signed in Jan. 1997 between PPA and BCDA.</p>		

STUDY SUMMARY SHEET

(F/S)

ASE PHL/S 315/84

1. COUNTRY	Philippines	
2. NAME OF STUDY	Development Project on the Meteorological Telecommunication System	
3. SECTOR	Transportation / Meteorology & Seismology	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Philippine Atmospheric Geophysical and Astronomical Services Adm. Ministry of Defence (at F/S time)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Japan Weather Association	
7. STUDY PERIOD	Aug.1983 ~ Sep.1984 13month(s) ~	
8. SITE OR AREA	Covering the whole country	
9. MAJOR PROPOSED PROJECT(S)		
<ul style="list-style-type: none"> - Telecom. facilities <ul style="list-style-type: none"> (1) Main Trunk Line: About 950km between Luzon Island and Mindanao Island (2) Branch Lines: Lines connecting each station - OH transmitter/receiver, UHF and HF transmitter/receiver, Facsimile, Minicomputer etc. - Standby power supply. - Buildings and antenna of each relay station, access-road Meteorological observation facilities. 		

気象通信網整備計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

The reasons for realizing the proposed projects are as follows:

- (1) Greatness of project impact
 - Mitigation of meteorological disasters.
 - Economic impacts resulting from mitigation of transportation disasters.
- (2) High priority of the project

Subsequent Studies:

Jan.1988 L/A (Meteorological Telecommunication System Development Project (E/S) 308 mil.Yen)
 Oct.1989 D/D completed
 Jul.~Dec.1990 Additional D/D

Finance:

Feb.9.1990 L/A (Meteorological Telecommunication System Development Project, 4,986 mil.Yen)*

*Contents of the Project

- 1.Meteorological telecommunication system service
- 2.Meteorological data exchange system service
- 3.Meteorological observation system service
- 4.Meteorological radar system service
- 5.Maintenance system improvement

Construction:

Jun.1992 construction commenced
 Mar.1995 construction of the main portion was completed
 (The construction of one weather radar station building has been delayed, the construction of which is the responsibility of Philippine Atmospheric, Geophysical and Astronomical Services Adm., so that the overall construction of the project is delayed.)
 Apr.1995 Implementation of O&M Guidance. (up to Mar.1996)

After Completion:

(FY 1995 Overseas Survey)

A two-year extension of the validity of the OECF Loan Agreement for the Project, which will expire on 11 May 1996, has been requested through NEDA in order to undertake the improvement works for Stations damaged by typhoons, etc.

(FY 1997 Domestic Survey)

The validity of the OECF L/A was extended for two years(until May 11, 1998)

Improvement works of telecommunication system is under way and will be finished in February or March, 1998. Species of computer/software which are main equipments for data exchange system and the way to purchase them are being determined now. Improvement work is scheduled to complete before March 1998.

(FY 1997 Overseas Survey)

Various kinds of telecommunications and broad casting services have been newly introduced or enlarged so rapidly that it had been hard work to control telecommunication activities. As the result, conflict or interference of radio-waves has been brought on. Electromagnetic noises and radiation from some sorts of electric devices or facilities have also disturbed radio telecommunication.

To take a measure to improve the radio telecommunication quality, there are options such as a frequency reallocation to avoid wave overlapping, customization of the user interface, and so on. After the completion of the project, the PAGASA will operate and maintain the whole MTS equipment and facilities. Preventive maintenance will be most important to avoid serious troubles in the system, then several kinds of maintenance tools and spare parts are required.

(FY 1998 Domestic Survey)

Term of the OECF loan was expired on 11 May 1998, and the activities of Japanese side under OECF project were completed. Improvement works of telecommunication lines and installation works of the computers for data exchange were completed in Jan.~April 1998 and April~May 1998, respectively, and they were taken over to PAGASA. Spare parts for repairing the facilities/equipment were also procured. Maintenance system in PAGASA has been developed and the facilities have been smoothly operated since the completion of OECF project.

STUDY SUMMARY SHEET

(F/S)

ASE PHL/S 316/84

1. COUNTRY	Philippines	
2. NAME OF STUDY	Philippine Road Disaster Prevention Project	
3. SECTOR	Transportation / Road	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Public Works and Highwa
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Engineering Consultants Co., Ltd. Katahira & Engineers International	
7. STUDY PERIOD	May.1983 ~ Jun.1984 13month(s) ~	
8. SITE OR AREA	1)San Jose - Aritao (Northern Luzon) 2)Mahaplag - Sogod (Leyte) 3)Rosario - Baguio (Northern Luzon)	
9. MAJOR PROPOSED PROJECT(S)		
<p>Protection of Shoulder slope:</p> <p>1)Dalton Pass Section 77 km 2)Mahaplag - Sogod 37 km 3)Kenon Road 34 km Total 148 km</p> <p>- Surface drain - Subsurface drain - Re-cutting - Slope protection - Structural Work - Sabo Dam</p> <p>Note)Large scale riparian and Sabo works were excluded.</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

Because more than 15 years have passed since the construction of the Pan-Philippine Highway started in 1969, its road condition is getting worse. In particular, the renovation of road along mountainous sections of the highway is in an urgent need now. The renovation work has been in progress as follows:

(1) Dalton Pass (78km)

Subsequent Studies:

Feb.1990~May.1991 D/D for the renovation of Aritao-Santa Rita 200km
(pavement, bridges, drainage and disaster prevention)

Consultant/Katahira & Engineers

Total investment 1,017 mil.Pesos (OECF 835 mil.P, GOP 182 mil.P)

Finance:

May.31.

1988 L/A 14,003 mil.yen for the renovation of Laoag-Allacapan,
Allacapan-Aritao-Santa Rita and Calamba-Calauag sections.

Construction:

Package	Period	Contractor
P-5 (Malasin Br.~Digdig Br.)	Jul.1992~Jan.1996	P.D.POLICARPIO
P-6 (Digdig Br.~Putlan Br.)	Jul.1992~	C.M.PANCHO CONST
P-7 (Putlan Br.~Dalton Pass)	Feb.1994~Dec.1996	CAVITE IDEAL CONST
P-8 (Dalton Pass~Aritao)	Jul.1992~Oct.1996	R.R.MAURICIO MAGAYON CONST

*Dalton Pass Alternative Route Construction

Because of the earthquake which occurred in Luzon Island in July of 1990, increased avalanche of earth and rocks caused floods in rainy season every year. Target road also had suffered from the disaster, therefore maintenance of the road and the construction of another route (Cagayan-Capital trunk road) were decided.

Subsequent Studies:

Aug.30.1995 L/A (A part of 9,551 mil.yen for Philippine-Japan Friendship Highway Rehabilitation Project (II) was allocated).

Nov.1996~Apr.1998 D/D conducted

(FY 1997 Domestic Survey)

Construction period is estimated to be 5 years. The 23th OECF loan is possible financial source for phase I and the 25th for phase II.

(2) Mahaplag-Sogod Section (37km)

(FY 1998 Domestic Survey)

"Arterial Road Link Development Project (III) (Sep.1998 L/A)" is partially applied.

(3) Kennon Road (34km)

Subsequent Studies:

Jul.1989-Feb.1991 D/D for the renovation of Kennon Road (Pavement,
Bridges, drainage and disaster prevention, etc.)

Finance:

Jan.1988 L/A 2,254 mil.yen

Detail:

In 1990, Due to the 1990 earthquake, the Japanese Government canceled the loan. As a consequence, the Philippine Government gave up the construction of this road and has requested the Japanese Government to finance an alternative road.

(FY 1997 Domestic Survey)

There is no improvement project for the road. Daily maintenance work is being realized.

(4) Rosario-Baguio Road

Finance:

(FY 1998 Domestic Survey)

19 Aug.1993 L/A 4,633 mil. yen

"Rosario-Pugo-Baguio Road Rehabilitation Project"

Construction:

Package	Period	Contractor	Progress as of 1998
P-1	1997.5~1998.5	Roguza Development	1.5%
P-2	1997.5~1999.11	C.M.Pancho	50.09%
P-3	1997.9~2000.1	E.Ramos	14.08%
P-4	1998.7~1999.7	Sargasso Cont.	19.91%

*Construction was cancelled in June 1997 due to the land acquisition trouble.

*Refer to "Philippine Road Disaster Prevention Project, Stage II (1985)", "Road Improvement Project on the Pan-Philippine Highway (1987)", Pan-Philippine Highway Improvement Project(1995).

STUDY SUMMARY SHEET

(M/P)

ASE PHL/S 106/85

1. COUNTRY	Philippines	
2. NAME OF STUDY	Panay River Basin Wide Flood Control	
3. SECTOR	Social Infrastructure / River & Erosion Control	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Dept. of Public Works and Highways (DPWH)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd.	
7. STUDY PERIOD	Feb.1983 ~ Nov.1985 33month(s) ~	
8. SITE OR AREA	Panay Basin, Copig Province, Panay Island	
9. MAJOR PROPOSED PROJECT(S)		
<p>(1) Flood control project: a. Improvement and enlargement of bankful 150km of floodways and river structures; b. Constructions of polder dikes at 7 towns/villages; c. Construction of a multipurpose dam (Panay B dam); d. Establishment of appropriate guidelines for flood plain management in areas vulnerable to floods of about 340 sq.km. in total and relocation of housing in these areas.</p> <p>(2) Irrigation projects: a. Development of 3,250ha by irrigation in Panitan-Panay area; b. Rehabilitation of irrigation facilities and expansion of arable areas in Mambusao to 2,145ha.</p> <p>(3) Water supply project: a. Supply of uncontaminated water from Panay river to Roxas City and increase the existing supply capacity by 7,450 cu.m.</p> <p>(4) Hydropower generation project: a. Construction of the Panay B power station with an installed capacity of 7,100 kW and an annual energy output of 31.4 Gwh.</p> <p>* Above project costs are in 1984 prices.</p>		

パナイ河流域洪水防衛基本計画

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

(FY 1991 Overseas Survey)

The reference for JICA development study was submitted to NEDA and JICA for possible technical assistance. The project is integrated into the Mid-term Public Investment Program and listed in the Mid-term Program for Request for Technical Cooperation.

(FY 1993 Overseas Survey)

Although the JICA's assistance for the implementation of F/S is expected, no progress has been observed due to its low priority.

(FY 1996 Domestic Survey)

President Ramos requested EPWH to review the project and implement F/S.

In Jul.1996 NEDA received the request from DPWH to implement the subsequent studies. DPWH has given this project second priority among the projects for which the request will be submitted to Japan in 1997.

(FY 1997 Domestic Survey)

The Government of Philippines has submitted a request for F/S.

(FY 1998 Domestic Survey)

There has not been any change in the situation.

STUDY SUMMARY SHEET

(M/P)

ASE PHL/S 107/85

1. COUNTRY	Philippines		
2. NAME OF STUDY	Metro Manila Transportation Planning		
3. SECTOR	Transportation / Urban Transportation		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Transportation and Communications	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	ALMEC Corporation		
7. STUDY PERIOD	Oct.1982 ~ Mar.1984	17month(s)	
	Jun.1984 ~ Sep.1985	15month(s)	
8. SITE OR AREA	Metro Manila		
9. MAJOR PROPOSED PROJECT(S)			
<p>1)A detailed bus/jeepney rerouting plan for the area served by LRT Line 1, and related plans of detailed traffic management, road and public transport facilities.</p> <p>2)A bus/jeepney route management system and improved traffic management plans for bus/jeepney terminal areas in Metro Manila.</p> <p>3)Development plans for five mode interchange areas:</p> <p>a)Divisoria(large-scale transport/commercial/cultural facilities complex for LRT, bus/jeepney); b)Recto(large-scale transport/commercial/cultural facilities complex for LRT Lines 1 and 2, bus/jeepney); c)Cubao(large-scale transport/commercial/business complex for LRT Line 2, bus/jeepney); d)C3/Quezon Avenue(medium-scale transport/commercial complex for bus/jeepney); e)Novaliches(small-scale transport/commercial facility development in suburbs for bus/jeepney/tricycle)</p> <p>4)Transport database management methods and system.</p>			

マニラ首都圏都市交通計画(フェーズIおよびII)

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

(1)Utilization of Database

The database produced by this study has been well utilized in DOTC, DPWH and the Transport Training Center of the University of Philippines as well as by students to write research papers. The update of the database has not been adequately conducted although the manual was prepared.

(2)The PC-using Public transport Route Management System

The PC-using Public transport Route Management System was officially introduced into the DOTC's planning administration system. It is still in use, however, the inadequacy in the database renewal lowers its accountability.

(3)The rerouting project

The rerouting project was partially implemented during the study period. The rerouting along the LRT line was not fully implemented due to some political reasons. In the Manila Metropolitan area, MTC has been officially undertaking the rerouting projects.

(4)The development plan for the mode interchange areas

The development plan for the mode interchange areas have not been implemented while the Government recognize its importance. However, in response to the change of social environment such as the recent rise in land prices and the improved opportunity for urban development, some action may be taken to resume the project.

MMUTIS (M/P+F/S)

(FY 1996 Domestic Survey) (FY 1997 Domestic Survey)

The purposes of JUMSUT are establishment of traffic database and technology transfer. The study has been contributed to transportation survey in metropolitan area and elaboration of policy.

In 15 years, the circumstances in urban area has been changed and traffic problem become serious. Therefore, production of new database and establishment of integrated transportation plan were requested. At present, the JICA MMUTIS Study has been in progress since Mar.1996 for the duration of three years.

Details:

(FY 1993 Overseas Survey)

In 1991 DOTC requested JICA to implement the Metro Manila urban Transport Integration Study and planed to update the database through the implementation of this study. However, because the update of the datapase was supposed to be conducted in the World Bank financed project "Urban Transport Development Project", the request for the JICA study was turned down.

(FY 1994 Domestic Survey)

The worsening traffic condition and the planning and implementation of various transport-related projects (the expansion of LRT, the construction of expressway, etc.) requires the Government to formulate the comprehensive urban transportation plan and the effective transportation policy based on the reliable database. Therefore, in 1993 and 1994 DOTC planed to made the second request to JICA for the update of the database. The World Bank financed project was insufficiently finished and expected output was not obtained.

(FY 1995 Domestic Survey)

The Government has requested for the implementation of a development study which aims at the update of the database and the revision of transportation policy.

(FY 1997 Domestic Survey)

Most of proposed projects related with public transportation improvement and administration improvement are small scale, therefore these projects are implemented by own fund.

Operation & Maintenance:

(FY 1997 Domestic Survey)

LTFRB (Land Transport Franchise and Regularity Board) which is under administration of DOTC, was in charge of operation of routes. In 1990s, routes were changed drastically because of deregulation which allows participation of buses and jeepney.

Effect:

(FY 1997 Domestic Survey)

The exposure of the cars running illegally has been promoted. Moreover, excessive competition has been mitigated.

Related Project:

(FY 1998 Domestic Survey)

18 March 1997 L/A 26,344 mil. yen

"Metro Manila Strategic Mass Rail Transit Development (Line 2) Project (II)"

STUDY SUMMARY SHEET

(M/P+F/S)

ASE PHL/S 203B/85

1. COUNTRY	Philippines	
2. NAME OF STUDY	Development Project on the Port of Batangas	
3. SECTOR	Transportation / Port	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Philippine Port Authority
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	The Overseas Coastal Area Development Institute (OCDI)	
7. STUDY PERIOD	Sep.1984 ~ Dec.1985 15month(s) ~	
8. SITE OR AREA	South-west Luzon	
9. MAJOR PROPOSED PROJECT(S)		
<p><M/P> Construction of 13 berths, in addition to the existing 4 berths.</p> <p style="margin-left: 40px;">Foreign trade: 2 berths(15,000DWT), 1 berth(30,000 DWT) Domestic trade: for Ro-Ro: 4 berths(700 DWT) for conventional domestic vessels: 6 berths for ferry: existing 4 berths</p> <p>Wharf 1,570 m Dredging 1,414 thousand cu.m Land reclamation 731 thousand cu.m Road 142 thousand sq.m</p> <p><F/S>11 berths in total are planned as follows:</p> <p style="margin-left: 40px;">Domestic Trade: for Ro-Ro 3 berths for miscellaneous 3 berths for ferry 4 berths</p> <p>Wharf (-10m) 185 m " (-5m) 105 m " (-5m,Pier) 105 m " (-4.5m) 155 m Dredging 430,000 cu.m</p>		

バタンガス港整備計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

(1) Phase I

Subsequent studies:

Jan.1988 L/A 190 mil.Yen (E/S)

1990 D/D completed (PCI)

Finance:

Jul.1991 L/A 5,788 mil.Yen (including 2,359 mil.Yen of local currency) for the construction of wharves (22 berths) and breakwaters, dredging and reclamation, etc.)

Construction:

Feb.1995 Commenced

Aug.1997 Scheduled to be completed. The resettlement program was resolved as to Phase I.

(2) Phase II

(FY 1997 Overseas Survey)

Proposed developments under Phase II, III and IV include the following:

-reclamation works

-construction of additional berthing facilities

-land development to include roads and pavements

-provision of additional back-up space and open storage facilities

-construction of vertical structures(CFS)

-installation of other amenities and other appurtenant facilities

Subsequent Study:

(FY 1997 Overseas Survey)

Mar.1997 L/A 876 mil.Yen (E/S)

Nov.1996-Nov.1997 E/S

Consulting Firm/PCI, Basic Technology and Management Corp

*Difference with JICA's proposal

The study recommended expanded (in terms of quantity) scope of works for civil works and additional items such as construction of flyover and additional amenities.

Finance:

(FY 1997 Overseas Survey)(FY 1998 Domestic Survey)

Sep.1998 L/A 145,55 mil.yen "Batangas Port Development Project"

Construction:

(FY 1997 Overseas Survey)

2nd quarter,1998~2nd quarter, 2001(schedule)

Prequalification of contractors on-going

(3) Phase III,IV

Subsequent Study:

(FY 1997 Overseas Survey)

Nov.1996-Nov.1997 F/S

Consulting Firm/PCI, Basic Technology and Management Corp

Detail:

The project has been integrated into "Calabarzon Integrated Regional Development Program (1991)".

STUDY SUMMARY SHEET

(F/S)

ASE PHL/A 311/85

1. COUNTRY	Philippines	
2. NAME OF STUDY	Asue River Basin Agricultural Development Project	
3. SECTOR	Agriculture / (Agriculture in) General	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Irrigation Authority
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Chuo Kaihatsu Corporation Sanyu Consultants Inc. Tamano Consultants Co., Ltd.	
7. STUDY PERIOD	May.1984 ~ Aug.1985 15month(s) ~	
8. SITE OR AREA	Asue river and adjacent basin (irrigated area: 6,760ha)	
9. MAJOR PROPOSED PROJECT(S)		
<p>Outside benefit area: Dam and appurtenant facilities, basin alteration channel, hydropower plant, transmission facilities, water service facilities</p> <p>Inside Benefit area: Asue weir, Bakabak weir, Gubaton weir, main irrigation canal and appurtenant facilities, Asue river improvement works, drainage canal, roads and appurtenant facilities, terminal facilities, rural community center.</p> <p>The Cost 1) above is based on the effective exchange rate as of Oct. 1984, and the Cost 2) includes price changes.</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

Reasons for Delay or Suspension:

Due to the worsening financial situation, there is no prospect to secure the fund for the project implementation. NIA ranks the priority of the project low in the Long Term List. Thus, the possibility of the project implementation is also low.

Detail:

Although NIA states in CORPLAN that this project will be implemented from 1999 to 2005, it is unlikely that the project be implemented unless the financial situation of the Government is reversed, just like the other irrigation development projects. Because the project area is blessed with the abundant water, if the project is realized, it is expected to activate the agriculture in Panay Islands with the increase of the agricultural productivity. As shown in the Mid-Term Development Plan, the Government puts high priority on projects, which are planned to mitigate the regional gap. Therefore, the implementation of this project is highly desired.

(FY 1995 Overseas Survey)

This project is included in the Ten-Year Irrigation Development Program of NIA.

(FY 1997 Overseas FU Survey)

The prospect of securing funds to implement the project is low due to financial difficulties.

STUDY SUMMARY SHEET

(F/S)

ASE PHL/A 312/85

1. COUNTRY	Philippines	
2. NAME OF STUDY	Bohol Irrigation Development Project (Phase II)	
3. SECTOR	Agriculture / (Agriculture in) General	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Irrigation Authority
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Sanyu Consultants Inc. Nihon Suido Consultants Co., Ltd. Naigai Engineering Co., Ltd.	
7. STUDY PERIOD	Dec.1984 ~ Feb.1985 2month(s) ~	
8. SITE OR AREA	Warig River Basin of Bohol Islands Irrigation area 5,300ha, Drainage area 12,700ha	
9. MAJOR PROPOSED PROJECT(S)		
<p>1) Water Resources Development of Warig River and other rivers in the area. 2) Arrangement of irrigation, drainage, farm roads and other on-farm facilities.</p> <p>Concretely, - Water resources development by Boyongan reservoir and Capayas reservoir - Irrigated areas of 5,300 ha and 3,540 ha in rainy season and dry season, respectively - Drinking water supply</p>		

ボホール灌漑開発計画 フェーズII

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

While the project as a whole has not been implemented, a part of the project, the improvement of canals, on farm facilities in Capayas area covering 750ha, has been promoted with the Japanese grant aid.

(1) Construction of Capayas Irrigation Facilities

Subsequent Studies:

Aug.~Oct.1989 B/D

Finance:

Jul.13.1990 E/N 1,433 mil.Yen(Capayas Irrigation Facility Construction)

Aug.21.1991 E/N 234 mil.Yen(Capayas Irrigation Facility Construction)

Construction:

Mar.1992 Completed (NIA plans to promote the improvement of on-farm facilities.)

Management:

The constructed dam and other on-farm facilities have been managed by the Provisional Irrigation Office and Irrigators Association.

Effect:

375 farmers are the beneficiaries for the project.

*Remaining project

Detail:

(FY 1992 Overseas Survey)

The development of the remaining area covering 4,550ha is planned in CORPLAN, formulated by NIA, to be implemented during the period of 1995 to 2001. The completion of the Bohol Irrigation Project (I) is expected to expand the irrigated area with the surplus water produced by the Project (I) and the water from the river in this project site. Therefore, the completion of Project (I) is prioritized to Project (II) (Project (I) is scheduled to be completed in Dec.1995)

(FY 1995 Domestic Survey)

NIA expects to implement this project with an OECF loan and is preparing for the documents thereof.

(FY 1995 Overseas Survey)

All major civil works for BIP I were completed in Dec.1995. Remaining works are land development and the construction of the terminal facilities, which are planned to be done in 1996. The implementation of BIP II under OECF will depend on the completion of the land development activities under BIP I.

(2) Boyongan Dam and remaining Phase II areas

(FY 1997 Overseas Survey) (FY 1998 Domestic Survey)

Subsequent Study:

D/D May 1997 ~ April 1998

Consulting Firms / Nippon Koei, Sanyu

Cost / 154,721,000 yen (OECF) + 16,060,000 pesos

Finance:

(FY 1998 Domestic Survey)(FY 1999 Domestic Survey)

28 Dec. 1999 L/A 6,078mil.yen.

* Contents / Construction of dam for agricultural use and irrigation facilities.

*Refer to "Bohol Integrated Area Development Project (1978)".

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

Owing to the high demand on the electric power and the suspension of the existing nuclear power plant operation, the need on the hydropower plant is considered high in Luzon. Although the project priority is not ranked high in the NAPOCOR list, in case a new project is determined to be implemented in Luzon, this project is likely to be selected.

(FY 1996 Domestic Survey)

The president Ramos organized a task force team headed by the secretary of the Ministry of Energy for the early implementation of the project (May.1995). The president Ramos intends to conduct the ceremony for the inauguration of construction during his tenure of office.

Subsequent Study:

(FY 1997 Overseas Survey)

Apr.-Aug.1994 Review

The height of dam was lowered as a result of the study.

Finance:

(FY 1997 Domestic Survey)

1.Construction of Power Plant and Multipurpose Dam. (BOT)

Tender of Marubeni, Shitthe and Kansai Electric Corporation group was accepted.

(FY Overseas Survey) (FY 1998 Domestic Survey)

2.Infrastructure (dam included)

Governmental subsidy 40 bil.yen (loan from Ex Im Bank of Japan is possible source)

(FY 1997 Overseas Survey)

Untied loan (400.mil.USS) from Japan Ex.Im. Bank and OECF loan (120 mil.USS) was provided.

Construction:

(FY 1997 Overseas Survey) (FY 1998 Domestic Survey)

Feb.1998-Feb.2004

Operation & Management:

(FY 1998 Domestic Survey)

San Roque Poser Company

Remaining Project:

(FY 1998 Domestic Survey)

Regarding the irrigation sector, the request for D/D by a grant aid assistance has been submitted.

STUDY SUMMARY SHEET

(F/S)

ASE PHL/S 318/85

1. COUNTRY	Philippines	
2. NAME OF STUDY	Philippine Road Disaster Prevention Project (Stage II)	
3. SECTOR	Transportation / Road	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Public Works and Highways
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Engineering Consultants Co., Ltd. Katahira & Engineers International	
7. STUDY PERIOD	Sep.1984 ~ Jul.1985 10month(s) ~	
8. SITE OR AREA	1)Lucena - Calauag(N.Luzon) 2)Allen - Calbayog(Samar) 3)Bauang - Baguio(N.Luzon)	
9. MAJOR PROPOSED PROJECT(S)		
<p>Protection of shoulder slope: Lucena - Calawag 95.7 km Allen - Calbayog 72.9 km Nagilian Road 47.2 km Total 215.8 km</p> <p>Earth Work Drainage work: surface drain, subsurface drain Slope protection work: concrete spraying etc. Structural Work: anchoring etc. Catch Work: anchor wire net etc.</p> <p>Note) Large scale riparian and Sabo works were excluded.</p>		

道路防災計画ステージII

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

Because more than 15 years have passed since the construction of the Pan-Philippine Highway started in 1969, its road condition is getting worse. In Particular, the renovation of road along mountainous sections of the Highway is in an urgent need now. the renovation work has been in progress as follows:

(1) Lucena-Calauag

(A part of the renovation project of the Calamba-Calauag Section)

Subsequent Studies:

May.1988 D/D commenced for Lucena-Calauag (96km)

(Pavement, Bridges, Drainage and Disaster Prevention).

(Consulting firm:Toko Consultants)

Total Investment:462 mil.Pesos

(OECF 379 mil.Pesos GOP 83 mil.Pesos)

Finance:

May.31.1988 L/A 14,003 mil.Yen for the renovation of Laoag-Allacapan,

Allacapan-Aritao-Santa Rita and Calamba-Calauag sections.

Construction:

(FY 1998 Domestic Survey)

Jun.1991~June 1995 (completed)

Progress situation:

(FY 1993 Overseas Survey)

Due to the increased cost, the project covering Calauag-Motnog and Allen-Calbayog Sections was scaled down.

(FY 1995,1996 Domestic Survey)

*Calamba~Calauag Package

Period Contractor

1 (Calamba~San Pablo) Jul.1991~Dec.1993 RMCC/FEMCO (JV)

2A (San Pablo~Pagbilao) Mar.1995~Aug.1997 A.M.Oreta Co.,Inc.

2B No schedule due to financial problem

3 (Pagbilao~Atimonan) Jul.1992~Dec.1994 F.T.Sanchez Const.

4 (Atimonan~Gumaca) Oct.1995~Jun.1993 E.Ramos Const.

5 (Gumaca~Calauag) Dec.1991~Dec.1993 Pragmatic Dev.Const.Corp.

(2) Allen-Calbayog section (73km) and Naguilian Road (47km)

Subsequent studies:

Jan.1991~Sep.1992 D/D for Allen-Calbayog section and Naguilian Road

(Pavement, Bridges, Drainage and Disaster Prevation)

(Consulting firm:PCI)

Total Investment:1,355 mil.Pesos

(OECF 988 mil.Pesos GOP 367 mil.Pesos)

Finance:

Feb.9.1990 L/A 5,708 mil.yen (Disaster Prevention and Renovation) for

Calauag-Matnog and Allen-Calbayog Sections (Total 353km)

and Naguilian Road (47km)

Construction:

1)Nagilian Road:Sep.1992 Commenced Aug.1995 Completed

Total Investment-618.7 mil.Pesos (OECF 534 mil.P GOP 84.7 mil.P)

2)Allen-Calbayog Section:

Subsequent study:

(FY 1998 Domestic Survey)

July 1999~June2000 Review of D/D.

Finance:

(FY 1998 Domestic Survey)

Sep.1998 L/A "Arterial Road Link Development Project (III)"

Construction is being conducted as a part of Visayas Avenue which is financed by the above OECF loan.

Effect:

(FY 1996 Domestic Survey)

Improvement of reliability to roads by the establishment of disaster prevention facility Economization of rehabilitation cost.

Perspective for remaining works:

(FY 1997 Domestic Survey)

No fund is procured for 2B section.

Refer to "Philippine Road Disaster Prevention Project (1984)", "Road Improvement Project on the Pan-Philippine Highway (1987)".

STUDY SUMMARY SHEET (M/P+F/S)

ASE PHL/S 204B/86

1. COUNTRY	Philippines	
2. NAME OF STUDY	Municipal Water Supply Project	
3. SECTOR	Public Utilities / Water Supply	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Local Water Utilities Administration (LWUA)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Jogesuido Sekkei Co., Ltd.	
7. STUDY PERIOD	Feb.1986 ~ Mar.1987 13month(s) ~	
8. SITE OR AREA	Two cities (Angeles and Dagpan) and two groups of towns (Cabyao, Santa Rosa and Biniyan; Bayombong and Sorano)	
9. MAJOR PROPOSED PROJECT(S)		
<M/P>		
(1) Angeles City: Construction of 13 tube wells, 3 distribution reservoir and booster pumping station		
(2) Dagupan City: Construction of 19 tube wells, chlorinator treatment facilities and transmission pipeline		
(3) Cabyao-Sta. Rosa-Binan: Construction of new distribution reservoir, distribution pipeline and booster pumping station		
(4) Bayombong-Solano: Construction of radial well facilities, chlorinator treatment facilities and transmission and distribution pipeline		
<F/S>		
	Phase I(1986-95)	Phase II(1996-2010)
(1)Source Facility	test well	11 of deep wells
(2)Transmission Facility	Construction of Transmission facility (3,500m)	Additional Transmission line (1,300m)
(3)Treatment Facility	Chlorination Facilities	Chlorination facilities
(4)Distribution Facility	Construction of Reservoir(2400sq.m)	Extension of Reservoir to 7000sq.m
Note: EIRRs and FIRRs bellow are for 1)Angeles, 2)Dagpan, 3)Cabyao-Santa Rosa - Biniyan. EIRR and FIRR for Bayombong - Sorano are 13.5% and 4.3%.		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

The reasons for realizing the proposed projects are as follows:
 - Development of water supply systems has high priority among BHN-related projects; and
 - Effectiveness of LWUA.

Situation of utilization:

The proposed project has been integrated into the Medium-Term Public Investment Program, the objectives of which are to provide safe and adequate water supply and sanitation services and to raise the service ratio from the present 66% to 79% of the total population. The study results have been utilized to formulate water supply projects in respective municipality and its construction.

(1) PCWSP-I : Dagupan and Laoag Cities

The Bayombong-Solano and Cabuyao-Santa Rosa areas were excluded from the project because the concerned municipalities didnot agree with the project implementation. Instead of those two areas, Laoag area is now included although this area was covered by another JICA project.

Finance:

Jan.27.1988 L/A 1,272 mil.Yen (PH-P82 Local currency 26.14 mil.pesos)
 Consulting firm/ Nippon Jogesuido Sekkei Co.,Ltd.

Construction:

Mar.1989~Dec.1994 Completed

(2) PCWSP-II: Angeless City Total Investment: 385 mil.Pesos

Finance:

May 1992 L/A 1,094 mil.Yen (Local currency 84.57 mil.Pesos)
 (PH-P124)

Construction:

1992 commenced

May26.1997 completed

Consulting Firm/Nippon Jogesuido Sekkei Co.,Ltd.

Contractor/MMRR Construction

(3)PCWSP-III:Butuan, Cagayan de Oro, davao, Karibu and Tuguegaro

Finance:

Dec.20.1994 L/A 6,212 mil.Yen

Construction:

May.1995 Commenced

Dec.1999 Scheduled to be completed (FY 1996 Domestic Survey)

Consulting firm/Nippon Jogesuido Sekkei, Co.,Ltd.

(4)PCWSP-IV:Bacolod, Batangas, Lipa, Masbate, Quezon, San Fernando and Talrac

Finance:

Aug.30.1995 L/A 6,131 mil.Yen

Construction:

Mar.1996 Scheduled to be commenced

Dec.2000 Scheduled to be completed (FY 1996 Domestic Survey)

Consulting firm/ J/V of Binnie & Partners Overseas Ltd.(Britain) & Nissin Gijyutsu.

(5) PCWSP-V: Luzon island (7), Mindanao island (2), Mindoro island (1), Panay island (1).

(FY 1998 Domestic Survey)

18 Mar.1997 L/A 7,228 (mil.yen)

Provincial Cities Water Supply Project (Phase V)

*This loan is for civil works, procurement of equipment/materials and consulting services.

(6) Cabuyao-St.Rosa-Binan

(FY 1995 Overseas Survey)

Due to the above-mentioned reason, project implementation has been suspended. However, the changes in the composition of local officials in respective municipalities had lessened their resistance in the formation of water districts. LWUA is presently coordinating with these officials for the possible implementation of the project.

(7) Bayombon-Solano

(FY 1995 Overseas Survey)

After the change of the Governor of Nueva Vizcaya, LWUA is working for the possible implementation of the project. It has been listed as a candidate project for KFW.

STUDY SUMMARY SHEET

(M/P)

ASE PHL/A 102/87

1. COUNTRY	Philippines	
2. NAME OF STUDY	Improvement Project of the O&M of Magat River Integrated Irrigation	
3. SECTOR	Agriculture / (Agriculture in) General	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Irrigation Administration
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Sanyu Consultants Inc. Naigai Engineering Co., Ltd. Nihon Suiko Consultant Co., Ltd.	
7. STUDY PERIOD	Feb.1986 ~ Mar.1987 13month(s) ~	
8. SITE OR AREA	Region II (Isabela, Quirino, Ifugao) 102,000 ha	
9. MAJOR PROPOSED PROJECT(S)		
<p>The Study proposed various improvements to realize more effective utilization of water resources, efficient and equal distribution of irrigation water, and better organizations for maintenance and operation (e.g. preparation of an O&M manual).</p> <p style="text-align: center;">Costs ('000 pesos)</p> <ul style="list-style-type: none"> - Improvement of water control : 143,330 - Improvement of machinery and facilities : 36,610 - Procurement of construction machinery : 134,550 - Improvement of canals : 349,820 - Rehabilitation major structures : 63,196 - Improvement of agricultural dev. facilities: 47,700 - Engineering services : 156,050 - Contingency : 123,750 <p style="text-align: center;">Total 1,060,000</p> <p>* Project costs above are in 1986 prices.</p>		

マガットかんがいシステム維持管理強化計画

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

Background:

Although a number of large-scale irrigation facilities have been constructed, the inadequate maintenance of facilities and the lack of the proper management system hamper the effective utilization of the irrigation water. Thus, this project aims to facilitate such utilization.

Detail:

(FY 1993 Overseas Survey)

This project is planned to be implemented from 1997 to 1999 in CORPLAN. NIA considers it as a model project and have requested JICA to provide the technical assistance. Like the other irrigation development projects, the Turn-over program is applied for its maintenance and administration. Since the existing facilities were constructed about 20 years ago, it has become out-worn. Furthermore, it is very hard to obtain spare parts of the installed equipment, which were procured from various countries. Because the Government is unable to undertake proper maintenance projects of the facilities due to its financial constraints, it is highly expected to rehabilitate the facilities with the JICA assistance as soon as possible.

(FY 1995 Overseas Survey)

NIA submitted a proposal for the "F/S on the Rehabilitation of MRIIS District IV" to NEDA for possible technical assistance by the Japanese Government.

(FY 1998 Domestic Survey)

"Rationalization Project of Water Utilization of Magot River Integrated Irrigation" was proposed as the project of FY 1997, however, it was not adopted.

*Related Project

(FY 1994 & 1995 Domestic Survey)

1987-91 IOSP (Irrigation Operations Support Project)-1

1993-97 IOSP-2 (targeting Districts I, III and IV)

(Scheduled to be completed in 1998)

1996 Water Resources Development Project (WRDP)

(targeting District II) is scheduled to be implemented

Finance:

The World Bank for strengthening O&M ability of NIA and the Irrigator's Associations.

Detail:

A part of the project area is covered by this World-Bank financed project. However, the financial assistance is used for the daily O&M expense and the facilities are left unrehabilitated.

STUDY SUMMARY SHEET

(M/P)

ASE PHL/S 108/87

1. COUNTRY	Philippines	
2. NAME OF STUDY	Cagayan River Basin Water Resources Development	
3. SECTOR	Social Infrastructure / Water Resources Development	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Public Works and Highways
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd. NIKKEN Consultants, Inc.	
7. STUDY PERIOD	Oct.1985 ~ Aug.1987 22month(s) ~	
8. SITE OR AREA	Cagayan River Basin in Luzon Island, 27,300 sq.km	
9. MAJOR PROPOSED PROJECT(S)		
<p>Master Plan : Target year 2005</p> <p>(1) Multi purpose dam scheme Alimit : Storage volume 156 x 10⁶ m³, dam height 89 m Matuno : " 97 x 10⁶ m³, " 147 m Siffu : " 93 x 10⁶ m³, " 58 m Mallig : " 545 x 10⁶ m³, " 84 m</p> <p>(2) Flood control scheme Tuguegarao dike scheme, Magapit narrow improvement cabagan dike scheme and bank erosion control scheme.</p> <p>(3) Agricultural development scheme Irrigation scheme 14 projects - Permanent crop land : 30,000 ha - Pasture land : 83,000 ha</p> <p>(4) Hydropower scheme Primary : Ibulao, Tanudam, and Diduyon Secondary (integrated with agricultural development) : Dummon, Paraman, Zinundungan</p>		

カガヤン河流域水資源開発基本計画

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

Subsequent Studies:

(FY 1993 Overseas Survey)

<Own fund>

A preliminary study for F/S ((1)Core drilling survey (completed in 1988), (2)Hydrographic survey(being implemented), (3)Flood damage survey(implemented in 1989), etc.)

Detail:

DPWH planned to conduct F/S immediately after M/P would be completed in August 1987. However, because of the public disorder followed by the Revolution in February 1987, the implementation of the project has been delayed.

(FY 1993 Overseas Survey)

F/S, which was scheduled to be implemented 1989, was postponed due to the public disorder in the project area. DPWH desires for the JICA technical cooperation to implement the project.

(FY 1994 Domestic Survey)

DPWH hopes the Japanese government to implement F/S, however, the Japanese government is not willing to implement F/S due to the security issue in the area.

(FY 1996 Domestic Survey)

DPWH has submitted the request of JICA for the implementation of F/S, in FY 1997. The priority order given to it is forth.

(FY 1997 Domestic Survey)

F/S on "Lower Cagayan Flood Control" which was proposed as a top priority project by this M/P, has been requested.

The number of crimes has been reduced drastically, and vicious crime such as terrorism has not been reported, therefore the place is safe relatively.

(FY 1997 Overseas Survey)

The outputs of the study have been utilized for erabolation of the Medium-term Piblic Investment Program (1999-2003).

DOWH requested JICA for the F/S in FY 1998. The project was ranked 3rd in priority.

(FY 1998 Domestic Survey)

Since "Flood Prevention Project (F/S)" was important among the projects proposed by this M/P, DPWH made a request for conduction the F/S. NEDA, however, gave lower priority to this F/S.

*Small-Scale Project for Flood Control

(FY 1993 Overseas Survey)

The construction of the bank is in progress with the local fund.

STUDY SUMMARY SHEET

(F/S)

ASE PHL/S 319/87

1. COUNTRY	Philippines		
2. NAME OF STUDY	Road Improvement Project on the Pan-Philippine Highway (Philippines-Japan Friendship Highway)		
3. SECTOR	Transportation / Road		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Public Works and Highways(DPWH)	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Engineering Consultants Co., Ltd. Katahira & Engineers International		
7. STUDY PERIOD	Jun.1986 ~ Sep.1987 15month(s) ~		
8. SITE OR AREA	North Study Section 200km (Sta. Rita-Aritao) South Study Section 181km (Calamba-Calauag)		
9. MAJOR PROPOSED PROJECT(S)			
(1)Rehabilitation of Road Function (Short term 1987-92)			
	Road Function	North Study Section	South Study Section Total
Signalisation	6	-	6
Improvement of Geometrics	1	2	3
Paving of Shoulders/Sidewalks	6	7	13
Widening to a 4-lane	-	-	1
R.O.W Acquisition	3	-	3
	16	10	26
(2)Pavement Rehabilitation Works (Short term)			
2-lane PCC Reconstruction	91.92	110.68	202.60
1-lane PCC Reconstruction	113.96	21.12	135.08
2 lane AC Overlay	69.00	5.00	74.00
Treatment of weak Subgrade	2.00	-	2.00
Side Ditch	109.73	74.52	184.14
Subsurface Drainage	3.25	11.25	14.25
	114.98	85.77	200.75

日比友好道路・道路改善計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

The reasons for realizing the project are as follows:

- High priority has been given to this project as the road is one of important trunk roads in the Philippines.
- The project was evaluated to be the most suitable one as Social Rehabilitation Fund by OECF.

(FY 1992 Overseas Survey)

Because more than 15 Years have passed since the construction of the Pan-Philippine Highway started in 1969, its road condition is getting worse. In particular, the renovation of road along mountainous sections of the Highway is in an urgent need now. The renovation work has been in progress as follows. Also, the main works of this proposed project were rehabilitation of pavement and the expansion of road, but it is decided to be implemented as an integrated road rehabilitation project including the components of another JICA's development study (Philippine Road Disaster Prevention, Stage II of the same project and Rehabilitation and Maintenance of Bridges along Arterial Roads).

Finance:

May 31.

1988 L/A 14,003 mil.Yen (Rehabilitation of the Pan-Philippine Highway) for renovation of Laoag-Allacapan, Allacapan-Aritao-Santa Rita and Calamba-Calauag Sections)

Jul.1994 L/A 9,620 mil.Yen (Philippine-Japan Friendship Highway Rehabilitation Project (I))

*The Contents of Works

Pavement, rehabilitation of bridge, road disaster prevention project, D/D and supervision.

Aug.30.1995 L/A 9,551 mil.Yen (Philippine-Japan Friendship Highway Rehabilitation Project (II))

*The Contents of Works

Rehabilitation and Improvement of Allacapan-Aritao, Calauag-Matunog (approx.250km), D/D on alternative route of Dalton Pass.

By the loan for Phase II, rehabilitation of Philippine-Japan Friendship Highway in Luzon Section will be completed except for Dalton Pass Section.

(1) Santa Rita-Aritao (200km)

Subsequent Studies:

Feb.1990-May.1991 D/D

(pavement, bridges, drainage and disaster prevention)

(Consulting firm: Katahira & Engineers)

Total Investment:1,017 mil.Pesos (OECF 835 mil.P GOP 182 mil.P)

Construction:

Total Investment: 1,822.7 mil.Pesos

(OECF 1,093.6 mil.P Local Currency 789.1 mil.P)

Package	Period	Contractor
P-1 (Tabang-Salangan)	1991.7~1994.2	R.D.Policaprio
P-2 (Salangan~State Border)	1991.6~1993.7	310Const.Speciaslist Corp
P-3 (State border~Coalibangbang.Br.)	1992.1~1995.4	R.D.Policaprio
P-4 (Coalibangbang Br.~Malasin Br.)	1994.5~1996.4	J.M.LUCIANO/S.V.CONST & DEV'T COPR (JV)
P-5 (Malasin Br.~Digdig Br.)	1992.7~1996.1	R.D.Policaprio
P-6 (Digdig Br.~Putlan Br.)	1992.7~1995.8	C.M.Pancho Const
P-7 (Putlan Br.~Dalton Pass)	1994.2~1996.12	Cabite Ideal Const
P-8 (Dalton Pass~Aritao)	1992.7~1996.10	R.R.Mavricio Magayon Const

Detail:

(FY 1994 Domestic Survey)

To finance D/D for alternative road to Dalton Pass Section, OECF loan has been requested.

(2) Calamba-Calauag Section (181km)

Subsequent Studies:

Mar.1990-Jan.1991 D/D

(pavement, bridges, drainage and disaster prevention)

(Consulting firm: Toko Consultants)

Total Investment:462 mil.Pesos (OECF 379 mil.P GOP 83 mil.P)

Construction:

Total Investment Cost: 1,343.2 mil.Pesos

(OECF 825.7 mil.Pesos, Local Currency 517.5 mil.Pesos)

Package	Period	Contractor
P-1 (Calamba-San Pablo)	Jul.1991~Dec.1993	RMCC/FEMCO (JV)
P-2A (San Pablo-Pagbilao)	Mar.1995~Aug.1997	A.M.ORETA Co.,Inc.
P-2B	No schedule due to financial problem	
P-3 (Pagbilao-Atimonan)	Jul.1992~Dec.1994	F.T.Sanchez Const.
P-4 (Atimonan-Gumaca)	Jun.1993~Oct.1995	E.Ramos Const.
P-5 (Gumaca-Calauag)	Dec.1991~Dec.1993	Pragmatic Dev.Const.Corp

Effect:

Improvement on traveling due to pavement, decrease of traveling cost, increase of reliability on roads due to bridge rehabilitation and installation of disaster prevention facilities.

Perspective for remaining works:

(FY 1997 Domestic Survey)(FY 1998 Domestic Survey)

All the construction works except for P-2B were completed. No fund is procured yet.

日比友好道路・道路改善計画

STUDY SUMMARY SHEET

(F/S)

ASE PHL/S 320/87

1. COUNTRY	Philippines		
2. NAME OF STUDY	Manila South Port Rehabilitation Project		
3. SECTOR	Transportation / Port		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Philippine Port Authority	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	The Overseas Coastal Area Development Institute (OCDI) Nikken Sekkei Ltd.		
7. STUDY PERIOD	Mar.1986 ~ Jun.1987 15month(s) ~		
8. SITE OR AREA	Manila		
9. MAJOR PROPOSED PROJECT(S)			
<p>The Port of Manila consists of South Port, North Port and the International Container Terminal. Most of the facilities of South Port were constructed immediately after the 2nd World War, and are now largely obsolete. In addition, spaces and facilities for cargo handling and storage are insufficient. The study proposed the following rehabilitation and expansion of the port facilities.</p> <p>1) Pier 3 : Floor boards, protecting boards, land levelling 2) Pier 5 : Protecting boards, land levelling, removal of storage sheds 3) Pier 9 : Protecting boards, land levelling, extension 4) Pier 13 : Floor and protecting boards 5) Pier 15 : Floor and protecting boards, land levelling, removal of sheds 6) Open Storage Area : paving and clearing 7) Dredging : 1.02 million cu.m 8) Grain Terminal : 2 floating unloaders</p>			

マニラ南港改修計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Subsequent Studies: Jul.1988 - Dec.1989 D/D Consulting Firm / STV Lyon Assoc.Inc.</p> <p>Finance: Dec. 1989 ADB L/A US\$ 43.5 mil.(Second Manila Port Project) Total Project cost: 422.1 mil.Pesos Foreign Currency (60%) US\$ 1.3 mil. Local Currency (40%) 26.8 mil.Pesos (FY 1993 Overseas Survey) Total Investment Cost: US\$ 89.69 mil. Foreign Currency US\$ 50.4 mil.(exceeded the ADB loan) Local Currency US\$ 36.29 mil.</p> <p>Construction: Sep.1991 Commenced As of April, 1992 10% of the North Port and 15% of the South Port have been completed. Jun.1995 Completed Pier facilities, except for Pier 13, were rehabilitated. Consulting Firm, Contractor/ STV/Lyons, Kawasaki</p> <p>Situation: (FY 1997 Overseas Survey) After the completion of the Second Manila Port Project, the PPA has considered in its 25-year M/P, South Harbor Expanded Port Zone Project, as well as the development of the Manila Grains Terminal Project. Since landside expansion is no longer possible,the alternative is to reclaim areas of the sea. For this purpose, the reclamation and development of some 300 ha in the Engineering Island is envisioned to accommodate the projected increase in port traffic. In addition to reclamation works, the expansion of the South Harbor may include construction of berthing facilities, land development including roads and pavements, construction of vertical structures, installation of other amenities and appurtenant facilities. PPA has just selected a prequalified consulting firm to undertake the F/S.</p>		

STUDY SUMMARY SHEET

(M/P)

ASE PHL/A 103/88

1. COUNTRY	Philippines	
2. NAME OF STUDY	Integrated Agricultural/Rural Development Project in Western Samar	
3. SECTOR	Agriculture / (Agriculture in) General	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Provincial Government of Samar
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Sanyu Consultants Inc. Pacific Consultants International (PCI) Taiyo Consultants Co., Ltd.	
7. STUDY PERIOD	Mar.1987 ~ Dec.1988 21month(s) ~	
8. SITE OR AREA	Western Samar Province in Samar Island (excluding small islands)	
9. MAJOR PROPOSED PROJECT(S)		
<p>Agricultural Development Promotion Project (ADPP) was proposed for 4 priority areas, i.e., San Jorge/Gandara, Jamonini, Calbiga and Basey. The components are as follows:</p> <p>(1) Agricultural development (2) Rural infrastructure development (3) Post-harvest and marketing facility development (4) Farmers Organization (5) ADPP Office Estimated investment costs are as follows: First 5 years of the first decade 114,600 (US\$1,000) Second 5 years of the first decade 91,450 Second decade 216,450 (The cost above is the total for 20 years)</p>		

西サマル農業総合開発計画

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

(I)Phase I

While the Integrated Development Program was formulated to cooperate with the regional development program, the Filipino Government was unable to allocate the sufficient budget to implement the short- and middle -term plans due to the financial difficulties.

(II)PhaseII

The model case development plan of the Agricultural Development Promotion Project (ADPP) was formulated and it targeted the San Jorge/Gandara area where the highest priority was given.

(1)Highest Priority project

(Irrigation Drainage, Rural Road and Water Supply Facilities)

Subsequent Studies:

Jan.-Mar.1990 B/D

Finance:

Jul.13.1990 E/N 712 mil.Yen (Integrated Agricultural/Rural Development Project in Western Samar (I))

Aug.21.1991 E/N 812 mil.Yen (Integrated Agricultural/ Rural Development Project in Western Samar (II))

Construction:

Construction Trader:Nishimatsu Construction

Phase I

-Construction of irrigation facilities for 290ha, 3.9km of farm to market roads and two bridges.

Dec.1990 Commenced

Mar.1992 Completed

Phase II

-Construction of large water supply (1 intake facility, 260cu.m. reservoir and 12.8km of transmission pipeline), improvement of 74.1km of farm to market roads, construction of 6.1km of farm to market roads and installment of 1 lot of O&M equipment.

Mar.1992 Commenced

Mar.1993 Completed

Mar.1993 The completed project was officially turned over to the Samar Provincial Government.

(2) Remaining Projects

A whole project has been turned over to the Western Samar Provincial Government. However, there has been no further development concerning the remaining projects. Now the local government has a full responsibility for the project implementation.

(FY 1995 Overseas Survey)

Although the construction of canals was commenced with the Provincial fund in April 1993, due to financial difficulties the construction has been suspended. The organization of Water Users Association and Irrigators Association were started as well.

(FY 1998 Domestic Survey)

NIA Provincial Office has promoted construction of the irrigation channel in Burao area. Pump irrigation is on-going based on the demand from farmers. Farmers provide the diesel oil to operate the pump, while staff dispatched from NIA Provincial Office is in charge of operating/managing the pump.

Pump irrigation is not fully conducted due to the delay in construction of irrigation sub-channel.

Detail

(FY 1993 Overseas Survey)

The Western Samar Government has been utilizing the study results as a blueprint of the economic development, in particular of an agricultural/rural development programs/projects.

STUDY SUMMARY SHEET

(F/S)

ASE PHL/A 313/88

1. COUNTRY	Philippines																	
2. NAME OF STUDY	Highland Integrated Rural Development Project in La Trinidad, Province of Benguet																	
3. SECTOR	Agriculture / (Agriculture in) General																	
4. TYPE OF STUDY	F/S																	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Provincial Government of Benguet(PGB)																
	PRESENT COUNTERPART AGENCY																	
6. CONSULTANT(S)	Nippon Giken Inc. Nippon Koei Co., Ltd.																	
7. STUDY PERIOD	Jul.1987 ~ Nov.1988 16month(s) ~																	
8. SITE OR AREA	Project Area - 1,420 hectares in La Trinidad, Province of Benguet																	
9. MAJOR PROPOSED PROJECT(S)																		
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">Intake Facilities</td> <td style="text-align: right;">8</td> </tr> <tr> <td>Pond</td> <td style="text-align: right;">11 (68,500 cu.m)</td> </tr> <tr> <td>Lateral Conduit</td> <td style="text-align: right;">25 km</td> </tr> <tr> <td>Delivery Conduit</td> <td style="text-align: right;">30 km</td> </tr> <tr> <td>Diversion Box</td> <td style="text-align: right;">120</td> </tr> <tr> <td>Deep Well</td> <td style="text-align: right;">3</td> </tr> <tr> <td>Rural Road</td> <td style="text-align: right;">30 km</td> </tr> <tr> <td>Community Center</td> <td style="text-align: right;">7</td> </tr> </table>			Intake Facilities	8	Pond	11 (68,500 cu.m)	Lateral Conduit	25 km	Delivery Conduit	30 km	Diversion Box	120	Deep Well	3	Rural Road	30 km	Community Center	7
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Deep Well	3																	
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Community Center	7																	

トリニダッド高地農村総合開発計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

The reasons why this project has been realized are as follows:

- 1.Implementation of this development project is considered vital and urgent in view of high potentiality.
- 2.This project has an important and regional role to supply the highland vegetables to Metro-Manila and the central regions.
- 3.High priority was given to the implementation of this project for the reason that this is the first project carried out by the provincial government with technical cooperation by the Government of Japan.

1.First Stage

Subsequent Studies:

Dec.1988~Apr.1989 B/D (Nippon Giken Inc.)

Jun.1989~Oct.1989 D/D (Nippon Giken Inc.)

Finance:

Jun.27.1989 E/N (Highland Integrated Rural Development Project in La Trinidad-phase1/2, 1,643 mil.Yen)

Construction:

Nov.1989~Nov.1990 Construction works (Asuka Construction Co.,Ltd.)

2.Second Stage

Subsequent Studies:

Jul.1990~Oct.1990 D/D (Nippon Giken Inc.)

Finance:

Jul.13.1990 E/N (Highland Integrated Rural Development Project in La Trinidad-Phase2/2, 1,142 mil.Yen)

Construction:

Nov.1990~Nov.1991 construction works (Asuka Construction Co.,Ltd.)

Situation:

The facilities have been formally handed over to the provincial government of Benguet. The impact of the project is substantial, enabling the paddy planting during the dry season in 1992.

(FY1994 Domestic Survey)

Road rehabilitation works at two road construction sites which were damaged by the landslide because of the typhoon in Oct.1991 was implemented from Dec.1992 to Mar.1993 under the financial and engineering support of JICA follow-up system.

STUDY SUMMARY SHEET

(F/S)

ASE PHL/A 314/88

1. COUNTRY	Philippines	
2. NAME OF STUDY	Improvement of Operation and Maintenance in Pumping Irrigation Systems	
3. SECTOR	Agriculture / Irrigation, Drainage & Reclamation	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	NIA (National Irrigation Administration)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd. Construction Project Consultants	
7. STUDY PERIOD	Aug.1987 ~ Dec.1988 16month(s) ~	
8. SITE OR AREA	Existing National Pump Irrigation Systems (Excluding groundwater irrigation systems)	
9. MAJOR PROPOSED PROJECT(S)		
The project consists of the rehabilitation and improvement of the following pump irrigation systems:		
<ul style="list-style-type: none"> 1) Bonga #1 (1,204.2) (US\$000) 2) Bonga #2 (1,470.2) 3) Bonga #3 (684.5) 4) Alcala - Amulung (1,433.3) 5) Solana (3,648.9) 6) Libman - Cabusao (3,028.4) 7) Mini-hydropower stations (5,246.0) 		

ポンプ灌漑施設維持管理改善計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

(FY 1993 Overseas Survey)

On 1990, the Project was not favorably considered as for a grant aid project during annual bilateral consultation between Japan and Philippines due to the security problems at the Project area. After that, the security situations were gradually improved, however, another problem has been closed up as for a new snag that the price of electricity necessary to drive pumps raised up. Most of the farmers may not be able to afford for electricity unless they get some governmental subsidy or new system to supply electricity especially for farmers just as in case of Japan. But, it has been implemented good irrigation by pumps at the some part of area in where diesel pumps applied and is under the good IA (Irrigation Administration). Therefore, this Project is under the study to convert into the irrigation Project utilizing pumps with diesel engine. And also small-scaled hydro generators using the head of water level of the irrigation dams are considered.

This Project is included in CORPLAN of NIA for the year of 1996/1997.

(FY 1994 Domestic Survey)

By a structural reform of NIA, the new National Irrigation System including pumping is studied for all over the country.

(FY 1995 Overseas Survey)

In 1994, a project proposal on the "Improvement of the Libmanan-Cabusao Project" was submitted to NEDA for endorsement to the Japanese Government for possible assistance. All the sub-projects were studied under the World Bank-assisted "Water Resources Development Project (WRDP), which is now being appraised by the WB. The "Improvement of the Libmanan-Cabusao Project" is listed as a candidate project for implementation under the Irrigation Crisis Act.

(FY 1996 Domestic Survey)

The request may be submitted for the 1996 grant aid assistance package by NEDA.

(FY 1997 Overseas FU Survey)

The peace and order situation in the project areas has gradually improved.

Project will be proposed for future grant aid programs.

(FY 1998 Domestic Survey)

Judging from the situation that grant aid assistance from Japan to the irrigation projects in the Philippines shows a tendency of reduction, the formal request has not been submitted to Japanese government.

STUDY SUMMARY SHEET

(F/S)

ASE PHL/S 321/88

1. COUNTRY	Philippines			
2. NAME OF STUDY	Rural Road Network Development Project			
3. SECTOR	Transportation / Road			
4. TYPE OF STUDY	F/S			
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Dept. of Public Works and Highways (DPWH)		
	PRESENT COUNTERPART AGENCY			
6. CONSULTANT(S)	Katahira & Engineers International Nippon Engineering Consultants Co., Ltd.			
7. STUDY PERIOD	Nov.1987 ~ Feb.1989 15month(s) ~			
8. SITE OR AREA	73 provinces (F/S on four selected provinces: Cavite, Masbate, Bohol and Agusan del Norte)			
9. MAJOR PROPOSED PROJECT(S)				
The road improvement with IRR more than 15 % was proposed to implement Phase I and between 7.5 to 15% for Phase II.				
-Road Length Proposed for Improvement (km)-				
[Phase I] Cavite Masbate Bohol Agusan del Norte Total				
Major Roads 148.9 134.5 14.7 52.6 350.7				
Minor Roads 157.5 73.5 107.3 12.2 350.5				
Total 306.4 208.0 122.0 64.8 701.2				
[Phase II]				
Major Roads - 152.8 46.5 49.3 248.6				
Minor Roads 113.6 28.2 83.4 48.0 273.2				
Total 113.6 181.0 129.9 97.3 521.8				
[Total(Phase I+II)]				
Major Roads 148.9 287.6 61.2 101.9 599.3				
Minor Roads 271.1 101.7 190.7 60.2 623.7				
Total 420.0 389.0 251.9 162.1 1,223.0				

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

The Government of Philippines requested JICA to undertake similar F/S to this study, which resulted in the implementation of the Rural Road Network Development Project (II) from October 1989 to October 1990. Based on the findings of the Rural Road Network Development Project (I and II) and other projects, 20 provinces were selected and four out of them were to be financed by the OECF Loan Program. (Agusan del Norte was replaced by Tarlac)

Subsequent Studies:

Aug.1992 - Sep.1993 D/D (Katahira & Engineers International)

Finance:

July 1991 L/A 5,266 mil.Yen(Rural Road Network Development Project (I))

Total Investment:1,010 mil.Pesos (OECF 848 mil.Ps GOP 161 mil.Ps)

*Components of OECF loan: Improvement of Rural Road in Cavite,Masbate,Bohol and Tarlac Provinces

Aug.30.1995 L/A 12,895 mil.Yen (Rural Road Network Development Project (II))

(FY 1993 Overseas Survey)

Total Investment Cost: 841 mil.Pesos

(Foreign Currency 758 mil.Pesos Local Currency 83 mil.Pesos)

(FY 1994 Domestic Survey)

Total Investment Cost: 5,737,000 Yen

(Foreign Currency 5,266,000 Yen Local Currency 471,000 Yen)

Construction:

1)Bohor (Total Cost 171.58 mil.Pesos)

(FY 1998 Domestic Survey)

Phase 1 Jan.1995~Sep.1997 (completed)

(High-Peak Construction & Development Corporation)

Phase 2 May.1996~March 1999 (Persan Construction/R.R.Mauricio Construction/SCP Construction (J.V.))

2)Tarlac (Total Cost 129.85 mil.Pesos)

(FY 1998 Domestic Survey)

Phase 1 Feb.1995~Apr.1999 (A.G.Marfori Construction Inc.)

Present situation: Contract with A.G. Marfori Construction was cancelled when 69% of the construction was completed. Remaining construction works were ordered to BMK Construction and other three contractors. Construction started in Nov.1998.

3)Cavite (Total Cost 142.44 mil.Pesos)

Phase 1 Feb.1995~May.1997 (completed)

(Lorenzo Construction & Development Corporation)

Phase 2 May.1996~April 1997 (completed)

(FLB Construction/AIC Construction/DG Chico Construction JV)

4)Masbate (Total Cost 154.98 mil.Pesos)

Phase 1 Mar.1995~Feb.1999 (A.M.Oreta & Company Inc.)

Phase 2 May.1996~March 1999 (Hi-Tri Development Corporation)

Maintenance & Operation:

(FY 1997 Domestic Survey)

National road will be maintained by DPWH and Provincial road by local government.

Detail:

Although three projects out of four proposed projects in Tarlac Province have been adversely affected by the eruption of the Pinatubo, this project has been in progress.

(FY 1993 Overseas Survey)

The present National Development Plan aims to alleviate the poverty, to create the employment and to promote the social justice and the sustainable development in rural area. Since the improvement of the arterial road network was completed, the Government has focused on the improvement of the rural road network.

(FY 1994 Domestic Survey)

Although the commencement of the construction has been behind the schedule due to the delay caused by the imperfect pre-qualification documents submitted by bidders, the detained approval of the short list, the change in design of the pavement type, etc.

(FY 1996 Domestic Survey)

Due to the amendment of the Local Government Code, DPWH will be in charge of national road and regional governments will take charge of local road. This project will be implemented by DPWH, therefore only national road will be treated from Phase 2 construction. An OECF loan will be given to Phase II which targets the second class national highways in twelve provinces. (Refer to "Rural road Network Development Project (II)"(1990))

STUDY SUMMARY SHEET (Basic Study)

ASE PHL/S 502/88

1. COUNTRY	Philippines	
2. NAME OF STUDY	Establishment of Graphic Information Base Project of National Capital Region	
3. SECTOR	Social Infrastructure / Survey & Mapping	
4. TYPE OF STUDY	Basic Study	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Mapping and Resource Information Authority(Manila)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	International Engineering Consultants Association	
7. STUDY PERIOD	Jun.1985 ~ Mar.1989 45month(s) ~	
8. SITE OR AREA	Approx. 1,500 sq.km of Metro Manila Region	
9. MAJOR PROPOSED PROJECT(S)		
Preparation of :		
1.Contoured(Topographic) Mapping (scale 1:10,000) 1500sq.km		
2.Planimetric Mapping (scale 1:10,000) 1500sq.km		
3.Land Use Mapping (scale 1:10,000) 823sq.km		
4.Land Condition Mapping (scale 1:10,000) 476sq.km		

マニラ都市基本図作成

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

Utilization of Outputs:

Four kinds of maps (Topographic map, Planimetric map, Land use map and Land condition map), produced in the study, have been sold to the public and have been widely used in the formulation of regional development plans and various surveys, including the JICA survey.

(FY 1993 Overseas Survey)

The information is updated with the local fund. The maps can be obtained at the office of NAMRIA with 60 Pesos each.

(FY 1994 Domestic Survey)

It is said that the resupply of the sold-out maps will be undertaken. However, the detail is unknown.

STUDY SUMMARY SHEET (Other Studies)

ASE PHL/A 602/88

1. COUNTRY	Philippines	
2. NAME OF STUDY	Preparation of Forest Information in Wide Area and Forest Management Planning	
3. SECTOR	Forestry / Forestry & Forest Conservation	
4. TYPE OF STUDY	Other Studies	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Bureau of Forest Development Ministry of Natural Resources
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Japan Forest Technical Association Pasco International Inc.	
7. STUDY PERIOD	Jul.1985 ~ Jun.1988 35month(s) ~	
8. SITE OR AREA	An Area 28,000 sq.km in the Cagayan River Basin in Northern Luzon	
9. MAJOR PROPOSED PROJECT(S)		
<p>1. The forest management plan for wide area was formulated on the above mentioned area.</p> <p>2. A 50,000 ha of Model area was established in the above mentioned area and the forest management plan for Model area was formulated.</p>		

広域森林情報分析管理計画

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>(FY1992 Overseas Survey) The results of the study were used as the most comprehensive example of the land evaluation procedure which combines the techniques of Remote Sensing, Geographic Information System (GIS) and ground validation. The project is the first ever large-scale example of a completed GIS application in Southeast Asia. The project used the most sophisticated GIS software available (ARC-INFO) at that time and even up to the present. Results of the study were also widely used as a model for the different thematic maps for the Forestry Master Plan Project, for the ADB-financed Reforestation Project, and for the Survey Mapping and Planning (SMP) of all proposed reforestation projects.</p> <p>(FY 1995 Overseas Survey) Maps produced under this M/P are used in monitoring changes in land-use, in formulating forest management plans, etc.</p>	

STUDY SUMMARY SHEET

(M/P)

ASE PHL/A 104/89

1. COUNTRY	Philippines	
2. NAME OF STUDY	Fish Transport System	
3. SECTOR	Fishery / Fishery	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Agriculture PFDA
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	System Science Consultants Inc.	
7. STUDY PERIOD	Mar.1988 ~ Aug.1989 17month(s) ~	
8. SITE OR AREA	Nationwide	
9. MAJOR PROPOSED PROJECT(S)		
<p>The Project components are:</p> <ol style="list-style-type: none"> 1) Off-shore facilities of fish transport vessel, training vessel, fish carrier vessels and payao. 2) On-land facilities/building of office building, insulated fish box manufacturing plant, several processing plants, ice making plant, work shop, electrical sub-station, auction hall. 3) On-land facilities of antenna tower, tank water treatment facilities. 4) On-land equipment of mobiles, workshop equipment, information/communication equipment, cooking facilities and demonstration facilities etc.. 5) Infrastructure of rehabilitation for existing NFP, access road, extension for city water taking, wiring electrical power primary line and reclamation. 		

水産物輸送システム総合計画

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

Background of this Study:

*This project supplements the Development Study "Nationwide Ice Plants and Cold Storages Network System (M/P, A101/84)" conducted by JICA from 1983 to 1985.

May 1986 L/A 175 mil.Yen for E/S (PCI)

1989 Implemented. Four zones (Camarines Norte, Iloilo, South Cotabato and Zaboanga del Sul) and on prototype (Camarines Sul) were selected out of 11 zones and 52 prototypes proposed in M/P.

Finance:

The request, based on E/S, was made for an OECF loan but it was not favorably considered.

(FY 1993 Overseas Survey)

The second request was made in 1991 to implement NIPCS. However, it was turned down again. After that, no request for the 19th Yen Loan Package was made for the implementation of this project because NEDA asked PFDA to assess the economic and financial viability of the project before it would apply for an OECF loan.

Detail:

PFDA requests NEDA to integrate this project into the Mid-Term Development Plan.

(FY 1993 Overseas Survey)

PFDA plans to request OECF to undertake SAPROF for this project.

(FY 1997 Overseas Survey)

Present situation shows that the need for fish transportation facilities is needed to minimize fluctuation in prices and shortage in fish supply, specially in Metro Manila. Thus, the agency would like to propose a similar project "Fish Transport and Marketing Services", the focus of which is Metro Manila, which is the most populated and center of activity in the country.

Related Projects

*NFPP (Nationwide Fishing Ports Project)

Implemented with the cooperative loan from ADB and OECF. A part of loan is used for the implementation of "Fishing Ports Development Project" to construct the modern fishing ports in Cebu, Davao and General Santos. As a result, General Santos was excluded from the project area.

*Based on this M/P, PFDA formulated a pilot project, the Integrated Fish Trading Complex, and requested for a Japanese grant aid. The request was unsuccessful.

*FIS project is separated into the pilot project and the commercial project. A grant aid is requested for the former and an OECF loan for the latter.

STUDY SUMMARY SHEET

(M/P)

ASE PHL/A 105/89

1. COUNTRY	Philippines		
2. NAME OF STUDY	Small Water Impounding Management Project		
3. SECTOR	Agriculture / Irrigation, Drainage & Reclamation		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Public Works and Highways (DPWH)	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Koei Co., Ltd. Nippon Giken Inc.		
7. STUDY PERIOD	Aug.1988 ~ Feb.1990 18month(s) ~		
8. SITE OR AREA	The whole of Philippines		
9. MAJOR PROPOSED PROJECT(S)			
<p>The implementation program of the Small Water Impounding Management (SWIM) Projects was prepared for the next ten years period from 1991 to 2000, according to the following procedure:</p> <p>(1) Total candidate projects has been 501 of which 230 projects were qualified for implementation in light with the selection criteria; i.e. those projects should be of multi-purpose, have impoundment, with dam height of not more than 30 meters, with reservoir capacity of not more than 50 MCM, etc.) and with the availability of existing studies.</p> <p>(2) The 230 qualified projects were prioritized in accordance with the criteria in which the technical, economic and social/environmental aspects were included, and with other factors. Considering the other factors such as economic rate of return, even distribution over the country, etc., an implementation schedule for SWIM projects was prepared. The 118 projects will be implemented within the first five years.</p> <p>(3) The total costs for the SWIM projects are estimated at 6.1 billion pesos, consisting of the implementation of the 230 projects (4.0 billion pesos), identification of new projects (0.1 billion pesos) and price contingency (2.0 billion pesos). Costs for the first five years are estimated at 2.4 billion pesos.</p>			

農業用小規模ため池整備計画

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

Initially, 36 projects out of 230 proposed projects (five projects in NIA, three projects in DPWH and 28 projects in BSWM) were selected as OECF-loan financed projects. However, the OECF loan was canceled for 11 projects due to the security problem in the Moslim area, the overlapping with the other on-going NIA projects, the necessity to construct the access road as well as they were determined not feasibly in economical term.

Finance:

27 Jan.1988 L/A 3,193 mil.Yen for Small Reservoirs Development
(including 958 mil.Yen for local currency)

Construction:

(FY 1996 Domestic Survey)
Sep.1988 Commenced (Scheduled to be completed in Apr.1998)
Construction Trader/ Local Contractors
(Green Asia Construction& Development Corp. and 16 other companies)

As of November 1994, 22 projects are under construction and 3 projects are waiting for the approval of the contract document by OECF.

(FY 1995 Overseas Survey)

As of February 1996, 10 projects have been completed, 14 are under construction and 1 was rescinded due to the contractor's inability to complete the project.

(FY 1997 Domestic Survey)

Among 14 uncompleted works, some works are behind the schedule.

Others:

The selection criteria developed in M/P has been utilized by the DPWH to formulate a project.

Maintenance & Operation:

(FY 1996 Domestic Survey)

Out of 25 projects, BSWM is in charge of 21 projects, DPWH one project and NIA three projects. BSWM is to form a farmers organization and conduct training for it during the construction period. After the construction is completed, the constructed facilities will be turned over to such organization. DPWH is to entrust BSWM to organize a farmers organization and to conduct training for it during the construction period. And upon the completion of the construction, the facilities will be turned over to the organization. The projects under NIA will be operated and administered by a provincial office. The constructed facilities of respective projects are to be turned over to the counterparts one year after the completion of the construction. Because one year has not passed since the completion, at the present moment (Nov.1996), the construction traders bear the responsibility for the facilities.

Effect:

- 1.Flood mitigation.
- 2.Increase of income of beneficiaries owing to the improvement of irrigation and drainage facilities.
- 3.Multiple-cropping.
- 4.Inland fishery.

Perspective for Remaining Project:

(FY 1996 Domestic Survey)

BSWM has been working for the implementation of the remaining projects and has submitted a proposal to NEDA. It seems that projects other than those proposed by JICA are included in the proposal.

(FY 1997 Domestic Survey)

Prolonged rainy season and a long distance to the site are impediment factors.

(FY 1998 Domestic Survey)

Dec. 1998 All 25 projects were completed.

STUDY SUMMARY SHEET

(M/P+F/S)

ASE PHL/A 201B/89

1. COUNTRY	Philippines	
2. NAME OF STUDY	Integrated Agricultural Development Project in Marinduque	
3. SECTOR	Agriculture / (Agriculture in) General	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Marinduque Provincial Government
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Sanyu Consultants Inc. Chuo Kaihatsu Corporation	
7. STUDY PERIOD	Nov.1988 ~ Nov.1989 12month(s) ~	
8. SITE OR AREA	<M/P> Entire Marinduque Main Island, Marinduque Province <F/S> Santa Cruz Area in Marinduque Island	
9. MAJOR PROPOSED PROJECT(S)	<p><M/P>1.<Agricultural Development (the entire island of 80,500ha)> Farm Technology and Management Development; Crop Projection Scheme; Animal Husbandry Development Plan; Agricultural Support Scheme; Marinduque Agricultural Development Promotion Farm (MADPP)</p> <p>2.<Agricultural Infrastructure Improvement> Irrigation Plan 3,810ha; Drainage and Flood Protection 3,690ha; Rural Roads 930km; Village Water Supply 2 places</p> <p>3.<Rural Infrastructure Improvement> Rural Water Supply 7 places; Mini-hydropower Development 4.4GwH; Rural Electrification; Transportation; Education and Welfare; Communications</p> <p>4.<Fishery Development> Improvement of Brackish Water Fish Culture Demonstration Farm; Development of Fresh Water Fish culture; Culture Programme of Coconut Crabs 5.<Accelerated Development of Agricultural Project (MADPP)>Agricultural Development; Agricultural Infrastructural Development; Rural Infrastructural Development; Aquaculture Development</p> <p><F/S>The short-term development plan was formulated for Tagum Angas District. 1.< Agricultural Development> -Strengthening of Marinduque Agricultural Development and Promotion Farm: 6.5ha -Rehabilitation of the cattle breeding center: 1,500 sq.m -DA municipal nurseries:(0.5ha) -Demonstration Farms: irrigated 10ha, rainfed 2ha -Post harvest facilities for rice and corn: storage sheds, dryers, rice mills</p> <p>2.<Agricultural Infrastructure Improvement> -Irrigation : area 630ha, canals 25km - Rural Road : 25km - Village water supply: 1 place, pipelines 25km 3.<Rural Infrastructure Improvement> -Rural electrification -Transportation system development -Improvement of educational facilities 4.<Fishery Development> - Brackish Water Fish Culture Demonstration Farm: 10ha - Prawn hatchery : 360 sq.m - Ice plant: 300 sq.m</p>	

マリンデュケ農業総合開発計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

<M/P>

This M/P was implemented as a model study for the development of solitary islands in the Philippines. The Provincial Government of Marinduque approved this M/P.

Because the financial constraints make the immediate implementation of a whole project difficult, the Marinduque Agricultural Development and Promotion Project (MADPP) was selected as a highest priority project.

<F/S>

MADPP

Subsequent Studies:

Sep.1991-1992 B/D

Finance:

Aug.7.1992 E/N 2,028 mil.yen

(Integrated Agricultural Development Project in Marinduque)

Construction:

Jan.1993 Commenced

Jun.1994 Completed

The completed facilities were handed over to the Provincial Government.

Consulting Firm/Sanyu, Contractor/Nishimatsu

Detail:

(FY 1993 Overseas Survey)

Although 85% of works was completed by the end of November, 1993, the typhoon (Monang), which hit the Philippines in December 5, 1993, gave the serious damage on the project site. After the investigation survey to identify the damage caused by the typhoon, the construction work was resumed from December 28 of the same year. However, again the typhoon (Akan) struck the project site on January 5, 1994. Therefore, the actual date when the project was resumed was after January 6, 1994. At present, the construction works are carried out day and night.

(FY 1994 Domestic Survey)

The project was completed in June, 1994. Although the strong earthquake hit the northern Mindro in November, 1994, no damage was caused on the completed facilities. It is expected that with utilizing the pilot farm the training and the technology transfer will be conducted.

(FY 1995 Overseas Survey)

In mid 1995, the Provincial Government turned-over the irrigation facilities to NIA and the Irrigators Association for its O&M. NIA had to appropriate from its corporate funds some P 40M for system repairs and rehabilitation.

The waterworks in Torrijos and Sta.Cruz were turned over to the respective municipal governments. In January 1996 the Municipal Government of Torrijos installed water meter to all end-users as a means to generate funds for its operational maintenance. The Sta.Cruz Municipal Government is following suit.

The Provincial Government, through its Agriculture Office, operates the Training Center Conducting different training programs for farmers and farm friendly members. It has constructed parking bays for the agricultural equipment, added beds to the dormitory and reinforced the soils and seed laboratories.

(FY 1997 Overseas Survey)

In mid of 1996 the Sta.Cruz Water Works finds difficulty in their operation due to high power cost. With the assistance of former mining company in the province (MARCOPPER Mining Cor.) provided a diesel generator to lessen the operation cost of the system/facilities. While in February of 1997 the water level at Tambagan Dam was observed dropping down due to the effect of El Nino phenomenon. When the W.L dropped at below elev.27, supply of irrigation water was temporarily stopped and only the requirement of Sta.Cruz Water Works was supplied. At the same year, to maximize the use of irrigation water, a NGO provided financial assistance in the construction of siphon at Turn-Out no.13 and supply of one water pump to irrigate some upland areas.

Remaining Project:

(FY 1997 Overseas Survey)

In the attainment of the aims and objectives of the Integrated Agricultural Development Project in Marinduque, the remaining components are deemed necessary for completion.

1.Agricultural Development

Farm Technology and Management Development, Crop Projection Scheme, Animal Husbandry Development Plan, Agricultural Support Scheme

2.Agricultural Infrastructure Improvement

Irrigation Plan 3,180ha, Drainage and Flood Protection 3,690ha, Rural Roads 930km, Village Water Supply 2 places

3.Rural Infrastructure Improvement

Rural Water Supply 6 places, Mini-hydropower Development 4.4 Gwh, Rural Electrification,Transportation, Education, Communication

4.Aquaculture Development

Improvement of Brakish Water Fish Culture Demonstration Farm, Shrimp Hatchery Plant, Small Scale Fish Meal and Feed Processing Equipments, Pilot Processing Plant, Ice Making Plant and Cold Storage, Development of Fresh Water Fish Culture, Culture programme of Coconut Crabs, other Fishery Industrial Facilities

These component projects(considered as Phase II) are in line with the province vision for Marinduque 2000. The prospect of their completion is through financial and technical assistance by the government of Japan through JICA preferably in the form of Grant Aid.

(FY 1999 Domestic Survey)(FY 1999 Overseas Survey)

The provincial government informally made a request for grant aid to JICA Philippine Office. However, the formal request for grant aid through NEDA has not been made.

Name of Project: Completion and Extension of Integrated Agricultural Development Project in Marinduque.

Amount requested: approx. 1,500 mil.yen

Project components: 1)agricultural infrastructures, 2)fishery development (demonstration nursery), 3)aquacultural technology (prawn hatching facilities), 4)rural road development, 5)laboratory equipment.

The provincial government also expects the dispatch of an expert and implementation of project-type technical cooperation.

(FY 1999 Overseas Survey)

Implementation of project-type technical cooperation, training, and provision of materials/equipment are expected.

STUDY SUMMARY SHEET (M/P+F/S)

ASE PHL/S 205B/89

1. COUNTRY	Philippines	
2. NAME OF STUDY	Groundwater Development in Panay Island	
3. SECTOR	Social Infrastructure / Water Resources Development	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Local Water Utilities Administration
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Jogesuido Sekkei Co., Ltd.	
7. STUDY PERIOD	Mar.1988 ~ Nov.1989 20month(s) ~	
8. SITE OR AREA	13 towns in Panay Island(Malay,Ibajay,Banga,Kalibo,Ivisan, Pontevedra,Pilar,Sara,Lambunao,Leon,Miagao,Jordan,New Washington).	
9. MAJOR PROPOSED PROJECT(S)	<div style="border: 1px solid black; padding: 5px;"> M/P and F/S(13 selected municipalities) 1) Analysis of water resource potentials 2) Estimate on water requirements 3) Water resource development plans 4) Conceptual facility designs 5) Malay: Repair of water pipes & rehabilitation of the water supply system 6) Ibajai: More detailed electric investigation necessary 7) New Washington: Diversion from Kalibo needed to supply water 8) Kalibo: Existing deep well to be used as a pilot well and a new deep well to be bored near Aquran River 9) Banga: Immediate rehabilitation of existing facilities 10) Ivisan: Detailed surface investigation & horizontal boring needed 11) Pontevedra: Organization of water users' associations and formulation of a development plan 12) Pilar: Detailed surface investigation & horizontal boring needed 13) Sara: Horizontal boring needed to increase water supply 14) Lambunao: Infiltrated water of Urian River to be developed as a water source 15) Leon: Shibaron River to be developed as a water source 16) Miagao: A deep wellto be bored near Tomaguboku River 17) Jordan: More detailed investigation necessary </div>	

パナイ島地下水開発計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

A part of the project has been implementing with a Japanese grant aid assistance.

Subsequent study:

D/D (It was partly conducted by LWUA).

Finance:

13 July 1990 E/N 1,001 mil. Yen (Local Environmental and Public Health Project)

21 Aug. 1991 E/N 649 mil. Yen (Local Environmental and Public Health Project)

20 Dec. 1997 L/A 6,212 mil. Yen (Provincial Cities Water Supply Project (III))

*Contents: Construction of water supply system in five cities in Mindanao, Panay, and Luzon islands, by utilizing the deep wells as water resources.

Construction:

(FY 1996 Domestic Survey)

Pontevedra: completed in 1991.

Ibajai, Leon, Miagao, and Jordan: completed in mid-1994.

New Washington and Kalibo:

(FY 1998 Domestic Survey)

Rehabilitation and expansion of the existing water supply facilities are underway.

Other cities (Malay, Banga, Ivisan, Pilar, Sara, Lambunao):

LUWA has received no response from other municipalities. Therefore, it is concluded that either have they satisfied with the present water supply facilities or they have no plan to establish a water district.

(FY 1998 Domestic Survey)(FY 1998 Overseas Survey)

The projects for other cities have not been implemented due to the difficulty in fund procurement.

STUDY SUMMARY SHEET

(M/P+F/S)

ASE PHL/S 206B/89

1. COUNTRY	Philippines	
2. NAME OF STUDY	Flood Control and Drainage Project in Metro Manila	
3. SECTOR	Social Infrastructure / River & Erosion Control	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Dept. of Public Works and Highways (DPWH)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	CTI Engineering Co., Ltd. Nippon Koei Co., Ltd.	
7. STUDY PERIOD	Dec.1987 ~ Mar.1990 27month(s) ~	
8. SITE OR AREA	Metro Manila and its neighboring area, about 981sq.km in total<M/P> 1.East and West of Mangahan 2.Marabon-Navotas 3.Pasig-Marikina River<F/S>	
9. MAJOR PROPOSED PROJECT(S)	<p><M/P> Master plan consists of the flood control for the four main rivers and the drainage improvement for the eight inland areas in Metro Manila and its neighboring area. Flood control in the Pasig-Marikina River, passing through the core of Metro Manila, consists of the construction of Marikina Dam and Marikina Control Gate Structure(MCGS) as well as the river channel improvement. Over three Rivers such as Bili-Baho-Mahaba, Malabon-Tullahan and South Parangue-Las-Pinas consists of river channel improvement. As for the drainage system by pumping station and drainage channel was fundamentally applied. In Malabon-Nabotas and East and West of Mangahan areas, the coastal dike and lake dike is provided along the shoreline.</p> <p><F/S>1.Drainage Improvement in East and West of Mangahan. -Lake Dike; 10,700m in total length -Pumping station ; 9 places -New construction of drainage channel; 19,750m in total length 2.Drainage Improvement in Malabon-Navotas -Coastal Dike; 6,800m in total length -Pumping station ; 6 places -New construction of drainage channel(Open channel); 2,700m in total length 3.Pasig-Marikina River Improvement -River Improvement; 23,920m in total length -Marikina Control Gate Structure(MCGS); 1 place * EIRR 1) is for East and West Mangahan, EIRR 2) for Malabon - Navotas, and EIRR 3) for Pasig - Marikina.</p>	

マニラ洪水対策計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

(FY 1989 Domestic Survey)

In 1986 and 1988, East and West Mangahan was seriously inundated for two to three months by the flooding of the lake.

(1) Drainage Improvement in East and West Mangahan

1. Grant Aid Assistance

Finance:

Jan. 1989 E/N 1,231 mil. Yen (Project for Retrieval of Flood-Prone Areas in Metro Manila/Project Content: provision of machinery necessary to rehabilitate drainage channels, which have been a cause of flood)

Jan. 1993 E/N 1,254 mil. Yen (Project for Retrieval of Flood-Prone Areas in Metro Manila)

Implemented Projects:

(FY 1993 Overseas Survey)

accomplishment

- | | |
|---------------------------|-----|
| 1) Large Estero Dredging | 79% |
| 2) Small Estero Dredging | 31% |
| 3) Drainage Main/ Outfall | 47% |
| 4) Drainage Laterals | 77% |

2. OECF Loan

Subsequent Study:

Feb. 1990 L/A 454 million yen

(Laguna Northern Shore Urgent Flood Control Project, E/S)

Feb. 1993 D/D completed

Finance:

(FY 1997 Domestic Survey)

Mar. 18, 1997 L/A 9,411 mil. yen

(Metro Manila Flood Control Project-West of Mangahan Floodway)

*Contents

Construction of lake dike, drainage canal and pumping station and improvement of river.

Construction:

(FY 1997 Domestic Survey)

1997~2003 (schedule)

NCR office of DPWH will be responsible for operation and maintenance after the completion of works.

3. East Mangahan

(FY 1997 Overseas Survey)(FY 1998 Domestic Survey)(FY 1999 Overseas Survey)

Loan proposal is not approved yet by OECF.

(2) Drainage Improvement in Malabon-Navotas

(FY 1997 Overseas Survey)(FY 1998 Domestic Survey)

Least priority among the proposed projects and it needs review and updating.

(3) Pasig-Marikina River Improvement

Subsequent study:

(FY 1997 Overseas Survey)(FY 1998 Domestic Survey)

Feb.~ June 1998 SAPROF

*Difference from JICA's proposal: resettlement areas for squatter, estimation of the damage of flood.

Finance:

(FY 1999 Overseas Survey)(FY 1999 Domestic Survey)

28 Dec. 1999 L/A 1,167 mil. yen (Pasig-Marikina River Channel Improvement Project).

*Contents: 1) Engineering services for D/D; and 2) Civil works for the development of relocation site and construction of housing units.

STUDY SUMMARY SHEET

(F/S)

ASE PHL/S 322/89

1. COUNTRY	Philippines																									
2. NAME OF STUDY	Rehabilitation and Maintenance of Bridges along Arterial Roads																									
3. SECTOR	Transportation / Road																									
4. TYPE OF STUDY	F/S																									
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Public Works and Highways (DPWH)																								
	PRESENT COUNTERPART AGENCY																									
6. CONSULTANT(S)	Nippon Koei Co., Ltd. ALMEC Corporation																									
7. STUDY PERIOD	Nov.1987 ~ Jun.1989 19month(s) ~																									
8. SITE OR AREA	Lozon Samar and Leyte islands (Pan-Philippine HWY, Manila North Road)																									
9. MAJOR PROPOSED PROJECT(S)																										
<p>52 bridges are selected among 99 bridges, taking the technical conditions and socio-economic circumstances into consideration.</p> <p>1. Reconstruction 12</p> <p>2. Replacement of Superstructure 15</p> <p>3. Repair 25</p> <p style="padding-left: 20px;">total 52 Brs.</p> <p>- The bridge type and length are as follows:</p> <table style="margin-left: 20px; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Bridge Type</th> <th style="text-align: left;">Unit</th> <th style="text-align: left;">length(m)</th> </tr> </thead> <tbody> <tr> <td>Steel Bridge Truss</td> <td>10</td> <td>3,220</td> </tr> <tr> <td style="padding-left: 20px;">SIB</td> <td>13</td> <td>1,088</td> </tr> <tr> <td style="padding-left: 20px;">Steel box</td> <td>1</td> <td>177</td> </tr> <tr> <td>Concrete Bridge RCDG</td> <td>13</td> <td>300</td> </tr> <tr> <td style="padding-left: 20px;">PCDG</td> <td>11</td> <td>1,291</td> </tr> <tr> <td>Concrete Slab</td> <td>4</td> <td>77</td> </tr> <tr> <td style="padding-left: 20px;">Total</td> <td>52</td> <td>6,153</td> </tr> </tbody> </table>			Bridge Type	Unit	length(m)	Steel Bridge Truss	10	3,220	SIB	13	1,088	Steel box	1	177	Concrete Bridge RCDG	13	300	PCDG	11	1,291	Concrete Slab	4	77	Total	52	6,153
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幹線道路主要橋梁改修計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

At the OECF Appraisal Mission in June 1989, the number of the bridges to be renovated was reduced from 52 to 41 in order to avoid the overlap with another OECF financed project (the Pan-Philippine Highway Project).

(1) Rehabilitation of Bridges along Arterial Roads (I)

Subsequent Studies:

Nov.1990~Apr.1992 D/D (Consulting firms:Nippon Koei Co., Ltd.,Katahira and Engineers and TCGI)

Finance:

Feb.1990 L/A (PH-P104) 2,079 mil.Yen for the reconstruction of seven bridges, replacement of 13 bridges and renovation of 17 bridges.

Total Investment:731.4 mil.Pesos (Foreign Currency 272.4mil.Pesos/Local Currency 459 mil.Pesos)

Construction:

Apr.1992~Mar.1997 Being implemented. (FY 1996 Domestic Survey)

(FY 1995 Overseas Survey)

7 bridges were completed and 2 bridges, which are now under construction, are expected to be completed in September 1996.

Total investment cost:P 463.89 mil.

Construction Trader:

J.H.Pajara, Tonn Boider, High Peak Construction and Three others

(2) Rehabilitation of Bridges along Arterial Roads (II)

Subsequent Studies:

Apr.~Jun.1992 D/D (Consulting firms: Nippon Koei Co., Ltd., Katahira and Engineers and TCGI)

Finance:

Jul.1991 L/A (PH-P115) 2,065 mil.Yen for the reconstruction and the widening of four bridges.

Total Investment:612.3 mil.Pesos (Foreign Currenby 183.9 mil.Pesos Local Currency 428.4 mil.Pesos)

Construction:

(FY 1998 Domestic Survey)

Jul.1992~May 1997 (completed)

(FY 1995 Overseas Survey)

1 bridge was completed and 2 are scheduled to be completed in August 1996.

Total investment cost:P427.9 mil.

Construction Trader:J.H.Pajana

(FY 1998 Domestic Survey)

Jul.1992~May 1997 completed

(3) Rehabilitation of Bridges along Arterial Roads (III)

- Construction of Eight Bridges (Selected out of 20 Bridges)

Subsequent Studies:

Jun.1995~Sep.1996 D/D

(It was initially planned to be finished in Feb.1996, but extension has been requested).

Finance:

Feb.20.1994 The 19th L/A 4,616 mil.Yen

Total Investment: 1,478.87 mil.Pesos (Foreign Currency 12,03 mil.Pesos Local Currency 275 mil.Pesos)

Construction:

(FY 1998 Domestic Survey)

Package 1: Lagnas I and II Bridges were completed in Dec. 1998.

Package 2: Tiniguiban and Sgt. Matias Bridge was completed in Sep. 1998.

Package 3: Batu Bridge: the bridge was completed in May 1999, construction of the attached road and bank protection works are being conducted.

Package 4: San Pablo Bridge: completed in Jul. 1999; Naguilian Bridge: 95% has been completed..

Package 5: Sta. Maria Bridge: Aug. 1998 ~ March 2000, 84.24% has been completed.

(4) Rehabilitation of Bridges along Arterial Roads (IV)

Finance:

28 Dec.1998 L/A 5,068mil.yen

Maintenance & Operation:

(FY 1996 Domestic Survey)

DPWH has been implementing simple routine and maintenance works. The condition of bridges on the national roads was examined from Feb. to Aug.1995 with the balance of Phase III (The number of target bridges is 8,600).

Perspective in Future:

The rehabilitation project is nominated foran OECF loan. Not only does this project include the rehabilitation of the bridges which were proposed in the JICA F/S and whose construction has not been commenced but also is formulated based on the results of the 1995 survey of bridges.

Content:Target Bridges-31

Project Cost:Construction-8,200 mil.Yen

E/S-1,400 mil.Yen

Implementing Period:Oct.1997~Dec.2002

(FY 1997 Domestic Survey)

Philippine side is amending the TOR from the view point of introducing the latest technology and preparing to request yen loan.

(FY 1998 Domestic Survey)

Government of the Philippines submitted the request for yen loan for Phase IV of this project in Nov.1998.

Effect:

(FY 1996 Domestic Survey)

幹線道路主要橋梁改修計画

STUDY SUMMARY SHEET

(M/P)

ASE PHL/A 106/90

1. COUNTRY	Philippines	
2. NAME OF STUDY	Improvement of Communal Irrigation Systems through Physical and Institutional Development and Rural Development in Southern Tarlac Province	
3. SECTOR	Agriculture / (Agriculture in) General	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Irrigation Administration
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Sanyu Consultants Inc. Nippon Giken Inc.	
7. STUDY PERIOD	Aug.1989 ~ Aug.1990 12month(s) ~	
8. SITE OR AREA	Southern Tarlac Province	
9. MAJOR PROPOSED PROJECT(S)		
<p>1) Agricultural Infrastructure Improvement</p> <p style="margin-left: 20px;">a) Irrigation Facilities Improvement Canals 37km, Diversion Dam Improvement 10 units, Groundwater Collecting Conduits 4 units, Shallow Wells 271 units</p> <p style="margin-left: 20px;">b) Drainage Development 4km</p> <p>2) Farm Road Improvement Barangay Roads 53km, Farm-to-Market Roads 58km</p> <p>3) Agricultural Development Farming Technology Demonstration Farm : 11 farms Seed Multiplication Station : 1 station</p> <p>4) Institutional Development (farmers' organizations) Supports for Strengthening IAs Supports for MFIA's, FIA's and CISs</p>		

タルラック州南部地域小規模灌漑組織強化計画

PRESENT STATUS	<p style="text-align: center;">In Progress or In Use</p> <p style="text-align: center;">Delayed</p> <p style="text-align: center;">Discontinued</p>
<p>Description :</p> <p>Reasons for Project Delay: Due to the eruption of Mt.Pinatubo, the Bambam river, which had been the water source of this project area, was buried and the occurrence of lahar was observed. The project must be suspended until danger of lahar is gone. Besides, higher priority has been given to the portable water supply than the irrigation development.</p> <p>Detail: NIA desires to construct the groundwater collection conduits proposed by the JICA study and it requested JICA for the re-study of this area. JICA is in preparation for the emergency project for the restoration of the eruption-affected area. It plans to provide the assistance for the portable water supply facilities instead of the irrigation facilities proposed in this Study.</p> <p>(FY 1993 Overseas Survey) The survey conducted after lahar caused by the eruption of Mt.Pinatubo suggested to construct an underground dam to reserve underground water. At present, various emergency projects have been in progress in this area. As an emergency measure 1,600 shallow well portable pumps were provided. Because the water shortage problem has been perpetual in this project area. In the dry season when it becomes acute, the National Water Resources Board is set up to administer the water distribution and it puts higher priority on portable water than on irrigation water.</p> <p>(FY 1996 Domestic Survey) NIA conducted the survey on the damage caused by the eruption of Mt.Pinatubo in this study area. Because the condition of the area has changed considerably, NIA requested the implementation of restudy. However, it has not been accepted. NIA has been implementing the restoration works on the irrigation facilities damaged by the eruption, in which a part of this study area is included.</p> <p>(FY 1998 Overseas Survey) The area is still affected by Lahar.</p>	

STUDY SUMMARY SHEET

(F/S)

ASE PHL/A 315/90

1. COUNTRY	Philippines	
2. NAME OF STUDY	Integrated Jala-Jala Rural Development Project	
3. SECTOR	Agriculture / (Agriculture in) General	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Agrarian Reform
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd. Chuo Kaihatsu Corporation	
7. STUDY PERIOD	Sep.1989 ~ Sep.1990 12month(s) ~	
8. SITE OR AREA	Jala Jala Municipality (4,930ha) of Rizar Province, located 75km southeast of Manila	
9. MAJOR PROPOSED PROJECT(S)		
<p>The Study prepared a development plan to support farmers who had been included in the land reform in Jala Jala Municipality. The plan objectives were early creation of self-reliant farmers, increase in labor productivity and reduction of disparities, and achievement of local food self-sufficiency.</p> <ol style="list-style-type: none"> 1. Intensive Agriculture: 11 villages, 3,800ha 2. Farm Mechanization: tractors, threshers, power sprayers, rice mills 3. Irrigation: 13 systems (paddy 950ha, upland crops 210ha) 4. Drainage: main canals 11.2km, branch canals 39.3km, culverts 70 locations 5. Roads: trunk roads 18.1km, feeder roads 46km, farm roads 9.6km 6. Rural Electrification: power transmission line (3-phase)23km, distribution line 8.6km 7. Rural Water Supply: 16 level-I deep wells, 4 level-II deep wells, 2 springs 8. Rural Development Center: facilities for farmer training, extension services on agriculture and home economics 		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

The project cost estimated by the JICA study exceeded the cost ceiling for the Japanese grant aid program. Subsequently, GOP prioritized project components for the grant approval.

(1)First Phase

Subsequent Studies:

Oct.1991~Mar.1992 B/D undertaken (Nippon Koei Co.,Ltd.)

Oct.~Dec.1992 D/D undertaken

Finance:

23 Oct.1992 E/N (Integrated Jala-Jala Rural Development Project-Phase1/2, 1,137 mil.Yen)

Construction:

Apr.1993 commenced

Mar.1994 completed

Contents of the Project:

Constructions of irrigation drainage system, rice mills, rural water supply system and reformations of rural electrification facilities and rural development. (FY 1993 Overseas Survey)

Situation after the Completion:

The facilities, such as roads, irrigation system, rice mill center and rural water supply, have been handed-over to the local organizations and are under use. Among them, the rice mill center is under full operation since Oct. 1994. In case of the irrigation facilities, it is scheduled to commence the operation from the next dry paddy cultivation season in Dec. 1994.

(2)Second Phase

Subsequent Studies:

Jul.~Oct.1993 D/D

Finance: 15 Jul.1993 E/N 906 mil.Yen (Integrated Jala-Jala Rural Development Project- Phase2/2).

Construction:

Mar.1994 commenced

Mar.1995 completed

Apr.10.1995 The ceremony was held to hand the facilities of project over from the Government of Japan to the Government of Philippines (DAR).

Situation:

The Department of Agrarian Reform has been putting emphasis on the development of rural area, therefore, has been expecting the future output from this model project.

STUDY SUMMARY SHEET

(F/S)

ASE PHL/A 316/90

1. COUNTRY	Philippines	
2. NAME OF STUDY	Improvement of Seed Production and Distribution, and Establishment of Appropriate Seed Storage System	
3. SECTOR	Agriculture / (Agriculture in) General	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Agriculture
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd. System Science Consultants Inc.	
7. STUDY PERIOD	Nov.1989 ~ Dec.1990 13month(s) ~	
8. SITE OR AREA	Whole country of Philippines	
9. MAJOR PROPOSED PROJECT(S)		
<p>The Study formulated model seed production and distribution projects for the selected areas of Region II (peanut), Region VI (Paddy) and Region XI (maize). In addition to the model projects, it will be necessary to establish an urgent improvement plan by examining the degrees of urgency and the impacts of individual project implementation.</p> <p>1) Region II (Project cost: 86,682,000 pesos) - Ilagan E.S. irrigation system development - Seed processing machinery and facilities - Laboratory and storage</p> <p>2) Region VI (Project cost: 136,291,000 pesos) - Seed processing machinery and facilities - Laboratory and storage</p> <p>3) Region XI (Project cost: 120,195,000 pesos) - Davao NCC irrigation system development - Improvement of on-farm roads and farm roads - Seed processing machinery and facilities - Laboratory and storage</p>		

優良種子流通配布計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

(1)Rice Seeds Model Plan

Target Area:

Central Seeds Inspection Laboratory at the Headquarter of BPI, four (4) areas in Panay Island (Aklan, Capiz, Antique and Iloilo) and Metro Manila.

Subsequent Studies:

Jul.1992~Feb.1993 B/D undertaken (Nippon Koei Co.,Ltd.)

Aug.~Dec.1993 D/D

Finance:

15 Jul.1993 E/N (Project for Improvement of Production and Distribution of Seed and Establishment of Appropriate Seed Storage System, 1,429 mil.Yen)*

*Contents of the Project

Expansion and improvement of facilities and materials for production , storage and distribution of appropriate seed at model area of rice.

Construction:

Mar.1994 started (Taisei Construction, Co.)

Mar.1995 completed

Apr.4.1995 The ceremony was held to hand the facilities of project over from the Government of Japan to the Government of the Philippines.

(2)Seed Production of Corn and Groundnuts

The reasons of curtailment of the Project are as follows: -

*Regarding to corn and groundnuts, the quantity of seeds is not sufficient since the number of producing farmers is relatively less.

*The distribution system for corn and groundnuts is not so good compared with the case of rice.

*In case of rice, more beneficiaries will be expected.

*There are security problems in Region 2 and 11.

Despite of above-mentioned situations, BPI still intends to implement this Project for corn and groundnuts, too.

(FY 1998 Domestic Survey)

BPI has formulated the D/D in order to establish other seed (e.g. corn and groundnuts) center by OECF loan. This is now under examination inside the government of the Philippines.

Technical assistance from Japan: Dispatch of expert.

(FY 1999 Domestic Survey)

The government of Philippine is considering whether to request Japan's ODA Loan.

Japanese Technical Cooperation:

(FY 1995 Overseas Survey)

BPI submitted to NEDA a request for an OECF loan to finance the construction of the other seed centers and technical assistance for training of personnel.

(FY 1998 Domestic Survey)

Training was conducted for the staff to utilize the machinery of the rice seed center, by dispatch of a short-term expert.

(FY 1998 Overseas Survey)

The proposal regarding Japanese technical cooperation had been submitted from BPI and scrutinized by NEDA for approval and subsequent endorsement. However, it was referred back to BPI for revision. Revised version was submitted to NEDA in January 1999.

(FY 1999 Domestic Survey)

No information.

STUDY SUMMARY SHEET

(F/S)

ASE PHL/S 323/90

1. COUNTRY	Philippines										
2. NAME OF STUDY	Rural Road Network Development Project (II)										
3. SECTOR	Transportation / Road										
4. TYPE OF STUDY	F/S										
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Public Works and Highways (DPWH)									
	PRESENT COUNTERPART AGENCY										
6. CONSULTANT(S)	Katahira & Engineers International Nippon Engineering Consultants Co., Ltd.										
7. STUDY PERIOD	Oct.1989 ~ Oct.1990 12month(s) ~										
8. SITE OR AREA	73 provinces in Philippines (F/S was conducted as pilot study in 4 provinces)										
9. MAJOR PROPOSED PROJECT(S)											
<p>In order to improve on the findings of the phase 1 study on rural road network, the present phase 2 study selected 11 provinces and identified the basic road network plan and analyzed the feasibility of the proposed major and minor roads. Those road sections with IRRs of more than 15% are recommended for earlier implementation, and the rest for later implementation.</p> <table style="margin-left: 40px; border: none;"> <thead> <tr> <th></th> <th style="text-align: center;">Major Roads</th> <th style="text-align: center;">Minor Roads</th> </tr> </thead> <tbody> <tr> <td>1) First Stage</td> <td style="text-align: center;">714.0km</td> <td style="text-align: center;">1,130.8km</td> </tr> <tr> <td>2) Second Stage</td> <td style="text-align: center;">533.0km</td> <td style="text-align: center;">924.6km</td> </tr> </tbody> </table> <p>In addition, the practices of the low-grade surfacing were surveyed, and on the basis of the findings from the experimental surfacing, the present study made a number of recommendations on appropriate design and construction requirements.</p>				Major Roads	Minor Roads	1) First Stage	714.0km	1,130.8km	2) Second Stage	533.0km	924.6km
	Major Roads	Minor Roads									
1) First Stage	714.0km	1,130.8km									
2) Second Stage	533.0km	924.6km									

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

Subsequent Studies:

Mar.-Jul.1991 OECF SAPROF

5 states out of 11 states of study, 1 state of Phase I study and newly selected 14 states, 20 states in total were proposed as the first priority state and the implementation plan is being prepared.

Finance:

30 Aug.1995 L/A 12,895mil.Yen

(Rural Road Network Development Project (II))

*Contents

To revitalize local economy, pavement of rural national roads in 11 states as follows is planned. Acquisition of safe and effective road network is aimed.<Pangasinan, Ilocos Sur, Cagayan, Misamis Oriental, Davao del Norte, Nueva Ecija, Rizal, Camarines Sur, Iloilo, Negros Oriental, Eastern Samar>

*Difference from the JICA's proposal:

(FY 1998 Domestic Survey)

Seven provinces (Nueva Vizcaya, La Union, Occidental Mindoro, Antique, Albay, Samar, Leyte) out of eleven provinces which were selected in F/S were changed to other seven provinces (Pangasinan, Ilocos Sur, Cagayan, Camirines Sur, Iloilo, Negros Oriental, Eastern Samar).

Schedule:

(FY 1997 Domestic Survey)

Dec.1996-Jul.1997 Selection of roads

Mar.1997-Dec.1997 Selection of local consultants

Jan.1998-Feb.1998 D/D

Jul.1998-Apr.1999 Selection of contractor

May.1999-Oct.2001 Construction

Consulting Firms/Katahira Engineers Int, Technique Group Corp, Multi-Infra Consult and others

Construction:

(FY 1998 Domestic Survey)

Civil works are scheduled to be started by the 2nd quarter of 1999.

(FY 1999 Domestic Survey)(FY 1999 Overseas Survey)

Construction in 4 provinces (Pangasinan, Nueva Ecija, Camirines Sur, Iloilo) is to be commenced in May 2000. Construction in other 7 provinces is to be commenced in Oct. 2000.

Situation:

(FY 1996 Domestic Survey)

DPWH's policy is to implement OECF funded project of the main national roads within Arterial Road Links Development Project and the second national roads within Rural Road Network Development Project.

STUDY SUMMARY SHEET

(M/P)

ASE PHL/A 107/91

1. COUNTRY	Philippines	
2. NAME OF STUDY	Small-Scale Irrigation Development Project (SSIDP)	
3. SECTOR	Agriculture / (Agriculture in) General	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Irrigation Administration (NIA)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd.	
7. STUDY PERIOD	Jul.1990 ~ Feb.1992 19month(s) ~	
8. SITE OR AREA	Entire Philippines	
9. MAJOR PROPOSED PROJECT(S)		
<p>The Study formulated a 10-year Development Plan which covers 4,037 new or rehabilitation subprojects each ranging from 50ha to 500ha (total area of 570,517ha). The Study selected 459 priority subprojects (total area of 70,813ha) as Group A subprojects.</p> <p>1) 10-year Development Plan : Project Cost 1) above (’000 pesos) Costs of F/S, D/D & Construction 926,290 Costs of Institutional Development 51,236 Total 977,526</p> <p>2) Group A Subprojects : Project Cost 2) above Cost of F/S, D/D & Construction 74,836 Cost of Institutional Development 23,164 Total 98,000</p>		

小規模灌漑施設整備計画

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

The Ten-Year Development Plan for the small-scale irrigation projects, which was formulated in this study, has been utilized as a reference by the National Irrigation Administration for annual planning and the selection of projects to be requested for the external financial assistance.

(FY 1997 Overseas Survey)

The study result is utilized as a database and for reference.

(1) Priority projects

Subsequent Studies:

1993 F/S (SSIDP-1) was conducted for 231 priority projects

Finance:

(FY 1998 Domestic Survey)

30 Aug.1995 L/A 6,151 mil.Yen

(Agrarian Reform Infrastructure Support Project)

Detail:

1994 The project package was submitted to ICC Cabinet Level Committee for the examination. The Committee required revising the package with the emphasis on the off-farm facilities and organizations including the development of the Irrigation Services Association (ISA). The New Local Government Code provides that the Local Government Unit should handle the implementation and the monitoring of the project with local aspects.

(2) Promoting Projects

(FY 1993 Overseas Survey)

Some small-scale irrigation projects, which were proposed in M/P, are presently under examination to apply for a Japanese grant aid. National Economic Development Authority (NEDA) considers that they may be requested for the FY 1996 grant aid because other projects have been already selected to apply for the FY 1995 grant aid.

(FY 1998 Domestic Survey)

The formal request for a grant aid assistance was not been submitted.

(3) Agrarian Reform Infrastructure Support Project

(FY 1994 Domestic Survey)

In October, 1994 DAR selected several projects, including the project which covers the farmland targeted under the land reform scheme.

Finance:

30 Aug.1995 L/A 6,151 mil.Yen

(Agrarian Reform Infrastructure Support Project /Project content: 1)Construction and rehabilitation of communal irrigation facilities (37 sites, 1.8ha) 2)Improvement of Postharvest Facilities (56), 3)Improvement of farm to market roads (540km) 4)Institutional development. (beneficiaries:96 Agrarian Reform Communities, which are composed of farmers benefited from the Agrarian Reform.)

Construction:

May.1996 Commenced

Nov.1999 Scheduled to be completed.

Detail:

The study result has been utilized by NIA as a database to supervise irrigation projects.

STUDY SUMMARY SHEET

(M/P)

ASE PHL/S 109/91

1. COUNTRY	Philippines	
2. NAME OF STUDY	Calabarzon Integrated Regional Development	
3. SECTOR	Development Plan / Integrated Regional Development Plan	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Trade and Industry (DTI)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd. Pacific Consultants International (PCI)	
7. STUDY PERIOD	Mar.1990 ~ Sep.1991 18month(s) ~	
8. SITE OR AREA	Philippines, Luzon Island, 5 provinces (Cavite, Batangas, Rizol, Laguna, and Quezon)	
9. MAJOR PROPOSED PROJECT(S)		
<ul style="list-style-type: none"> - 3 projects of port development including Greater Capital Region Port Study - 6 projects of roads and highways including Cavite Coastal Road - 6 projects of industrial support including Cavite EPZA - 5 projects of urban development including Laguna West Urban Development - 2 projects of agriculture including Batangas East Agriculture Development - 5 projects of rural development including Laguna Upland IRD Projects - 3 projects of social development including Southern Tagalog Manpower Training and Employment Program - 2 projects of environmental management including Marikina Watershed Development and Management 		

カラバールソン地域総合開発計画

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

In February 1992 the president officially approved the projects. However, the establishment of Calabarzon Development Agency was postponed due to the coming presidential election. Also, the environmental problems (air pollution, etc.) and the relocation problem were adversely affected the implementation of a part of the project.

(1)Port

1.Batangas Port

Feb.1995~Aug.1997 Construction

(Refer to "Development Project on the Port of Batangas(1985)"

2.Manila Container Port

Scheduled to be implemented (FY 1993 Overseas Survey)

3.Sangley Point Renovation

The project will not be implemented because of the economic non-viability (FY 1993 Overseas Survey)

4.Dalahican Port

Being implemented with PPA fund (FY 1995 Overseas Survey)

(2)Road

(FY 1995 Overseas Survey) (FY 1996 Overseas Survey)

1.Extension of South Luzon Expressway

Phase I (1993-96) Being implemented (Feb.1990 L/A South Luzon Expressway Construction Plan (I) 4,338mil.Yen)

Phase II (1995-2000) scheduled to be implemented with BOT scheme

2.Lipa City-Batangas

Proposed for BOT

3.Calamba-Calauag

Partially rehabilitated with OECF loan.

Completed except for one section

4.Marikina-Infanta Road

Implemented with own fund. BOT is proposed for a part of road.

5.Manila-Cavite Expressway

Waited for an approval to be implemented with own fund and fund from Malaysia

6.Cormona-Ternate-Nasugbu Road

A part of road is being implemented with an OECF loan. The construction of one section is suspended.

7.Lipa City-San Pablo City Road

Construction stopped with about 80% completion. Undisbursed USAID-RIF financing was withdrawn when the project was terminated.

8.Famy-Tignoan-Real Infanta

Partially completed with ADB loan.

(3)Power

(FY 1995 Overseas Survey)

1.Pagbilao Coal-Fired Thermal Plant

Completed under BOT

2.CalacaI

Mar. 1993 L/A 6,112 mil. Yen

3.CalacaII

25 Sep. 1987 L/A 40,400 mil. Yen

30 Dec. 1994 L/A 5,513 mil. Yen

Dec. 1995 Completed

4.Malaban D&E Modular Geothermal Plant

Completed with ADB loan

5.Maibarara Geothermal

ROW being arranged

6.Makban Binary Cycle Geothermal

Completed with USEXIM Bank loan

7.Fluidized Bed Boiler

Commenced with the Japanese assistance

(4)Cavite Export Processing Zone

Jan. 1998 L/A 4,028mil.Yen (Cavite Export Processing Zone Devt. Project)

Being implemented

(5)JICA Project-Type Technical Cooperation

1.Reforestation of the Marikina Watershed

Being implemented

2.Survey on Industrial nuisance in the North Calabarzon

Conducted by ECFA (completed in March 1994).

(6)"Marikina Watershed Development Project (1994)(M/P+F/S)"

Implemented.

(7)"Upland Irrigation and Rural Development Project in Southern

Luzon (1994)(F/S)" implemented

STUDY SUMMARY SHEET

(M/P)

ASE PHL/S 110/91

1. COUNTRY	Philippines	
2. NAME OF STUDY	Ilog-Hilabangan River Basin Flood Control Project	
3. SECTOR	Social Infrastructure / River & Erosion Control	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Public Works and Highways (DPWH)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	CTI Engineering Co., Ltd. INA Corporation Pasco International Inc.	
7. STUDY PERIOD	Feb.1990 ~ Jun.1991 16month(s) ~	
8. SITE OR AREA	Ilog-Hilabangan River Basin of 2,162 sq.km in Negros Island	
9. MAJOR PROPOSED PROJECT(S)		
<p>The Ilog-Hilabangan River Basin which have 2,162 sq.km of the drainage area suffers from the flood damage in the flood prone area covering about 125sq.km. Master plan was formulated in the manner of river improvement to prevent the flood damage in the flood prone area. In parallel with the study on flood control project the potential study on water resources development was examined. However, the suitable dam site for water resources development could not be found out, so that this was not included in the study. This river improvement plan for the river stretch of about 21.5 km in total includes provision of revetment and sluice and replacement of bridges. The project scale of 100 year return period is applied for the master Plan. The design discharge is 5,450 cu.m/s.</p>		

イログ・ヒラバガン川流域治水計画

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>Reasons to Have Caused the Project Delay: Security problems</p> <p>Detail: (FY 1991 Domestic Survey) Initially this study was composed of M/P and subsequent F/S. However, due to the security problem at the project area, neither has F/S nor the project proposed in M/P been implemented.</p> <p>(FY 1996 Domestic Survey) It seems that the security problems are improving. A request for F/S on a comprehensive basin development project, incorporating flood control and water supply measures, has been submitted to NEDA from DPWH local office.</p> <p>(FY 1997 Domestic Survey) No additional information.</p> <p>(FY 1998 Domestic Survey) The security has been improved. However, it seems not easy to resume the study which was once suspended. The request for F/S was submitted.</p> <p>(FY 1998 Overseas Survey) The proposed projects have not been started due to funding constraint. Maintenance dredging and river control works against erosion are being done on critical portion of rivers within the basin (Ilog-Hilabangan River and tributaries) but only with a small amount of budget ranging from 20 to 30 million pesos annually.</p>	

STUDY SUMMARY SHEET (M/P+F/S)

ASE PHL/S 207B/91

1. COUNTRY	Philippines	
2. NAME OF STUDY	Agno River Basin Flood Control	
3. SECTOR	Social Infrastructure / River & Erosion Control	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Public Works and Highways(DPWH)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd. CTI Engineering Co., Ltd. Kokusai Kogyo Co., Ltd.	
7. STUDY PERIOD	May.1989 ~ Sep.1991 28month(s) ~	
8. SITE OR AREA	Three river systems and the Pangasinan plain in the western part of Central Luzon, Total area 7,640 sq. km.	
9. MAJOR PROPOSED PROJECT(S)		
M/P		
1) Framework Plan (an ideal goal)		
1. Agno and Tarlac Rivers: river improvements, Poponto floodway, natural retarding basin, Moriones-O'Donnel dam.		
2. Agno River tributaries (4) and other rivers: river improvements, Binalonan floodway.		
3. Flood Forecasting and Warning System (FFWS) for the Agno, Bicoland and Cagayan Rivers.		
4. Debris control by 34 dams.		
2) Long-Term Plan (target year:2020)		
1. All projects except Moriones-O'Donnel dam and Binalonan floodway.		
2. Accuracy improvement on the existing FFWS and more effective warning delivery activity.		
F/S		
1) Flood Control Plan for the Upper Agno River (area: 1,264 sq. km). River improvements (total 69.06 km), Poponto natural retarding basin.		
2) Flood Control Plan for the Pantal-Sinocalan River (area: 879 sq. km), River improvements (total 57.7 km), etc..		

アグノ川流域治水計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

(1) Phase I (Package IV)

The contents of the project:

Urgent Rehabilitation Works of the lower part of Agno river (about 54km) and the upper part of Sinocalan river.

Subsequent Studies:

Jan.1993~Jan.1994 D/D conducted

(E/S on "Urgent Rehabilitation Works and Improvement Works for the Agno River Flood Control Project")

Area/ The areas for urgent rehabilitation works at the end of 1992

the first priority project area identified by F/S.

Additional work on Hydraulic Model Test was needed and is under the study (to complete in Mar.1995) .

(FY 1994 Domestic Survey)

EIA / Being implemented by University of Philippines sub-contracted by DPWH.

Finance:

Aug.30.1995 L/A 8,312 mil.Yen

(Agno and Allied Rivers Urgent Rehabilitation Project)

*Content

-Civil Works (Emergency rehabilitation work at the downstream of the Agno River. Widening of Channels, embankment and rehabilitation of bridges are to be implemented over 45km from the rivermouth to the poponto swamp).

-C/S, including the review of D/D.

Construction:

(FY 1999 Domestic Survey)

Apr.1998~Sep.2002 (scheduled)

Cost: Approx. 6,400 mil. yen(1 peso=4 yen)

Contractor: Toyo Kensetsu, PNCC

Situation of Progress: 29.5%(as of Nov.1999) Target goal: 37.5%

Situation:

(FY 1996 Domestic Survey)

The project proposed by JICA is divided into two packages, one for upperstream and the other for downstream, and is to be implemented with an OECF loan. The construction commenced this year is of the Emergency River Improvement Project (Phase I) at downstream. The request to implement the Improvement Project at upperstream has been submitted to OECF.

(2) Phase II(Package I)

The contents of the project:

Improvement of the upper part of Agno river (about 70km)

(rehabilitation of a river at Bayambang and construction of a Poponto retarding basin)

Subsequent Studies:

Jan.1993~Jan.1994 D/D

Finance:

(FY 1997 Overseas Survey) (FY 1998 Domestic Survey)

10 Sep.1998 L/A 6,734 mil.yen (Agno River Basin Flood Control Project)

Contents:

(FY 1998 Domestic Survey)

Construction of Poponto floodway.

Construction:

(FY 1997 Overseas Survey)

Jan.2000~2004 (schedule)

(FY 1999 Overseas Survey)

E/S was commenced in Jul.1999. A review on D/D and social survey against Poponto Swamp is now under implementation.

(3) Phase III (Package II, III)

(FY 1997 Overseas Survey)

Target area / Alcala~Asingan~San Manuel

The project is proposed for funding with OECF under the 24th Yen Loan Package.

(FY 1999 Overseas Survey)

Amount of request: Construction cost 5,040 mil. yen(VAT is excluded.)

Cost required for E/S 1,400 mil. yen(including the unfinanced part of Phase II Construction)

*Contents of project: Excavation of low channels, construction of embankment, etc.

STUDY SUMMARY SHEET

(F/S)

ASE PHL/S 324/91

1. COUNTRY	Philippines	
2. NAME OF STUDY	Rural Road Disaster Prevention Project	
3. SECTOR	Transportation / Road	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Public Works and Highways (DPWH) Project Management Office (PMO)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Katahira & Engineers International	
7. STUDY PERIOD	Sep.1989 ~ Jan.1992 28month(s) ~	
8. SITE OR AREA	<p>1) Disaster restoration projects in the pilot provinces: Sixty-two disaster spots in the three provinces of Benguet, Batangas and Leyte(twenty-one spots in the Benguet Province, eighteen in Batangas and twenty-three in Leyte).</p> <p>2) general disaster restoration projects of rural roads:Disadter spots on Secondary National Roads, Provincial Roads and Barangay Roads in forty provinces.</p>	
9. MAJOR PROPOSED PROJECT(S)		
<p>Stage I: Selection of three provinces as pilot province containing all disaster patterns which are occurred in the Philippines in general, Specification of 62 disaster points to carry out F/S study from the all points of the province.</p> <p>Stage II:Execution of the F/S study including traffic survey, technology potential survey, general design, estimate, project evaluation.</p> <p>Stage III:Planning of the project based on the result of Stage II.</p> <p>Stage IV:Production of local road disaster restoration manual which includes identification of disaster points, design of renovation technique and construction.</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

Utilization of the Study:

(FY1994 Domestic Survey)

Main objectives of the Study are to develop techniques of restoring rural roads damaged by disasters and to prepare a manual based on the findings of the Study. The Study output is put to practical use, the manual being used when roads are restored by DPWH in the occurrence of disaster, and the countermeasures proposed in the Study being incorporated in the implementation of road improvement projects.

(FY 1995 Overseas Survey)

Seminar on restoring manual of rural road was held in Feb.1993 and manual was published in Jul.1993. DPWH is utilizing the manual for restoring works.

(FY 1997 Domestic Survey)

Disaster restoration manual is being utilized for designing and implementation of restoration works and disaster prevention works which are included in Calamity Fund project and road projects.

Project Implementation

(FY1993 Overseas Survey)

Before the GOP was able to implement the recommendations of the JICA study, two major disasters (the 1990 earthquake in Luzon and the eruption of Mt.Pinatubo) hit the country and the annual budgets for rehabilitation and restoration had been primarily used for the restoration and preventive measures for the damaged facilities.

The future road improvement projects packaged for implementation will incorporate the countermeasures as proposed by the JICA study.

(FY 1996 Domestic Survey)

As most disasters are small-scale, each regional office make their own restoration plan based on the manual and are implementing restoring works by local fund.

(FY 1997 Domestic Survey)

Restoration works are carried out by Calamity fund or by maintenance cost in case of small-scale disaster.

At the same time restoration and disaster prevention works included in the general road rehabilitation project, are implemented as a part of this project.

Project for disaster restoration at second grade national roads is not formulated.

(FY 1998 Domestic Survey)

Rehabilitation works have mostly been done with local fund.

STUDY SUMMARY SHEET

(F/S)

ASE PHL/S 325/91

1. COUNTRY	Philippines	
2. NAME OF STUDY	Balara Water Treatment Plant Rehabilitation Project	
3. SECTOR	Public Utilities / Water Supply	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Metropolitan Waterworks and Sewerage System (MWSS)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Jogesuido Sekkei Co., Ltd.	
7. STUDY PERIOD	Aug.1991 ~ Mar.1992 7month(s) ~	
8. SITE OR AREA	Balara Water Treatment Plant	
9. MAJOR PROPOSED PROJECT(S)		
<p>In order to recover the planned capacity (1.6 million cu.m./year) of the treatment plant, stabilize the water treatment process, and improve the maintenance and operation, the Study recommends the replacement of the malfunctioning treatment equipment including chlorination. The Study compared three alternatives shown below and judged that Alternative 2 would be technically and financially optimal.</p> <ol style="list-style-type: none"> 1. Replacement and rehabilitation of only those equipment which are in need of urgent replacement or rehabilitation 2. Rehabilitation and improvement of the basic equipment, in addition to the minimum replacement and rehabilitation above. 3. Modernization of the entire equipment based on the long-term needs <p>Alternative 2 consists of the replacement of defective equipment, the improvement of structural defects of sedimentation basins, and other necessary improvement measures in order to ensure the 15-year durability.</p> <p>The project cost 1) above is for Alternative 1, and the project cost 2) for Alternative 2.</p>		

バララ浄水場修復計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

This project is in line with the objectives of the Medium-Term Philippine Development Plan (1992-1998) as embodied under the water supply, Sewerage and Sanitation sector.

Subsequent Studies:

Jan.18.1994 E/N 131 million yen for D/D (conducted by MWSS)

Finance:

Jul.15.1994 E/N 1,632 million yen (Balara Water Treatment Plant Rehabilitation Project-Phase 1/2)

Jul.15.1996 E/N 1,074 million yen (Balara Water Treatment Plant Rehabilitation Project-Phase 2/2)

Contents of the project:

Rehabilitation of aging Balara water treatment plant in order to supply good quality water to Metropolitan Manila.

Total investment cost P1055.33 mil.

(Foreign currency P822.01 mil., Domestic currency P233.32 mil.)

Construction:

1994 Commenced

Jul.1996 Completed

Construction Trader:Hitachi Plant (FY 1996 Domestic Survey)

STUDY SUMMARY SHEET

(M/P)

ASE PHL/A 108/92

1. COUNTRY	Philippines	
2. NAME OF STUDY	Integrated Rural Development Program in Pampanga	
3. SECTOR	Agriculture / (Agriculture in) General	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Agrarian Reform
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd.	
7. STUDY PERIOD	Jul.1991 ~ Aug.1992 13month(s) ~	
8. SITE OR AREA	14 municipalities, Pampanga Province, Central Luzon (Program III)	
9. MAJOR PROPOSED PROJECT(S)		
<p>(1) Magalang Area Rehabilitation Project</p> <ol style="list-style-type: none"> 1. Rehabilitation of irrigation and drainage facilities (87 ha) 2. Construction of orchard irrigation facilities(2,000ha) 3. Rehabilitation of existing road (34.8 km) 4. Rehabilitation of domestic water supply system, post harvest facilities, and procurement of agricultural machinery <p>(2) Mexico and Sta. Ana Project</p> <ol style="list-style-type: none"> 1. Irrigation and Drainage (Rehabilitation: 712ha, Construction:555ha) 2. Upgrading existing farm roads 3. Establishment of post harvest facilities 		

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

This study was supplementary implemented with the Mapping. The level of study is pre-F/S, hence detail surveys on topography, geology, hydrology and groundwater and re-formulation of the plan should be done before the project implementation.

(1) Magalang Settlement Rehabilitation Plan

The project is planned to undertake the improvement of research and training facilities for the beneficiary and the DAR staff and the comprehensive renovation and improvement works in the area. (FY 1993 Overseas Survey)

A part of the project area has been influenced by lahar and the water sources outside of the area is buried up. Therefore, the revisional study should be conducted before the project implementation. Currently, DAR does not consider the immediate implementation of the project.

(2) Mexico Sta. Ana Project

(FY 1993 Overseas Survey)

The eruption of Mt. Pinatubo damaged the project area severely. Pasing River are mostly buried up and, consequently, the water source of this project is lost. It can be concluded that the project implementation is impossible.

Detail:

(FY 1993 Overseas Survey)

The Filipino government concluded that both projects required the rather huge amount of investment compared with the expected benefit (EIRR is far below 15%, which is required by NEDA-ICC for the project implementation). Because the danger of lahar still exists, DAR lowered priority of this project.

(FY 1995 Overseas Survey)

The Stabilization of the Lahar flow is still being monitored and it would influence decision on any future activities in this area.

(FY 1996 Domestic Survey)

The project is unlikely to be implemented due to lahar caused by the eruption of Mt. Pinatubo. A part of target area is to be irrigated under the Irrigation Project in Pampanga.

(FY 1997 Overseas Survey)

The project is not approved by NEDA because of its low EIRR.

(FY 1998 Domestic Survey)

DAR is examining the possibility of implementing the project related to agricultural land reform by the loan from OECF, WB, and ADB.

(FY 1998 Overseas Survey)

For priority area, namely, Mexico, Sta. Ana and Magalang Settlement Projects, effect of lahar is no longer a threat along these areas. Construction of NIA-PDDP-IC is on-going, the San Raque GIS and Laput GIP projects may be implemented by the next year.

STUDY SUMMARY SHEET (M/P)

ASE PHL/S 111/92

1. COUNTRY	Philippines	
2. NAME OF STUDY	Master Plan on Maritime Safety	
3. SECTOR	Transportation / Marine Transportation & Ships	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Maritime Industry Authority
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	The Japan Association for Preventing Marine Accidents Yachiyo Engineering Co., Ltd.	
7. STUDY PERIOD	Mar.1991 ~ Jul.1992 16month(s) ~	
8. SITE OR AREA	All waters and related facilities on land under the jurisdiction of Philippines	
9. MAJOR PROPOSED PROJECT(S)		
<ol style="list-style-type: none"> 1. Implementation Study of Seafarer School Education Improvement Project 2. Implementation Study for Retraining Teaching Staff and Seafarers 3. Study for Vessel Safety Standard and Vessel Inspection System 4. Study for Interisland Shipping and Shipbuilding Development Plan 5. Safe Navigation Study 6. Study for Implementation Program of Upgrading of MCP/ TELOF to Reinforce Functionality of Maritime Safety Telecommunication 7. Feasibility Study for HF Network Linking PCG and Regional Headquarters and 133 Bases 8. Implementation Study of SAR Vessel Improvement 9. Implementation Study for Aids to Navigation Improvement Project 10. Regional Marine Transportation Safety Project Plan Study 		

海上交通管理計画

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

The recommendation formulated in M/P has been utilized as policy or strategies to strength the maritime safety program in Mid-Term Development Plan (MTPDP).

Detail (The number is corresponded to the number in 3.Contents of Major Project(s))
(FY 1993 Overseas Survey)

- 3.Maritime Industry Authority (MARINA) is undertaking preparatory stages to improve their technical capacity.
- 4.NEDA decided to request OECF to fund the project.
- 6.The Filipino government implemented Phase-I with its own fund and plans to apply for an OECF loan for the further project implementation.
- 8.MARINA has requested the Australian government to finance the project.
- 9.Although NEDA requested for an OECF loan, it was turned down.

However, NEDA hopes to finance the project with an external financial assistance.

(FY 1999 Overseas Survey)

Some of the proposed project 3 are on-going, such as NORAD-assisted project to improve maritime training, MICC seafarers training scheme in Japan, MARINA-NMD-institutional cooperation scheme to implement the 1995 STCW convention.

Detail

The following three projects were selected for pre-F/S. However, (1)was excluded because it was considered to be overlapped with another project. The other two were incorporated into No.2 and No.6.

- (1)Cebu Regional Maritime Transportation Safety Project
- (2)Vessel Safety Standard and Vessel Inspection System Upgrading Reliability
- (3)Aids to Navigation Upgrading Reliability Project

*Related Projects

In connection with this study, MARINA has been implementing the Maritime Safety Improvement Project (MSIP) with the financial assistance from OECF (PH-P121) since April 1992. MSIP is composed of two segments: the Urgent Rehabilitation of Aids to Navigation and the Intensive Engineering Study.

Subsequent Study:

(FY 1997 Overseas Survey)

1992~1996 MSIP Intensive Engineering Study
Consulting Firm /Overseas Shipbuilding Cooperation Center, Dravo Corp

Finance:

30 Aug.1995 L/A 5,579 mil.Yen (Maritime Safety Improvement Project II)

Construction:

(FY 1997 Overseas Survey)

Oct.1996 Urgent rehabilitation of ATN completed
Lighthouses rehabilitated/constructed - 37
Consulting Firm /Overseas Shipbuilding Cooperation Center, Dravo Corp
Contractor / Kanematsu Corp

STUDY SUMMARY SHEET (M/P+F/S)

ASE PHL/S 208B/92

1. COUNTRY	Philippines	
2. NAME OF STUDY	Nationwide Roll-on Roll-off Transport System Development	
3. SECTOR	Transportation / Port	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	DOTC
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	The Overseas Coastal Area Development Institute (OCDI) Pacific Consultants International (PCI)	
7. STUDY PERIOD	Apr.1991 ~ Aug.1992 16month(s) ~	
8. SITE OR AREA	<M/P> Whole country <F/S> Iloilo City, Bacolod City	
9. MAJOR PROPOSED PROJECT(S)		
<p>Project cost M/P is of whole M/P, F/S 1)is of Iloilo, and F/S 2)is of Bacolod. Project costs are shown in Peso 1,000 instead of US\$1,000. <M/P> 1.Master plan of Ro/Ro Routes. Contents are as follows: (1)1st priority 12 routes which are the most suitable for the Ro/Ro operation with the characteristic of completion of N. S trunk routes and Visaya corridor. (2)2nd priority 14 routes which have moderate suitability with Visaya/ Mindanao Trunk and Western Mindanao Islands. (3)Center routes are not suitable for Ro/Ro. 2.Policies to attain the MP (1)Maritime Policy- limited government intervention, streamlining government organization and clearance procedure. (2)Others - Road improve, traffic monitor</p> <p><F/S> prerequisite: to conduct six voyage (each direction) by four vessels of 23,000 grt.type. Port of Iloilo: 1997 one berth with 115m length and -5.5m depth should be constructed with ancillary facilities. By 2010 one more berth be added.</p>		

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled
Description :		
<p>F/S on Iloilo and Bacolod Routes were conducted.</p> <p>(FY 1995 Overseas Survey) A project for the development of Roll-on Roll-off facilities for Iloilo, Toreda and San Carlos ports was formulated for possible OECF financing (19th YCP). This was not favorably considered due to institutional issues concerning Port ownership (between DPWH and PPA) and the relatively low estimated costs. An inter-agency group (DOTC, DPWH, NEDA, PPA and MARINA) is now examining the feasibility on the priority points along the Pan-Philippine Highway in developing RO-RO facilities. These points include Matnog, Sorsogon in Southern Luzon; Liloan in Southern Leyte; San Isidro in Northern Samar; and Lipata in Surigao del Norte.</p> <p>*Related Projects After the completion of this study, the Filipino government conducted F/S on Toreda/San Carlos, utilizing the technology transferred in the process of this study. It is reported that F/S on other routes will be undertaken as well. June 1993-Feb.1994 The Filipino government undertook F/S on Cebu and Leyte routes. The action has been taken to rationalize the regulation on the maritime safety.</p> <p>(FY 1997 Overseas FU Survey) TOR has been submitted to EC for technical and financial assistance in the implementation phase of the project to include update of RORO M/P and construction of RORO facilities. Plans for the development of RORO facilities in Bohol, Cebu and Negros Oriental (Phase 1) through the use of local funds has been approved. Two RORO Links (Matnog~San Isidro and Liloan~Lipata) were included in PPA's inter-regional projects for implementation under BOT/JV schemes.</p> <p>(FY 1999 Overseas Survey) Development of the ports are handled by DOTC, PPA (Philippine Port Authority), and CPA (Cebu Port Authority) using either local or foreign funds.</p>		

STUDY SUMMARY SHEET (M/P+F/S)

ASE PHL/S 209B/92

1. COUNTRY	Philippines	
2. NAME OF STUDY	The Development Plan of Davao International Airport	
3. SECTOR	Transportation / Air Transportation & Airport	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Transportation and Communications (DOTC)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Pacific Consultants International (PCI) Aero Asahi Corporation	
7. STUDY PERIOD	Mar.1992 ~ Mar.1993 12month(s) ~	
8. SITE OR AREA	Davao International Airport	
9. MAJOR PROPOSED PROJECT(S)		
<p><M/P> Phase of Development: 1. Medium-Term Development Plan (1999-2000) Total project cost : 2,700 Million PHP Construction of a new 2,500 long runway and new terminal facilities. 2. Long-Term Development Plan (2001-2010) Total project cost : 600 Million PHP Runway extension to 3,000 m and expansion of the terminal facilities</p> <p><F/S> Runway (2,500m), connecting taxiways, apron, passenger terminal building (16,000m²), cargo terminal building (3,500m²), administration buildings and control tower (1,600m²), fire station (500m²), car park (310 spaces), air navigation systems, airport utilities, and fuel supply system.</p>		

ダバオ国際空港整備計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

(FY 1993 Overseas Survey)

The development of airport facilities, the Davao International Airport included, to provide efficient and reliable air transport operations is a major objective of the MTPDP. The development of the airport directly addresses the concerns and thrusts of the Southern Mindanao (Region XI) Development Plan to improve the air transport subsector, as a component of the East ASEAN Growth Area (EAGA).

Subsequent Studies:

(FY 1997 Domestic Survey)

1994 F/S Review (ADB)

Difference from JICA proposal

1. Construction of new runway (2,500m)--Improvement and extension of the present runway (3,000m)
2. Width of landing space short-term 200m long-term 300m--150m (both short-and long-terms)

Finance:

(FY 1995 Domestic Survey)

Mar. 1993 ADB Loan Secured

DMTM International Inc. (USA) received the order.

(FY 1998 Overseas Survey)

ADB 41 million US\$; EIB 31.3 million US\$ (25 mil. ECU); GOP 32.7 million US\$.

Construction:

(FY 1997 Domestic Survey)

The construction is divided into 5 Packages (Civil, Building, Equipment, Security, ATC). As to Civil work, evaluation of bid was finished but ADB has not agreed with the result because of land purchase problem. As a result, a contract for the work has not been signed yet. As to Building, bid will be held in near future. As to other packages, no action has been taken so far.

(FY 1998 Domestic Survey)(FY 1998 Overseas Survey)(FY 1999 Overseas Survey)

Package 1 Airside Civil Works: Hanjin Engineering, 98/09 - 2000/2. 35.87% had been completed by Nov. 1999.

Package 2 Landside Civil Works: Samsung Corporation, 99/02 - 2000/2.

Package 3 Equipment (Airfield maintenance, Nav aids and communication): 2nd quarter of 1999 - 2nd quarter of 2001.

Package 4 Capacity Enhancement for CATC: 1st quarter of 2000 - 4th quarter of 2002.

Situation after the completion:

(FY 1998 Overseas Survey)

Airport Authority is in charge.

Detail:

In November 1992, Davao City Government amended the existing land use plan, based on the airport Master Plan proposed tentatively at the time by the Study Team in order to realize the project for controlling the land use on outskirts of the airport. This amendment was approved by the city council and issued as a city ordinance.

(FY 1993 Overseas Survey)

In light of budgetary constraints ADB is preparing to extend a T/A grant for the conduct of study to re-evaluate the study conducted by JICA, to focus on the existing facilities to determine whether their expansion instead of new construction will be adequate to meet projected traffic demand.

STUDY SUMMARY SHEET (Basic Study)

ASE PHL/S 503/92

1. COUNTRY	Philippines	
2. NAME OF STUDY	Groundwater Development in Metro Manila	
3. SECTOR	Social Infrastructure / Water Resources Development	
4. TYPE OF STUDY	Basic Study	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Metropolitan Waterworks and Sewerage System (MWSS), Planning & Program. Dept.
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Jagesuido Sekkei Co., Ltd. Kokusai Kogyo Co., Ltd.	
7. STUDY PERIOD	Aug.1990 ~ Jun.1992 22month(s) ~	
8. SITE OR AREA	Metro Manila and a part of Rizal Province, 5 cities and 32 municipalities, in an area of 2,126 km ² (MWSS Service Area : MSA)	
9. MAJOR PROPOSED PROJECT(S)	<p>The study clarified groundwater use and a mechanism of saline water intrusion. For development and conservation of groundwater in Metro Manila, following projects were proposed.</p> <p>(1) Rehabilitation of MWSS wells (100 wells)</p> <p>(2) Groundwater development in Antipolo (7 wells)</p> <p>(3) Groundwater Monitoring Facilities & Wells 20 wells depth:150m 30 wells depth :300m</p> <p>(4) Detailed Hydrogeologic survey in Rizal Province</p>	

マニラ首都圏地下水開発計画

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>(FY 1992 Domestic Survey) Most of MWSS's budget is being used for extension of waterworks (Central Distribution System). Due to shortage of budget, MWSS can not afford to implement proposed projects, thereby requesting foreign assistance.</p> <p>Subsequent Studies: (FY 1996 Domestic Survey) Nov.1994~Jun.1996 Waterworks and Sewerage System in Metro Manila (JICA M/P)</p> <p>(1) Rehabilitation of MWSS wells Five to six wells have been rehabilitated annually with MWSS's own budget.</p> <p>(2) Groundwater Development Plan in Antipolo Two wells are planned to be digged in 1992 with MWSS's own budget.</p> <p>(FY 1993 Overseas Survey) A part of the construction is in progress with the local fund.</p> <p>(3) Groundwater Monitoring in Metro Manila Not implemented. Database has been utilized.</p> <p>(4) Groundwater Investigation in Rizal Province Not implemented</p> <p>Detail: (FY 1993 Overseas Survey) MESS has already informed NEDA that it likes to apply for a JICA grant aid to implement the project.</p> <p>(FY 1997 Overseas Survey) The project is to be implemented based on BOT scheme (investment cost / 3 billion Pesos).</p> <p>(FY 1998 Domestic Survey) Water supply and sewerage projects excluding the development of water resources have been transferred to two private companies in Metro Manila.</p>	

STUDY SUMMARY SHEET

(M/P)

ASE PHL/S 106/93

1. COUNTRY	Philippines	
2. NAME OF STUDY	Luzon Island Strategic Road Network Development Project	
3. SECTOR	Transportation / Road	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Public Works and Highways
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Katahira & Engineers International Nippon Koei Co., Ltd.	
7. STUDY PERIOD	Mar.1992 ~ May.1993 14month(s) ~	
8. SITE OR AREA	The entire area of Luzon Island	
9. MAJOR PROPOSED PROJECT(S)		
1)First Six-Year Program(1993-1998) : 2,600.8km 2)Second Six-Year Program(1999-2004) : 2,246.9km 3)Third Six-Year Program(2005-2010) : 2,218.5km		

ルソン島広域道路網計画調査

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

(FY 1996, 1997, 1998 Domestic Survey, FY 1997 Overseas Survey)

For some of the projects proposed in M/P to commence in early stage, the following actions have been taken.

(1) Dalton Pass Substitutive Route

Subsequent Studies:

Nov.1996~Apr.1998 D/D and selection of route (a part of OECF loan for Philippines-Japan Friendship Highway was allotted, 499 mil.Yen out of 9,551 mil.yen).

Finance: Philippine government will request the 25th ODA loan.

(2) Manila Tollways

1. North Luzon Expressway

Balintawak-Sta Ines 82.62km and Extension to Clark Base 7.0km

(No.1-1,2,3)

Proposal to implement with BOT scheme by consortium (PNCC and FPIDC) has been submitted to the Govt. Proposal is under examination.

NLE Expansion

Negotiating with JV of PNCC and EPIDC. Sections of Dau-Clark, San Simon-Subic, C.P.Garcia-Letre (Metro Manila C-5) are included.

NLE Extension (Dau-Urdaneta)

F/S is being carried out by JV of PNCC and Itochu Corporation.

2. Manila-Bataan Coastal Road (North) (2002 BOT)

3. Dinalupihan Olongapo (BOT)

4. Dinalupihan-Tipo (2002)

5. Tipo-Subic (Nov.1996 completed)

(3) Expressways of Luzon Island (BOT)

1. South Luzon Expressway

Calamba-Pagbilao 65.3km (No.56-1,2,3)

Consortium of Philippine National Construction Corporation (PNCC)

and Hopewell will implement the project.

Now implementation plan is being made.

2. South Luzon Expressway Extension

Lipa City-Batangas City 19.74km (No.55-2,3)

Subscription to BOT is being invited.

Nearly 40 companies showed interest.

Jan.1997 Bidding

1997 construction scheduled to start

(4) ADB Related Project

(FY 1997 Domestic Survey)

Finance: Jun.1997 ADB L/A 337mil.\$ (Total cost 585mil.\$)

The project includes routes proposed by JICA.

1. Mauban-Lucban (No.72-7)

2. Malicboy-Macalelon and Macalelon-Mulanay Road (No.77)

3. Mulanay-Panagon (No.78-1)

4. Lian-Talisay-Balayan (No.67)

Construction:

Nov.1997 scheduled to start for Lian-Talisay-Calatagan, Talisay-Balayan Road.

Feb.1999 construction start for other sections.

(FY 1997 Overseas Survey)

<Completed Section>

Cordon-Madella (Dec.1994), Famy-Infanta (1996)

<The 6th ADB Roads Improvement Project (proposed section)>

San Pablo-Mauban (Lucban-Mauban), Pagsanjan-Lucena

(5) IBRD Related Project

Capas-Botolan (1995 F/S), Rosales-Sta.Fe (1991 D/D), Burgos-Bani (F/S completed), Santiago-Sta.Maria-Tuguegarao (under construction, as of Jan.1998 90.65% of completion),

Tignuan-Atimonan (Mauban-Real D/D being undertaken)

Jarsema Highway (No.32)

Subsequent Studies: Jan~Jun.1997 F/S, Aug.1997~Jun.1998 D/D (IBRD 1mil.USS) On progress as one of the Sub-Projects of Highway Management Project.

Finance: IBRD fund (Highway Management Project)

<Sections to be implemented under HMP II>

Baguio-Bontoc, Naguilian-Palanan, Bagabag-Bontoc, Talisay-Lemery, Batangas-San Juan Coastal Road

<Sections to be implemented under FAP>

Bokod-Abatan, Baler-Dinalongan (1994 preF/S), Mulanay-San Francisco-Panagon

(6) Projects under Own Fund

<Completed>

Carmen-Bautista (1994), San Miguel-Tagkawayan (1995)

<To be implemented>

Legaspi-Manito-Sorsogon, Matagong-Putia, Abuyog-Bulusan-Irosin, Palanan-Sta Ana (1994 preF/S), San Pablo-Mauban (San Pablo-Rizal-Nagcarlan), Tagaytay-Talisay (F/S,D/D completed)

(7) OECF Related Project

Pan Philippine Road

ルソン島広域道路網計画調査

STUDY SUMMARY SHEET

(M/P)

ASE PHL/S 107/93

1. COUNTRY	Philippines	
2. NAME OF STUDY	Telecommunication Network Project	
3. SECTOR	Communications & Broadcasting / Telecommunication	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Transportation and Communications (DOTC)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	NTT International Corporation	
7. STUDY PERIOD	Jun.1993 ~ Mar.1994 9month(s) ~	
8. SITE OR AREA	Whole area of the Philippines	
9. MAJOR PROPOSED PROJECT(S)		
<p>The planned period encompassed by this study is from 1993 to 2010. To meet the demand, main telephone density is planned to be increased from 1.4 per 100 inhabitants in 1992 to 10.0 by 2010. By the end of 2010, all the demand in all the municipalities should be met. The plan was made by dividing the planning period into 3 phases as follow ;</p> <p>Phase A(1993-1998) Switching System : install 2,077 thousand telephone lines, replace 403 thousand lines Telephone density : 3.8 at the end of Phase A</p> <p>Phase B(1999-2004) Switching System : install 2,557 thousand telephone lines, replace 256 thousand lines Telephone density : 6.3 at the end of Phase B</p> <p>Phase C(2005-2010) Switching System : install 4,116 thousand telephone lines, replace 321 thousand lines Telephone density : 10.0 at the end of Phase C</p>		

電気通信網整備計画調査

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

(1)Telecommunications will be developed in an orderly fashion, subject to competitive and regulated entry into the market.

The seven of new Cellular or International service operators have been ordered to supply local network within five years in poor service areas including Metro Manila. It will accelerate the telephone supply to meet the demand nationwide.

This study report was used to assign the areas for new local operators, and will be used as a database for new operators.

(2)DOTC is examining various policies referring to the proposals made by this M/P. However, project implementation depends on initiative of private entrepreneurs.

(FY 1997 Domestic Survey)

The outputs of the study are being utilized for telecommunication project by private sector. Each private company will materialize proposed projects according to its own project plan.

*Related Project

DOTC is implementing Urgent Telecommunication System Improvement Project (Second Yen Loan) utilizing V-SAT.

(FY 1997 Overseas Survey)

The results of the study have been utilized for elaboration of National Telecommunications Development Plan (NTDP 1997-2010).

(FY 1998 Domestic Survey)

Private companies are carrying out their own survey and construction by their own funds, under the government's approval. In this regard, the proposed project of M/P is utilized as basic data.

The improvement of the facilities by the private companies has so far not been completed. They collaborate with the foreign investors.

NTT invests capital of CMTS which is implementing the international and general telephone services.

As a result, the telephones have been diffused with the higher pace than that proposed by M/P.

(FY 1999 Overseas Survey)

The numbers of lines installed by the private companies and the rates of accomplishment are as follows:

DIGITEL: 337,932 (110.9%); GLOBE:705,205 (100%); ICC/BAYANTEL: 341,410 (135.5%); ISLACOM 701,330 (64.9%); MAJOR/PHILCOM: 305,706 (23.3%); PILTEL: 417,858 (90.8%); PLDT: 1,254,372 (101.6%); PT&T: 300,000 (57.4%); SMART: 700,310 (100.5%); ETPI: 300,497 (23.7%).

STUDY SUMMARY SHEET (M/P)

ASE PHL/A 113/93

1. COUNTRY	Philippines	
2. NAME OF STUDY	Study for Strengthening the Agricultural Cooperatives System	
3. SECTOR	Agriculture / (Agriculture in) General	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Cooperative Development Authority (CDA)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Central Union of Agricultural Co-operatives(JA-ZENCHU)	
7. STUDY PERIOD	Mar.1992 ~ Dec.1993 21month(s) ~	
8. SITE OR AREA	The whole of the Philippines	
9. MAJOR PROPOSED PROJECT(S)		
(Current Tasks)		
<ol style="list-style-type: none"> 1.Strengthening of education and training with an emphasis on leadership training 2.Increasing the rate of use of primary cooperative's services and promoting the reduction of non-members 3.Promoting mergers of cooperatives 4.Strengthening marketing activities of primary agricultural cooperatives 5.Establishment of a national cooperative union and strengthening of the agricultural cooperative bureau 6.Establishment of a national cooperative bank and structuring savings 		

農業協同組合組織強化計画

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

Utilization of outputs of study:

(FY 1996 Domestic Survey)

The report of this study has been utilized to formulate the CDA's policy on the agriculture cooperative.

(FY 1997 Domestic Survey)

CDA has been implementing the recommendations proposed in the M/P, including the reinforcement of savings and capitals and establishment of coop banks in every states and National Coop Bank, strengthening of education and training, strengthening of marketing activities of primary agricultural coop and establishment of a national coop bank and structure savings.

(FY 1997 Overseas Survey)

CDA is currently carrying out the following activities.

1. Construction of Regional Cooperative Training and Marketing Centers
2. Reorganization and reactivation of the Federation of Agricultural Cooperatives of the Philippines
3. Strengthening of the Cooperative Banking System

Dispatch of experts:

(FY 1996 Domestic Survey)

One JICA expert for the technical training in the field of agriculture cooperative has been dispatched since Apr. 1996 for two years.

(FY 1997 Overseas Survey)(FY 1998 Domestic Survey)

JICA expert developed the Farm Guidance Manual for agricultural cooperative designed to promote development of agri-based cooperatives through self-reliance and self-governance. The Farm Guidance Manual was finalized / translated into local dialects.

(FY 1998 Domestic Survey)

The term of the expert dispatched to CDA was extended one more year (total three years).

Project-Type Technical Cooperation:

"Income generation, social and economic status up of women and regional economic development project through strengthening of Agricultural Cooperative".

(FY 1997 Domestic Survey)

CDA has submitted a request for the FY 1997 Project-Type Technical Cooperation on human resources development for strengthening agricultural cooperative and grant aid assistance for educational training equipment. The request was not approved because the outcome to be obtained during the cooperation period was not clear.

CDA has submitted a request for the FY 1998 Project-Type Technical Cooperation, "Income generation, social and economic status up of women and regional economic development project through strengthening of Agricultural Cooperative(human resources development, organization management, reinforcement of operation especially marketing)" aiming at establishment of promotion model.

(FY 1998 Domestic Survey)

March 1999~ Group for preliminary survey is planned to be dispatched.

Oct. 1998 Acceptance of the trainees concerned with this project-type technical cooperation.

STUDY SUMMARY SHEET

(M/P+F/S)

ASE PHL/S 206/93

1. COUNTRY	Philippines	
2. NAME OF STUDY	Metro Manila Urban Expressway System Study	
3. SECTOR	Transportation / Road	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Public Works and Highways
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Katahira & Engineers International	
7. STUDY PERIOD	Mar.1992 ~ Sep.1993 18month(s) ~	
8. SITE OR AREA	Whole area of Metro Manila	
9. MAJOR PROPOSED PROJECT(S)		
<p>First Stage : Construction of 58.6km of expressways 1) Phase 1 : 27.4km 2) Phase 2 : 31.2km Second Stage : Construction of 66.1km of expressways Third Stage : Construction of 23.4km of expressways</p>		

マニラ都市圏高速道路整備計画調査

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
Description :		
<p>The Philippine Government is seriously considering to implement this project by private funds.</p> <p>(FY 1995 Overseas Survey/ FY 1996 Domestic Survey/ FY 1997 Domestic Survey/ FY 1998 Domestic Survey)</p> <p>Phase I</p> <p>(1) Metro Manila Sky Way (Radial 3, Loop 3, Radial 9) BOT scheme (Philippine: PNCC, Indonesia: P.T. Citra) 1996-98 Stage I (Biktan~Buendia) under construction. Part of the route (EDSA~Biktan interchange) was started to be used in Dec. 1998. The route of Biktan~Alabang is under construction. 1999 Stage II 2000 Stage III Investment Cost: 34,286 mil. Pesos (FY 1999 Domestic Survey) Construction of stage I (Biktan~Buendia) was completed. Construction for other section has not been progressed due to the financial constraint.</p> <p>(2) Radial 4 (including the Phase II route) J.V. of Philippine enterprise and Japanese enterprise submitted the proposal. The proposal is being appraised now. Investment Cost: Route-4 10,877 mil. Pesos Route-5 3,045 mil. Pesos (FY 1999 Domestic Survey) JV is still under examination. Contract has not been made.</p> <p>(3) Loop 3, Radial 10 Inviting investment companies.</p> <p>(4) Radial 7 NEDA has an intention to implement by BOT scheme. The plan to construct LRT-4 along this route is on process, therefore DPWH and DOTC are coordinating. Investment Cost: 3,159 mil. Pesos</p> <p>Phase II</p> <p>(5) Radial 1-3, Loop 5 (Radial 7-10), extension of Radial 1 BOT (JV of Public Estate Authority (Philippine Company) and Renong Barhad). General road segment of Radial 1 is under construction. Construction will be completed in 1998. (FY 1999 Domestic Survey) Construction was completed in 1998.</p> <p>(6) Radial 5 Contract of BOT scheme with domestic enterprise was made. (FY 1999 Domestic Survey) No progress has been made.</p> <p>(7) Radial 2/ Radial 6 Scheduled to be implemented by BOT.</p> <p>Phase III</p> <p>(8) Radial 5/ Radial 8 Scheduled to be implemented by BOT.</p>		

STUDY SUMMARY SHEET

(M/P)

ASE PHL/S 112/94

1. COUNTRY	Philippines	
2. NAME OF STUDY	Greater Capital Region Integrated Port Development Study	
3. SECTOR	Transportation / Port	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Philippines Port Authority (PPA)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	The Overseas Coastal Area Development Institute (OCDI) Ocean Consultant Japan Co., Ltd.	
7. STUDY PERIOD	Mar. 1993 ~ Oct. 1994 19month(s) ~	
8. SITE OR AREA	Port of Manila, Batangas, New Naic/ Cavite, Sungray Point and Subic	
9. MAJOR PROPOSED PROJECT(S)		
Main components of the Master Plan for major ports:-		
<p>1) Manila South Harbor Rehabilitation and Expansion: international container terminal, international general cargo terminal.</p> <p>2) Manila North Harbor Rehabilitation and Modernization: domestic container terminals, domestic general cargo terminal, passenger terminal.</p> <p>3) Batangas Port Expansion: international container terminal, domestic container terminal, RO-RO/passenger terminal..</p> <p>4) Bataan-Cavite Ferry Terminals.</p>		

大首都圈港湾総合開発計画調査

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

(FY 1995 Overseas Survey)

The results of the study were vital inputs in the formulation of the 25-year Port Development Plan of PPA, especially the development of the Ports of Manila and Batangas.

(FY 1997 Overseas Survey)

In line with 25-year PPA M/P, following projects are to be undertaken through the BOT /JV schemes.

(1) South Manila Bay Port Project (Cavite)

The need for a new port will be based on the growing demand for facilities to accommodate import/export containers expected to be generated by the rapid industrialization in the Calabarzon area.

The project is expected to boost further industrialization in the area especially in the province of Cavite.

The PPA is currently engaging the services of local consultants to undertake the F/S.

(2) North Manila Bay Port Project (Bataan, Pampanga)

A new port north of Manila would serve especially the Central Luzon province of Bataan, Pampanga, Tarlac and Zambales. Such a port would ease congestion not only at the Port of Manila but also in the road network connecting Manila with the northern provinces.

The Bataan/Pampanga port project itself could be developed into an industrial port complex similar to the Cavite and Mariveles EPZs.

The PPA is currently engaging the services of local consultants to undertake the F/S.

(3) Bataan-Cavite Ferry Terminal

Ferry terminals established in Bataan and Cavite would serve the need of commuters from Bataan, Zambales and Pampanga travelling to and from points south of Manila, particularly aggravated by the lahar condition in those provinces. This should partly solve the problem of isolation due to road impassable as a result of ashfalls and lahar deposition especially during the rainy season.

The ferry terminals are also expected to enhance industrial growth particularly with the presence of export processing zones in Rosario, Cavite which is part of the Calabarzon area and in Mariveles, Bataan.

The Cavite ferry terminal may be situated in Rosario which may serve as the forerunner of the South Manila Bay Port Project.

* Estimated Project Cost / P 150.mil

To date (as of 30 June 1997), PPA has received one letter of intent to establish ferry port in Cavite and Bataan.

The PPA is already constructing port facilities in Lanao and Capinpin, both in Bataan.

(FY 1999 Overseas Survey)

PPA is prepared to consider proposals from the private sector for the planning, design, construction and operation of ferry terminals between Bataan (Capinpin or Lamao), on the one hand, and Cavite (or Manila) on the other hand, or a combination of Manila-Cavite-Bataan routes.

STUDY SUMMARY SHEET

(M/P)

ASE PHL/S 115/94

1. COUNTRY	Philippines	
2. NAME OF STUDY	Cebu Integrated Area Development	
3. SECTOR	Development Plan / Integrated Regional Development Plan	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Economic Development Agency (NEDA)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Pacific Consultants International (PCI) Nippon Koei Co., Ltd.	
7. STUDY PERIOD	Jul.1993 ~ Aug.1994 13month(s) ~	
8. SITE OR AREA	The Province of Cebu, the Philippines	
9. MAJOR PROPOSED PROJECT(S)	<p>In the Province of Cebu with an area of 4,708sq.m and a population of 2,600,000. [Master Plan] Settlement of the fundamental strategy to develop continuously based on industrialization, internationalization and unification of various resources for the development.</p> <p>[Major proposed projects]</p> <p>1)Industrialization: Reinforcement of industrial section, diversification of service section, promotion to processing agricultural products, training of the working people, induction of FDI and reinforcement of local enterprises.</p> <p>2)Internationalization: Introduction of foreign capitals and technologies bringing up the tourism industry and tie up the economy of Cebu Province with international market and technologies more closer.</p> <p>3)Integration: Integration of resources for development official and private, unification of the business efforts made by local and central governments and unification of foreign and domestic capital investments and technologies.</p>	

セブ州総合開発計画調査

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

(FY 1995 Domestic Survey)

- 1) People of the Cebu Province is eager to develop.
- 2) They seriously recognized the importance to follow up the Master Plan and to implement it.

(FY 1996 Overseas Survey)

(1)Water Resources Development

1.Mananga Dam

Phase II is to be implemented with IBRD loan from 1997 to 2000.

(FY 1999 Overseas Survey)

Funding under the BOT arrangement is presently being negotiated between the Metro Cebu Water District and Johan Barhad.

2.Buhisan Dam

Rehabilitation is in progress.

(2)Agriculture

Agrarian Reform Infrastructure Support Services Project (Supported by OECF)

(3)Industry

Development of Industrial Estate in West (Private sector investment)

(4)Transportation

1.Construction of Mactan Second Bridge and Access Road

19 Aug.1993 L/A 6,872 mil. Yen

1996-99 (completed)

2.Cebu Circumferential Road

OECF loan Total Budget:2,570 mil. Peso

1996-98 Being implemented

3.Cebu South Coastal Highway (Talisay-Cebu)

Finance:

30 Aug.1995 L/A 18,391 mil. Yen

Construction:

(FY 1998 Domestic Survey)

Consultants are under selection.

4.Cebu South Reclamation Project

30 Aug.1995 L/A 12,315 mil. Yen

Construction:

(FY 1998 Domestic Survey)

On-going

5.Cebu North Road

To be implemented with IBRD loan from 1997 to 1999.

(FY 1999 Overseas Survey) The project is substantially completed.

6.Rehabilitation of Cebu Port

Implemented in 1996

(5)Human Resources/Social Service

School Facility Minimum Improvement Program

Implemented with the Japanese grant aid assistance. Nine primary schools and seven secondary schools were constructed in Cebu.

(6)Cebu General Farm Village Living Standard Promoting Center Project

SEED (Socio-Economic and Environmental Development Project)

NEDA Region VII submitted the request for the Japanese assistance to NEDA head office.

Jul.1996 Mission dispatched to promote the project implementation

Jan.-Oct.1997 A project coordinator is to reside in Cebu to discuss detail.

(FY 1997 Overseas Survey)

1998 Finalizing the Terms of Reference and implementation arrangement of the project.

(FY 1999 Overseas Survey)

1 Mar.1999~29 Feb.2004 Project-type technical cooperation "The Cebu Socio-Economic Empowerment and Development Project".

(7)Japanese technical cooperation

(FY 1999 Overseas Survey)

Dispatch of experts: Mar.1999 ~ Feb.2001 4 experts (development administration, rural development, participatory development).

Acceptance of trainees: 1998~1999 10 trainees in total.

Other:

(FY 1995 Overseas Survey)

The request for the Japanese grant aid was submitted to NEDA for possible implementation of the following four projects identified in this M/P. However, proposal (1) and (2) were not favorably considered by NEDA, and proposal (3) and (4) were turned down by the Japanese Government while they were endorsed by NEDA for the submission to the Japanese Government.

(1)Inabanga Dam Project (F/S)

(2)Solid Waste Management for Metro Cebu (M/P+F/S)

(3)Retrieval of Drainage System in Flood Prone Areas of Cebu City Project, and

(4)Semi-Urban and Rural Water Supply Improvement Project.

セブ州総合開発計画調査

STUDY SUMMARY SHEET

(M/P+F/S)

ASE PHL/A 202/94

1. COUNTRY	Philippines	
2. NAME OF STUDY	Marikina Watershed Development Project	
3. SECTOR	Forestry / Forestry & Forest Conservation	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Environment and Natural Resources (DENR)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Japan Overseas Forestry Consultants Association Aero Asahi Corporation	
7. STUDY PERIOD	Sep.1992 ~ Jul.1994 22month(s) ~	
8. SITE OR AREA	Marikina watershed preserved area, North-eastern part of Manila Metropolis	
9. MAJOR PROPOSED PROJECT(S)		
<p>To propose a river basin management/control plan based on the results of evaluation works of the Marikina river basin with an area of 28,800ha. To conserve the existing forest and to recover the ruined forest. To formulate guidelines of the indication to control the basin, the plan to utilize the land, the plan to administrate the forest, the social forestry plan and the development plan of private estates based on the way of thinking that the utilization of land should be more limited when the elevation of the land becomes higher.</p> <p><M/P> 1.Five-Year Forest Management Program = P 46.704 mil. 2.Five-Year Social Forestry Program = P 48.189 mil.</p> <p><F/S> Establishment of 6,000ha Forest Plantation Social Forestry on 5,395ha involving 1,948 households.</p>		

マリキナ水源林造成計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(FY 1995 Overseas Survey) About 40ha of forest tree plantation was established and is maintained under the regular budget of DENR Region IV. The Social Forestry Program covering 1,229ha was implemented and is maintained by 1,223 households under the regular budget of DENR Region IV. The DENR Region IV is revising the specific projects to be considered for the 1996 JICA-Project Type Cooperation Program. The M/P will serve as reference for future activities in watershed.</p> <p>(FY 1997 Overseas FU Survey) The project was proposed for funding under the ADB Forestry Loan II Program in 1996 but was disapproved due to the presence of claimants inside the watershed. In 1997, the request for EU assistance was submitted.</p> <p>(FY 1998 Domestic Survey) However, the Social Forestry Program is still being conducted by DENR own fund.</p> <p>(FY 1999 Overseas Survey) 248ha of forest tree plantation was established during 1994 ~1999. The Social Forestry Program covering 1,430ha is maintained by 1,350 households.</p>		

STUDY SUMMARY SHEET (M/P+F/S)

ASE PHL/S 211/94

1. COUNTRY	Philippines	
2. NAME OF STUDY	Flood Control for Rivers in the Selected Urban Centers	
3. SECTOR	Social Infrastructure / River & Erosion Control	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	DPWH Project Management Office (Major Flood Control Projects)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	CTI Engineering Co., Ltd. Pacific Consultants International (PCI)	
7. STUDY PERIOD	Dec.1992 ~ Feb.1995 26month(s) ~	
8. SITE OR AREA	Inventory Survey : 13 local cities and 20 rivers M/P : 4 local cities (Iloilo, Cebu, Ormoc and Tacloban) and 9 rivers F/S : 2 local cities (Iloilo, Ormoc) and 4 rivers	
9. MAJOR PROPOSED PROJECT(S)		
<p>After listing up the rivers near by 13 main local cities of the Philippines as for the inventory list, select 4 cities for Master Plan and select again among them, Iloilo city and Ormoc city for Feasibility Study from the points of view of urgent necessity to take measures for river control and economical effectivity. The contents of the project for two cities are as follows, respectively.</p> <p>-Iloilo city :</p> <p>Renovate the rivers ; River Jaro 7.22km (revetment 3,350m, substitute 2 bridges) River Iloilo 6.50km (revetment 3,400m, substitute 4 bridges)</p> <p>Construction of floodway ; River Jaro 4.80km (Diversion dam 1, bridge, etc.)</p> <p>Repair of Drainage Channel ; River Ingole 4.87km (Diversion Channel 580m) River Bo Obero 4.22km (Diversion Channel 580m) River Rizal 0.56km</p> <p>-Ormoc city :</p> <p>Renovate the rivers ; River Anilao 1.80km (revetment 3,600m, 3 heads, substitute 2 bridges and 2 slit dams) River Malpasog 1.90km (retaining wall 1,955m, revetment 2,505m, 4 heads, substitute 2 bridges and 1 slit dam)</p> <p>Repair of Drainage Channel ; River Rotao 1.20km</p>		

特定地方都市洪水防御計画調査

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

(FY 1995 Domestic Survey)

Ormoc city had 5,000 of death toll during the flood on Nov. 1991. Iloilo city had suffered the flood, more than 80% of city were underwater more than a day on Nov. 1994. Because of those horrible disasters, the inhabitants of two cities desire earnestly the quick implementation of the projects.

(FY 1997 Domestic Survey)

(1) Flood Mitigation Project in Ormoc City

Subsequent Study:

Nov.1996 B/D

Sep.1997 D/D (Phase II) 66 million yen

*Difference from JICA's proposal: Improvement of drainage channel (Rotao Creek) is not included since it was not included in the request for B/D (FY 1998 Domestic Survey).

Finance:

18 July 1997 E/N (Phase I) 1,111 million yen.

*Project contents: Five replaced bridges and three slit dams (FY 1998 Domestic Survey).

8 May 1998 E/N (Phase II) 858 million yen.

*Project contents: Construction of drainage channel and improvement of Manila/ Malpasog River (total length of 4km)(FY 1998 Domestic Survey).

Construction:

(FY 1998 Domestic Survey)(FY 1999 Domestic Survey)

Phase I: March 1998 ~ March 1999 (completed).

Phase II: Nov. 1998 ~ March 2001

(FY 2001 Domestic Survey)

Phase II: Completed

Effects/Impacts:

(FY 1999 Overseas Survey)

Debris and floating logs can be stopped at the completed three slitdam sites. Therefore, the danger of flooding to the down stream reaches of both Anilao and Malbasag rivers has been reduced.

(2) Flood Control Project in Iloilo City

Finance:

(FY 1999 Domestic Survey)

10 Sep. 1998 L/A 458 million yen (E/S 404 million yen, civil work 540 million yen) "Iloilo Flood Control Project (Phase I)".

*Contents of study and project: Improvement of Jaro, Iloilo, Manduriao Rivers and drainage channels in order to alleviate the damage by flood in Iloilo City. Disposal treatment plant project to improve the river environment and sewage treatment project to conserve water quality are proposed. Resettlement area development for the squatters is to be implemented.

Finance (scheduled):

1999 24th OECF loan

2002 27th OECF loan

(3) Japanese technical cooperation:

(FY 1998 Domestic Survey)

March 1998~3 months Acceptance of a trainee (river management).

(4) Others

(FY 1997 Overseas FU Survey)

Request for funding for Retrieval of Rivers and Drainage System in Flood Prone Areas in Cebu City under JICA grant aid program was submitted in June 1997.

STUDY SUMMARY SHEET

(F/S)

ASE PHL/A 317/94

1. COUNTRY	Philippines	
2. NAME OF STUDY	Upland Irrigation and Rural Development Project in Southern Luzon	
3. SECTOR	Agriculture / Irrigation, Drainage & Reclamation	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Irrigation Administration
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Giken Inc. Nippon Koei Co., Ltd.	
7. STUDY PERIOD	Jan.1994 ~ Mar.1995 14month(s) ~	
8. SITE OR AREA	Nagcarlan, Liliw and Majayjay Townships, Laguna Province	
9. MAJOR PROPOSED PROJECT(S)	<p>Facilities for irrigation: 2 water intake gates, 10 farm ponds, water pipeline(12.55km), water distribution pipelines (37.2km) and 173 common use water taps</p> <p>Farm road: 18.54 km to be paved by concrete</p> <p>Improvement of side ditch: 12.29m to be improved and 4 bridges</p> <p>Collecting and shipping area for agricultural products: 15 places</p> <p>Highland horticultural irrigation technology center (1): a 1.0ha field for actual exhibition, a center building with an area of 264sq.m and garage and storehouse with a total area of 56sq.m</p> <p>Exhibition field to preserve soil: 12.1ha nursery stocks with a 2,000sq.m of seeding fields, 156sq.m of center and 56sq.m of storage and garage</p> <p>Renovation of the water supplying facilities: 2 places with the materials for maintenance</p>	

南部ルソン高地畑地灌漑計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

Impeding factor:

(FY 1997 Domestic Survey)

Japanese government considers that improvement project of agricultural basis like this project must be executed by state government, not by NIA (actual counterpart) which is responsible for reinforcement of irrigation at national level.

Implementation:

(FY 1996 Domestic Survey)

The request to implement this project by means of the grant aid has been submitted to Japanese Government. But the implementation has been delayed because other urgent project had preceded. The implementation of this project seems to be adopted next year (FY 1997).

(FY 1997 Domestic Survey)

According to the annual consultation of technical cooperation for Philippines, the implementation of the project in FY 1997 was rejected due to the impediment factor mentioned above and so forth.

(FY 1997 Overseas FU Survey)

Project proposal was submitted to NEDA in 1997 for possible endorsement to GOJ under the JICA grant aid program.

(FY 1998 Domestic Survey)

NIA submitted request for a Japanese grant aid assistance to NEDA. Since then, requests have been submitted every year. The request is to be submitted this year.

Amount to be requested: 1,040 million yen

Project contents: agricultural development with consideration of the environmental conservation and rural infrastructure development.

Planned implementing agencies: NIA, government of Laguna Province.

Future prospects:

Laguna province and three implementing municipalities (Nagcarlan, Liliw, and Majayjay) organize the Local Government Unit (LGU). They together with NIA are reviewing the necessity and the emergence of the project for implementation.

(FY 1999 Domestic Survey)

There is no possibility that fund will be procured due to the change of the natural condition and the change of the political regime. The request for a Japan's grant aid has not been approved as other prioritized project has been implemented with a grant aid.

STUDY SUMMARY SHEET

(F/S)

ASE PHL/A 318/94

1. COUNTRY	Philippines			
2. NAME OF STUDY	Development of Viable Agrarian Reform Communities in Southern Palawan			
3. SECTOR	Agriculture / Irrigation, Drainage & Reclamation			
4. TYPE OF STUDY	F/S			
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Agrarian Reform		
	PRESENT COUNTERPART AGENCY			
6. CONSULTANT(S)	Sanyu Consultants Inc. Pasco International Inc.			
7. STUDY PERIOD	Jan.1994 ~ Feb.1995 13month(s) ~			
8. SITE OR AREA	Tagunpy Colony, Puerto Princesa City, Palawan District			
9. MAJOR PROPOSED PROJECT(S)				
<p>For the area of 2,000ha out of approx.2,700ha of Tagunpy Colony, to improve the basic infrastructures and so forth in order to settle in the immigrants under the agrarian reform.</p> <table style="margin-left: 40px; border: none;"> <tr> <td style="text-align: center;">1)Phase I (urgent items)</td> <td style="text-align: center;">2)Phase II (others)</td> </tr> </table> <p>Facilities of Water Resources: Water intake 1 Water reservoir 2M ton Facilities of Irrigation: Main Canal 4.21km --- Branch Canal 10.50km 1 set Ancillaries 1 set --- Facilities of Drainage: Main Drainage 1.8km Branch Drainage 1 set Farm Road: Trunk road 11.8km Trunk & Branch 29.2km Water supplying facilities: for 3 villages --- Other facilities for Farming Village: --- Water distributing facilities etc. 1 set</p>			1)Phase I (urgent items)	2)Phase II (others)
1)Phase I (urgent items)	2)Phase II (others)			

パラワン南部農地開発計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

The Investment Coordination Committee (ICC), the Government of the Philippines, has approved the implementation of Phase I of the project on Aug.4, 1994. The Government of the Philippines wishes quick materialization of this project by means of the grant financial aid from Japan.

(FY 1995 Overseas Survey)

In June 1995 JICA turned down the request for the Grant Aid Assistance for the implementation of the proposed project. This is because DAR secured the OECF fund for the Agrarian Reform Infrastructure Support System which could be a source of finance for this project. As of March 1996, DAR was reevaluating the project with the view to resubmit it for the Japanese grant aid assistance.

(FY 1997 Overseas FU Survey)

Funding request was submitted to the German government in 1996 but has not been considered up to this time.

(FY 1998 Domestic Survey)

This proposed project is similar to the Agrarian Land Development Project in Harahara Area. In the Harahara project, the post-harvest facility is too modern and large to be utilized by farmers, and the farm road is used for another purpose. Considering the situation of the Harahara project, Japanese government did not approve the proposed project. There seems little possibility that this proposed project will be adopted as a Japanese ODA project. On the other hand, DAR gives higher priority to this project. The project was started with a financial assistance from German government.

(FY 1999 Domestic Survey)

DAR decided to implement the "Ecological Development Project in Palawan" by SPCP and requested the assistance of the German government in 1996. Cooperation of the German government has been started under the name of "Protection of Water Catchment Areas in Southern Palawan".

Date of agreement: 30 June 1999.

Components: long-term experts, short-term experts, local experts, counterpart training, provision of materials/equipment (motorbike, vehicles, computers, experimental materials, etc.).

Above-mentioned project emphasizes the technology transfer. Therefore, the projects proposed by this Study have not been realized.

STUDY SUMMARY SHEET

(M/P)

ASE PHL/S 116/95

1. COUNTRY	Philippines	
2. NAME OF STUDY	Central Luzon Development Program	
3. SECTOR	Development Plan / Integrated Regional Development Plan	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Trade and Industry
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd. Pacific Consultants International (PCI)	
7. STUDY PERIOD	Sep.1993 ~ Aug.1995 23month(s) ~	
8. SITE OR AREA	Philippines, Central Luzon.	
9. MAJOR PROPOSED PROJECT(S)		
<p>Priority projects are 133 in all Rural Development, Agricultural Development, Urban Planning, Industry and Trade, Social Service, Environmental sector for 3 sections (regional project, special program, rural program).</p>		

中部ルソン開発計画

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

(FY 1996 Overseas Survey)

After the completion of this Study, the following institutes were established and have been working for the project implementation; Presidential Commission concerning Central Luzon Corridor, Regional Development Center Task Force, Central Luzon Investment Coordinating Committee and Project Development Supporting Center.

Because the newly proposed projects include some existing ones, approximately 40% of them have been already commenced in one way or another. OECF has been offering its support to the following projects.

*Clerk International Airport Complex Facility and Clerk Industrial Estate: Preliminary Study

*Pampanga Delta Development Project (Irrigation Component):
Jul.1991 L/A 9,427 mil. Yen, 10,500ha, Being implemented

*Pump Irrigation Testing Project:

The study for the existing wells was completed in 1996. The disbursement of OECF loan is scheduled.

*Regional Water Supply Public Corporation

*Integral Training, Livelihood and Organization Program in the Resettlement Area after the Eruption of Mt.Pinatubo:

The Community Loan for Mt.Pinatubo Disaster Rehabilitation and Reconstruction was disbursed and the project was completed.

Sep.1992 L/A 25,380 mil. Yen

*Subic Environment Development Program

Finance:

(FY 1998 Domestic Survey)

18 March 1997 L/A 1,034 million yen (Subic Bay Freeport Environment Management Project)

Announced in 1996 to make a commitment

The private sector has actively invested in this region. At the former Subic Naval Base, the preparation of the industrial estate is in progress. The Taiwanese company has been investing in two areas while the Japanese affiliated corporation, Subic Technopark Corporation (J/V of the Subic Urban Development Agency, JAIDO and several Japanese affiliated companies) has been developing the Techno Center and the Industrial Estate.

(FY 1997 Overseas Survey)

The recommendations of the study have been utilized for elaboration of the Provincial Development Plans of the six provinces of Central Luzon (1995-1998).

Subsequent Study:

(FY 1997 Overseas Survey)

Update of the CLDP M/P

Implementing Organization/Presidential Commission for the Central Luzon Growth Corridor

Consulting Firm/ 21st Pacific Century Management Consultants

Components of study/

-an analysis of the present situation on the industry, trade and tourism sectors in Central Luzon

-identify potentials and constraints for the industry, trade and tourism development

-review existing sectoral and area development plans of related government agencies

-identify priority development strategies, programs and projects

Difference with JICA's proposal/

The updated study will also expand the Traial Growth Concept to integrate the growth potentials that could be derived from other sectors such as tourism and agriculture and the development of other areas outside of the identified growth centers in the CLDP M/P.

Finance:

(FY 1997 Overseas Survey)

Government budget, private fund, BOT, OECF

(FY 1998 Domestic Survey)

7 Sep. 1998 L/A 1413.6 mil.yen (Central Luzon Irrigation Project)

Situation:

(FY 1997 Overseas Survey)

There were several projects (about 40% of the listed projects) which were implemented and in the process of implementation, while others are still in the process of preparation of more detailed study. Some of the projects being implemented and funded are as follows.

Subic Port Development (RP-1)

Subic Industrial Estate (RP-2)

Hermosa Agro-Industrial Estate (RP-5)

Clark International Aviation Complex (RP-6)

The North Luzon Expressway Extension (RP-12)

Casecuan Multi-Purpose (RP-22)

Proposed projects under the CLDP M/P are being developed into pre-F/S by the Central Luzon Project Development Action Center (CL PDAC) to enable the projects to get funding support.

Initially CL PDAC completed the pre F/S of 4 project concepts lifted from the CLDP project list; The Holistic Water Catchment Project, the Establishment of Post Harvest Facilities and Trading Center, the Solid Waste Management Improvement Project, Rehabilitation of the Candelaria School of Fisheries and the Study on Fisheries Development of Uacon Lake.

(FY2001 Oversea Survey)

Because projects proposed in the development plan include existing projects, 81 out of 133 projects (61%) is implemented or partially implemented by National Government Agencies (NGA). Financial resources are considered for 15% of projects proposed based on the FS. There is no development for other projects due to the absence of project supporters.

(FY 2005 Domestic Survey)

No information to be specifically mentioned.

STUDY SUMMARY SHEET

(M/P)

ASE PHL/S 117/95

1. COUNTRY	Philippines	
2. NAME OF STUDY	Waterworks and Sewerage System in Metro Manila	
3. SECTOR	Public Utilities / (Public Utilities in) General	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Metropolitan Waterworks and Sewage System (MWSS)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Jogesuido Sekkei Co., Ltd.	
7. STUDY PERIOD	Nov.1994 ~ Feb.1996 15month(s) ~	
8. SITE OR AREA	Metropolitan Manila	
9. MAJOR PROPOSED PROJECT(S)		
<p>1)Third Water Supply Expansion Project -Expansion of the existing water supply facility with the capacity of approximately 1.9 mil.m3/day in order to meet the demand by the target year of 2015.</p> <p>2)Renewal Project of outworn water pipes -Renewal of the existing 2,000km-long water pipes in order to improve the present high leakage rate (approximately 50%).</p> <p>3)Management Plan/ Reinforcement Projects -Formulation of management plan and set-up of the budget management and supervision system. Execution of the above formulated plan to enhance the organizational capability.</p>		

メロマニラ上下水道総合計画

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description :</p> <p>(FY 1998 Domestic Survey) Water supply and sewerage projects excluding the development of water resources have been transferred to two private companies in Metro Manila. However, the projects proposed by this study have not been privatized.</p> <p>(1)Third Water Supply Expansion Project (FY 1996 Domestic Survey) Preparing for F/S.</p> <p>(2)Renewal Project of Outworn Water Pipes (FY 1996 Domestic Survey) Japanese technical cooperation: 30 Jan.1995~29 Jan.1998 Mini-project "Non-Revenue Water Reduction"</p> <p>(3)Management Plan/ Reinforcement Project (FY 1996 Domestic Survey) In order to privatize the service sector, the restructuring of a whole organization is in progress.</p> <p>Situation: (FY 1997 Overseas Survey) Funds will be procured for the implementation of projects identified in the study. (FY 2005 Overseas Survey) No informationa to be specifically mentioned.</p>	

STUDY SUMMARY SHEET (M/P)

ASE PHL/S 118/95

1. COUNTRY	Philippines	
2. NAME OF STUDY	Preparation of Provincial Water Supply, Sewerage and Sanitation Sector Plan	
3. SECTOR	Public Utilities / (Public Utilities in) General	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Interior and Local Autonomy
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Jogesuido Sekkei Co., Ltd.	
7. STUDY PERIOD	Aug.1994 ~ Feb.1996 18month(s) ~	
8. SITE OR AREA	9 provinces at Luzon (San Bares, Rizar, Oriental Mindro, Occidental Mindro, Abra, Ilocos Norte, Ilocos Sur, Batangas, Nueva Viscaya)	
9. MAJOR PROPOSED PROJECT(S)		
<p>1. Water supply and drainage service, waste gathering service at urban area.</p> <p>2. Water supply and sewerage disposal at rural area.</p> <p>3. Organization of sector project development in respective provinces.</p> <p>4. Organization of inhabitants for implementation of 1,2 above.</p> <p>*PROJECT COST 1) 1996~2000 2) 2001~2010</p>		

地方水供給・下水・衛生セクター計画

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

World Bank has stated policy to prepare this plan at all provinces with initiative of WB. Japan takes a part of initiative.

This study has been utilized as basic data to select the projects by each support organizations such as World Bank. Also, World Bank utilizes the study as model for provincial project framing in other areas.

(FY 1997 Overseas Survey)

The results of the study have been utilized for elaboration of Medium Term Public Investment Plan (MTPIP 1999-2004).

(FY 1998 Domestic Survey)

SAPS were conducted in four to five provinces, out of the targeted nine provinces, which have higher possibility for realizing the projects, considering their systems for implementing the projects and attitudes toward participating in the projects. Procedure for implementing the projects are on-going, collaborating with DILG as a counterpart. L/A is to be signed with FY 1999.

Based on the JICA Development Study, phase I to V of the urban water supply projects have been implemented with OECF loan, collaborating with LWVA as a counterpart. Regarding the urban area targeted in this development study, the projects are to be implemented in the same way.

Finance:

(FY 1999 Overseas Survey)(FY 1999 Domestic Survey)

Subsequent project: Rural Water Supply and Sanitation Project (V)

Funding: 28 Dec.1999 L/A 951mil.yen

Contents: civil works (water supply and sanitation facilities), consultancy services, institutional development activities (LGU training, technical assistance), community mobilization and training, equipment supports.

Progress:

(FY 2005 Domestic Survey)

Realisation of the project has been substantially delayed, due to frequently disagreed contracts, which occurs from disparities in tender evaluation and relation with the district budget, where district administration is the implementing party.

(FY 2005 Domestic Survey)

As a part of the proposed study, local water supply improvement project have been initiated for 5 years from August 2005 to June 2010 as a technical cooperation project. C/P of the project is LWCA, which aims to strengthen management capability of districts identified to be self sustainable within nation wide water supply districts (291) and to diffuse its outcomes to others.

STUDY SUMMARY SHEET

(F/S)

ASE PHL/S 326/95

1. COUNTRY	Philippines	
2. NAME OF STUDY	Pan-Philippine Highway Improvement Project	
3. SECTOR	Transportation / Road	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Dept.of Public Works and Highways (DPWH)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Katahira & Engineers International	
7. STUDY PERIOD	Mar.1994 ~ Jun.1995 15month(s) ~	
8. SITE OR AREA	Mindanao Island, Philippines	
9. MAJOR PROPOSED PROJECT(S)		
<p>This is the restoration plan of Pan-Philippine Highway, Mindanao Island section (Lipata Ferry Terminal - Davao Bypass 403.4km). The main contents of project are as follows.</p> <ul style="list-style-type: none"> -Pavement restoration 213.88km -Shoulder improvement 470.48km (extension of one side) -Drainage facilities improvement (side ditch, under ground drainage canal, culvert) -Bridge restoration 89 Bridges -Slope Protection 76 -Flood Control 18 		

日比友好道路修復計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

Subsequent Study I: Pan-Philippine Highway Improvement Project (Mindanao Section) D/D (PHL/S 402/96)
Implementation period: Aug.1995-Mar.1997

Subsequent study II: Road Maintenance Sustainability Study (included in C/S)
Type: Included in C/S of the OECD loan

Subsequent project III: Pan-Philippine Highway Improvement Project

Objectives: Improvement of the segments of Tabontabon-San Francisco, Rangukiraan-Monkayo, Tagumu-Carmen
Benefits:

(FY 2001 Oversea Survey)

Worsening driving conditions such as deterioration of local roads and bridges, destruction of mountain slope have increased transportation cost. By implementing the road improvement project, reliable as well as comfortable road will be provided. Furthermore, by improving the reliability on the road transportation, it may improve the social environment as well as the regional development of the project site.

Subsequent study: Pan-Philippine Highway Improvement Project(Mindanao Section) I

Funding:

Funding party: Yen Loan 18 Mar.1997 L/A 7,683 mil.Yen (*)

Implementing period: 2nd February - June 2006

Contents:

Package 5,6,7,8,13,17 (extension 97km)

Pavement restoration 81.8km

Shoulder improvement 165.1km

Side ditch 52.6km

Bridge restoration 246bridges

Slope Protection 35

Flood control 1

Construction period: *Refer to "Pan-Philippine Highway Improvement Project (D/D) (S402/96)".

(FY 1999 Domestic Survey)(FY 1999 Overseas Survey)

Package5, 6: Feb. 2000 ~ 35 months.

Package7, 8: Jan. 2000 ~ 38 months.

Package13: Jan. 2000 ~ 32 months.

Package17: Feb. 2000 ~ 33 months.

Subsequent study: Pan-Philippine Highway Improvement Project(Mindanao Section) II

Type of study: Review of D/D

Implementation period: February 2001 - April 2002 (14 months)

Design/Construction period: 27th February 2003 - July 2007

Implementing party: DPWH

Funding:

(FY 1998 Domestic survey)

Japanese ODA loan L/A concluded August 30th 1995 JPY 9,551 mil

(FY 2005 Domestic Survey)

Japanese ODA loan L/A concluded December 28th 1999 JPY 7,434 mil

Description:

(FY 1999 Domestic Survey)

Package 2, 9, 10, 11, 12, 14, 15, 16 (extension 155.6 km)

Rehabilitation of pavement, Bridge repairing and rebuilding, Improvement and rebuilding of drainage facilities, constructing a Monkayo by-pass.

(FY 2005 Domestic Survey)

Because DPWH changed the designing guideline, earth quake-resistant for principle road is needed. Therefore, the relevant project study should be re-conducted and re-designed.

Progress: 50 %

Details: (progress, completion date)

CP-I 22.95km: 100% November 2005

CP-II 69.74km: 29%

CP-III 63.00km: 31%

Subsequent project (survey VI): Pan-Philippine Highway Improvement Project(Mindanao Section) III

Progress: currently under consultation with JBIC.

STUDY SUMMARY SHEET

(F/S)

ASE PHL/S 327/95

1. COUNTRY	Philippines	
2. NAME OF STUDY	Cavite Water Supply Development Study	
3. SECTOR	Social Infrastructure / Water Resources Development	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	LWUA
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Kokusai Kogyo Co., Ltd. Nippon Jogesuido Sekkei Co., Ltd.	
7. STUDY PERIOD	Mar.1994 ~ Jun.1995 15month(s) ~	
8. SITE OR AREA	5 areas in Cavite Province	
9. MAJOR PROPOSED PROJECT(S)		
<p>Excavation of resource well (4 test wells which were digged on F/S will be utilized as production well and 8 wells will be excavated newly).</p> <ul style="list-style-type: none"> -Installation of pump -Construction of pipe -Installation of water tank -Installation of bacterial sterilization device <p>*The Foreign Cost of the above Project Cost is planned to be almost fully financed by foreign loan.</p>		

カビテ水供給計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(FY 1997 Overseas FU Survey)(FY 1998 Domestic Survey) Progress of each project is as follows. Delays in some projects (Naic and Tanza) were caused by lack of funds and failure to secure permits necessary in well drilling and improper well development.</p> <p>(1) GMA Finance:P 4.5 mil. Construction: Well drilling and service area expansion are to be started.</p> <p>(2)Mendez Finance:P 4.8 mil. Construction: Program of Work is currently implemented tapping JICA funded well as source of supply.</p> <p>(3)Naic Preparation of POW is on going.</p> <p>(4)Tagaytay Finance: (FY 1998 Domestic Survey) 18 March 1998 L/A 7,228mil.yen (Provincial Cities Water Supply Project (V)) *Contents: This project covers 11 cities. Approx. 200mil.yen was provided for Tagaytay city. Construction and improvement of water supply facilities and consulting services.</p> <p>(5)Tanza 48.13 mil.POW was prepared in line with CWSDA but funds are not yet available.</p>		

STUDY SUMMARY SHEET (M/P+F/S)

ASE PHL/S 206/96

1. COUNTRY	Philippines	
2. NAME OF STUDY	Selected Airports Master Planning Project	
3. SECTOR	Transportation / Air Transportation & Airport	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Pacific Consultants International (PCI) Aero Asahi Corporation	
7. STUDY PERIOD	Mar.1996 ~ Mar.1997 12month(s) ~	
8. SITE OR AREA	Iloilo, Bacolod, Tacloban, Legaspi	
9. MAJOR PROPOSED PROJECT(S)		
<M/P>		
1. Site Selection Study for new Iloilo / Legaspi Airport		
2. Tacloban Airport Development Project		
<F/S>		
1. New Bacolod Airport		
(Imp. Period)		
<F/S>		
1997.12~2002.6		

主要地方空港整備計画

PRESENT STATUS	<p>Completed or In Progress</p> <p>Completed</p> <p>Partially Completed</p> <p>Implementing</p> <p>Processing</p>	<p>Promoting</p> <p>Delayed or Suspended</p> <p>Discontinued or Cancelled</p>
<p>Description :</p> <p>Subsequent study: Mar.1999 - Mar. 2000 JICA D/D in collaboration with OECF.(PHL/S 401/99)</p> <p>Finance: (FY 1998 Domestic Survey)(FY 1998 Overseas Survey) Sep.1998 L/A 5,728 mil. yen "Major Airports Development Project (I)" Contents: 1)immediate improvement of existing Bacolod and Tacloban Airport; 2)construction of new Bacolod Airport at a new site (Silay City); and 3)consultancy services for assistance to tendering and construction supervise.</p> <p>(FY 1997 Domestic Survey) The OECF completed the project appraisal for New Bacolod Airport and Tacloban Airport improvement which are respectively studied as the subjects of F/S and M/P by this JICA Study. (September 1997) It is expected that the loan agreement between the Philippine Government and the OECF will be concluded in the first quarter of the year 1998. The detailed design of the Project will follow thereafter.</p> <p>(FY 2001 Overseas Survey) Projects to be implemented by Yen Loan 1. Immediate Improvement of Existing Airports of Tacloban and Bacolod Cities (under JBIC 22nd YLP) Procurement of airport maintenance, security equipment, and fire fighting vehicles. Resurfacing of existing runway of Tacloban Airport. 2. Construction of the New Bacolod (Silay) Airport (under JBIC 22nd and 24th YLP) Acquisition of approximately 184 ha of land. Construction of airside facilities such as unway, taxiway, apron, etc. Construction of landslide facilities such as passenger and cargo terminal building, car park, access road, including diversion road, etc. Construction of control tower, Crash Fire-Rescue and administrative building, etc. Provision and installation of air navigational equipment and facilities. 3. Redevelopment of existing Talcoban Airport (under JBIC 24th YLP) Construction of landslide facilities such as new passenger and cargo terminal building, new car park, access road, etc. Overlay of runway. Reclamation works and construction of share protection wall. Re-grading of runway strip. Construction of new apron and taxiway. Construction of control tower, Crash Fire-Rescue and administrative building, etc. Provision and installation of air navigational equipment and facilities.</p> <p>Construction: (FY 2001 Domestic Survey) 1. Immediate Improvement of Bacolod Airport: Bidding documents are being processed. 2. Immediate Improvement of Tacloban Airport: Awaiting construction for pre-qualification. 3. Construction of the New Bacolod Airport: Awaiting construction for pre-qualification.</p> <p>(FY 2003 Overseas Survey) 1. Immediate Improvement of Bacolod Airport: 20% 2. Immediate Improvement of Tacloban Airport: 100% 3. Construction of the New Bacolod Airport: pre-qualification stage</p>		

STUDY SUMMARY SHEET (M/P+F/S)

ASE PHL/S 207/96

1. COUNTRY	Philippines		
2. NAME OF STUDY	Environmentally Sustainable Tourism Development Plan for Northern Palawan		
3. SECTOR	Tourism / (Tourism in) General		
4. TYPE OF STUDY	M/P+F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY		
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	ALMEC Corporation Pacific Consultants International (PCI)		
7. STUDY PERIOD	Nov.1995 ~ Feb.1997 15month(s) ~		
8. SITE OR AREA	Northern Palawan, Busuanga West Area, El Nido North Area		
9. MAJOR PROPOSED PROJECT(S)			
<M/P>			
1)Environmental Conservation / Restoration (1998~2010)			
2)Tourism Related Infrastructure Development (1998~2010)			
<F/S>			
1)Tourism related regional infrastructure development (port, airport, roads, utilities)(1998~2005)			
2)Environmental conservation, restoration and management (1998~2005)			
3)Community development and human resource training (1998~2002)			

北部パラワン持続可能型観光開発計画調査

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(FY 1997 Domestic Survey) Final Report was submitted to Department of Tourism in April 1997. Conducting a seminar based on the final report was requested by DOT. JICA conducted workshop / seminar in November 1997. DOT is currently working on conducting E/S under OECF Loan towards implementation of the proposed projects in two study areas. (Busuanga West and El Nido North) Application will be made with NEDA by the end of the year.</p> <p>(FY 1998 Overseas Survey) NEDA Investment Coordinating Committee Technical Board (ICCTB) endorsed the component proposed by this study for the 23rd Yen Package.</p> <p>(FY 2002 Domestic Survey) 1. Formulating M/P for environmentally friendly tourism development (Ministry of Environment) Finance: 700 mil. Yen 2. Protection work Finance: 1,800 mil. Yen 3. Study on natural environment Finance: 500 mil. Yen</p>		

STUDY SUMMARY SHEET (M/P+F/S)

ASE PHL/S 208/96

1. COUNTRY	Philippines	
2. NAME OF STUDY	Flood and Mudflow Control for Sacobia-Bamban/ Abacan River from Mt.Pinatubo	
3. SECTOR	Social Infrastructure / River & Erosion Control	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd. CTI Engineering Co., Ltd. Pasco International Inc.	
7. STUDY PERIOD	Nov.1993 ~ May.1996 30month(s) ~	
8. SITE OR AREA	Sacobia-Bamban and Abacan River Basin	
9. MAJOR PROPOSED PROJECT(S)		
<M/P>		
1.Flood/Mudflow Control Works in Sacobia-Bamban River Basin		
2.Flood/Mudflow Control Works in Abacan River Basin		
<F/S>		
1.Flood/Mudflow Control Works in Sacobia-Bamban River Basin		
2.Flood/Mudflow Control Works in Abacan River Basin		

ピナツボ火山東部河川流域洪水及び泥流制御計画調査

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

(FY 1997 Domestic Survey)

(1) Sacobia-Bamban River Basin

Subsequent Studies:

Dec.1996 E/S started

Finance:

Mar.29.1996 L/A 6,911mil.yen

(Pinatubo Hazard Urgent Mitigation Project)

Contents:

(FY 1998 Domestic Survey)

Construction Area I (Bamban Lower River Basin Improvement)

1) Bamban Lower River Basin Improvement (length of river channel: 15.8 km).

2) Rehabilitation of the existing flood control facilities, excavation of river channel, and dredge (1.4 million m³).

Construction Area II (Sacobia - Bamban River Improvement)

1) A barrier to prevent landslide.

2) Excavation of river channel of Sacobia River.

3) Excavation of river channel of Bamban River.

Construction Area III (Rehabilitation of National Route No.3)

1) Construction of Bamban Bridge (length of span: 177m).

2) Construction of Mabaracut Bridge (length of span: 156 m).

3) Construction of National Route No.3 (3 km).

Construction:

(FY 1998 Domestic Survey)(FY 1999 Domestic Survey)(FY 1999 Overseas Survey)

1. Construction of Area I: May 1998 ~ May 2000

Additional Construction Work: It will be completed by Jun.2000.

Contractor: JV of China International Water & Electric Corp. and Grace Const.

Progress: Completed

2. Construction Area II: Nov. 1997 ~ Jan. 2000

Additional Construction Work: It will be completed by Jun.2000.

Contractor: JV of Daewoo Construction and Dimson.

Progress: Completed.

3. Construction Area III: July 1997 ~ June 1998

Contractor: JV

Situation after the completion: 12,000 cars a day passed this new route.

Effects:

(FY 1999 Domestic Survey)(FY 1999 Overseas Survey)(FY 2001 Overseas Survey)

1. Protection of residents' lives and properties could be expected by rehabilitation of existing flood control facilities and by river embankment/dredging.

2. Industry development in Central Luzon area is expected due to the reinforcement of domestic transportation by rehabilitation of National Road No.3.

(2) Abacan River Basin

(FY 1997 Domestic Survey)

Although 6 years have passed after the eruption of Mt. Pinatubo, lahar disaster extends to downstream reach of Pasig-Potrero River Basin into which the Abacan River joins. In the downstream stretch from the confluence, the river channel was silted up with remobilized sediment from Pasig-Potrero River Basin.

The project in Abacan river basin cannot be implemented without the river improvement works of downstream stretch of Pasig-Potrero River Basin, because of insufficient flow capacity releasing the flood from the Abacan River.

(FY 1998 Domestic Survey)

Abacan River joins Pasig- Potrero River in the down stream.

Sedimentation in Pasig- Potrero River has had a bad influence on the water flow of Abacan River. Therefore, the construction of flood control facilities of Abacan River cannot be implemented without the implementation of flood control facilities of Pasig- Potrero River. Ministry of Public Works and Highways is explaining the emergency of implementation of flood control facilities of Pasig- Potrero River by yen loan to the concerned agencies.

(FY 2001 Domestic Survey)

F/S on the Abacan River basin as the part of the consulting services of flood control project of the Pasig-Potrero River has been implementing and to be completed in May 2002.

Related project:

(FY 1999 Domestic Survey)

28 Dec. 1999 L/A 9,013 mil.yen "Pasig-Potrero River Flood Control Project".

The project was decided to be implemented as Pinatubo Hazard Urgent Mitigation Project.

*Contents of project: 1.D/D for flood control/mud flow control on Pasig- Potrero River.

2.Planning measurements on Pasig- Potrero River/ Updating agricultural development plan on Sacobia - Bamban River

3.Monitoring & planning of flood control/mud flow control on Third River and Pasig Delta area.

(FY 2001 Domestic Survey)

The construction has been implementing divided into 6 packages. The progress situation is as follows.

Package 1 (Apr.2001~Dec.2001), Package 2 (from Dec.2001), Package 3 (from Nov.2001), Package 4 (Oct.2000~Nov.2001), Package 5 (from Nov.2001), Package 6 (from Nov.2001)

(FY 2001 Overseas Survey)

Out of the 6 contract packages, 2 are on-going. Contract Package 4-Reinforcement of San Fernando-Sto. Tomas Minalin Tail Dike, Construction of Bacolor Evacuation Roads and Channelization of Gugu Creek is substantially completed. It is now serving the populace in the influence area. Contract Package 1 - Rehabilitation of the Southwest Corner of Megadike is on-going with 78% accomplishment as of 25 October 2001.

(FY 2002 Overseas Survey)

'Pinatubo Hazard Urgent Mitigation Project, Phase II' has been funded by JBIC and now on going.

ピナツポ火山東部河川流域洪水及び泥流制御計画調査

STUDY SUMMARY SHEET

(F/S)

ASE PHL/A 301/96

1. COUNTRY	Philippines		
2. NAME OF STUDY	Western Legazpi Irrigation and Rural Development Project		
3. SECTOR	Agriculture / Irrigation, Drainage & Reclamation		
4. TYPE OF STUDY	F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Irrigation Administration	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Koei Co., Ltd.		
7. STUDY PERIOD	Aug.1995 ~ Jan.1997 17month(s) ~		
8. SITE OR AREA	The study area covers 41 baangays in the Municipalities of Camalig and Daraga in Albay Province, Region V		
9. MAJOR PROPOSED PROJECT(S)			
<p>1.Camalig Diversion Lowland Model Area Development Project Irrigation service area 130ha,Rural road upgrading 8.3 \ km,Water supply 62 household,Agricultural extension</p> <p>2.Dam No.2 Lowland Model Area Development Project Irrigation service area 395ha,Rural road upgrading 25km,Water supply 162 household,Agricultural extension</p> <p>3.Magogon Upland Development Model Project Rural road upgrading 7.6km,Water supply 1 deep well,Establishment of farm cooperative,Agricultural extension</p> <p>4.San Ramon Upland Development Model Project Rural road upgrading 6.8km,Water supply 2 deep wells,Establishment of farm cooperative,Agricultural extension</p> <p>5.Rural Road Upgrading and Water Supply Rehabilitation Project Rural road upgrading 19.8km,Water supply 117household</p> <p>6.Integrated Support Service Project Upgrading ATI/FTC/BUCAF Training Center,Upgrading Provincial Agricultural Services,Upgrading Municipal Agricultural Services</p> <p>Project Cost 1:1,839 (Local;833/Foreign;1,006) 2:6,423 (2,650/3,773) 3:1,418 (638/780) 4:1,384 (617/766) 5:4,882 (2,288/2,594) 6:348 (77/271)</p> <p>Imp.Period 1:12 months 2:19 months 3:8 months 4:7 months 5:12months 6:48 months</p>			

レガスピ西部地区灌漑農村開発計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>Finance: (FY 1999 Domestic Survey) 28 Dec.1999 L/A 16,990mil.yen</p> <p>(FY 1997 Domestic Survey) The government of Philippines considers that a part of the project to be implemented in the works if phase II of ARISP(Agrarian Reform Infrastructural Support Project) which will be funded by OECF, and other urgent projects to be implemented by the grant aid cooperation.</p> <p>(FY 1998 Domestic Survey) Since Japanese government is reluctant to provide a grant aid assistance to the irrigation projects in the Philippines, Government of the Philippines is examining this project as the loan project.</p> <p>(FY 2002 Overseas Survey) The project is included in the NIA Program (CY 2000 - CY 2004 Medium Term Program).</p>		

STUDY SUMMARY SHEET

(D/D)

ASE PHL/S 402/96

1. COUNTRY	Philippines	
2. NAME OF STUDY	Pan-Philippine Highway Improvement Project (Mindanao Section)	
3. SECTOR	Transportation / Road	
4. TYPE OF STUDY	D/D	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Katahira & Engineers International	
7. STUDY PERIOD	Aug.1995 ~ Mar.1997 19month(s) ~	
8. SITE OR AREA	Mindanao Island Region XI and XIII	
9. MAJOR PROPOSED PROJECT(S)		
Rehabilitation of road 241.3km Improvement of the shoulder of a road 755.6km (extension of one side) improvement of drainage facility Rehabilitation / Construction of bridges 74 Protection of slope 73 points Flood control 15 points [Imp. Period] 1998~2003		

日比友好道路改良計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

This study is D/D of "Pan-Philippine Highway Improvement Project (PHL/S 326/95, JICA F/S)"

Finance:

(FY 1998 Domestic Survey)

1) 6 packages out of 19 packages were selected as the 21th ODA loan project.

17 Mar.1997 L/A 7,683 million yen "Pan-Philippine Highway Improvement Project (I)".

(FY 1999 Domestic Survey)(FY 1999 Overseas Survey)

2) 8 packages out of the remaining 13 packages were selected to be implemented under the 23rd ODA loan project.

28 Dec. 1999 L/A 7,434mil.yen "Pan-Philippine Highway Improvement Project (II)".

*Contents:

Package 2,9,10,11,12,14,15,16 (extension 155.6km)

Rehabilitation of pavement, rehabilitation/construction of bridges, improvement/construction of drainage facilities, construction of Monkayo Bypass.

Construction:

(FY 1999 Domestic Survey)(FY 1999 Overseas Survey)

Package5, 6: Feb. 2000 ~ 35 months.

Package7, 8: Jan. 2000 ~ 38 months.

Package13: Feb. 2000 ~ 32 months.

Package17: Jan. 2000 ~ 33 months.

Construction:

Pan-Philippine Highway Improvement Project (I)

(FY 2001 Domestic Survey)(FY2002Domestic Survey)

(a) Package 5 and 6

Period : from Feb.2000 toDec.2003

Content : the expansion of 34.1 km

Situation : completed until 65.8 %

(b) Package 7 and 8

Period : from Jan.2000 to Mar.2003

Content : the expansion of 36.0 km

Situation : completed until 28.0 %

(c) Package 13

Period : from Feb.2000 to Jul.2002

Content : the expansion of 18.4 km

Situation : completed

(d) Package 17

Period : from Jan.2000 to Apr.2003

Content : the expansion of 12.0 km

Situation : completed until 72.9 %

(FY 2001 Overseas Survey)

(a) Package 5 and 6

As of October 2001, actual accomplishment is 36.19% against the scheduled 42.23% for a negative slippage of -6.04%. Contract time clasped is 52.19%. A request for time extension(67 days) due to adverse weather condition is on process.

(b) Package 7 and 8

As of October 2001, actual accomplishment is 27.99% against the scheduled 56.67%. 40.47% for a negative slippage of -12.48%. Contract time clasped is 56.67%. However, a 99days extension of time has been approved.

(c) Package 13

As of October 2001, actual accomplishment is 69.98% against the scheduled 69.02% for a positive slippage of +0.96%. Contract time clasped is 78.65%. These data was based on the revised schedule due to approved 108calendar days time extension.

(d) Package 17

As of October 2001, actual accomplishment is 55.31% against the scheduled 48.96% for a positive slippage of +6.35%. Contract time clasped is 65.25%.

Pan-Philippine Highway Improvement Project (II)

(a) Package 2

Content : the expansion of 22.9 km

Situation : bidding

(b) Package 9, 10, 11 and 12

Content : the expansion of 69.7 km

Situation : bidding

(c) Package 14, 15 and 16

Content : the expansion of 63.0 km

Situation : bidding

(FY 2001 Overseas Survey)

Package 2 : Pre-qualification is on-going

Packages 9, 10, 11, 12 : Advertisement scheduled this November 2001.

Packages 14, 15, 16 : Pre-qualification is on-going

* The remaining packages (1, 3, 4, 18 and 19) will be requested by 26th or 27th Yen loan taking the progress situation of 23rd one into consideration.

(FY2002Domestic Survey)

Package 2 : Construction Jan.2003~

日比友好道路改良計画

STUDY SUMMARY SHEET

(M/P+F/S)

ASE PHL/S 208/97

1. COUNTRY	Philippines	
2. NAME OF STUDY	Sabo and Flood Control in the Laoag River Basin	
3. SECTOR	Social Infrastructure / River & Erosion Control	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	CTI Engineering Co., Ltd. Sanyu Consultants Inc. Pasco International Inc.	
7. STUDY PERIOD	Mar.1996 ~ Dec.1997 21month(s) ~	
8. SITE OR AREA	Laoag River Basin in Ilocos Norte Province, Philippines.	
9. MAJOR PROPOSED PROJECT(S)	<div style="border: 1px solid black; width: 100%; height: 15px; margin-bottom: 5px;"></div> (M/P) Channel Improvement. Sabo Works. (F/S) Channel Improvement. Bridge Construction. Sabo Works. [Imp. Period] (F/S) 2 years.	

ラオアグ川流域砂防及び洪水防御計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

Finance:

(FY 2001 Domestic Survey)

The Yen loan was requested to JBIC in FY2000 and it was decided.

Name of Project: Flood Control and Sabo in the Laoag River Basin (24th Year Loan to Philippines)

Amount of financing: Maximum amount is 6.309 billion yen.

Date of conclusion: Mar.20, 2001

Contents of the loan project: The rehabilitation work like an embankment, rehabilitation work at the middle reach and construction of Sabo Dam in the Laoag river basin in Ilocos Norte Province will reduce the flood damage and improve a daily life condition.

(FY 1999 Domestic Survey)

Request for JBIC loan has been submitted.

Amount: 3,097mil.pesos.

Components: Rehabilitation of Laoag River, Sobo dam construction.

Construction:

(FY 2001 Domestic Survey)

The D/D was started by DPWH under the JBIC loan in FY2001. The contractor of the study is Pacific Consultants International.

(FY 2001 Overseas Survey)

Notice of commencement for the consultancy services was issued on August 22, 2001 and actual mobilization of the Consultant was on September 17, 2001.

Below is the schedule for the implementation of the project:

Detailed Engineering Design: Sep. 2001-Nov. 2002/02/18

Pre-construction(Tendering Stage): Dec. 2002-Nov. 2003

Construction Stage: Dec. 2003-Dec. 2006

(FY 2002 Overseas Survey)

The Detailed Design, which was started in2001, continued through 2002 and the Design drawings and other tender documents have been completed and are being finalized. Pre-qualification Evaluation Criteria have been established by DPWH and concurred by JBIC. Invitation for pre-qualification/ eligibility to Bid has been issued in Dec.2002.

(FY 2003 Overseas Survey)

The Detailed Engineering Design, started in September 2001, has been completed as of March 2003.

The Project is still in the process of prequalification of prospective contractors.

Construction for the project is expected to commence in October 2004 and to be completed in 3 years.

(FY 1998 Domestic Survey)

No concrete actions have taken as not many years have passed. Since the flood control in the target area is included as the most prioritized project in the National Mid-term Investment Plan (1993 -1998), it is expected that some actions will be taken for realizing the proposed projects.

STUDY SUMMARY SHEET

(F/S)

ASE PHL/A 313/97

1. COUNTRY	Philippines	
2. NAME OF STUDY	Development of Agrarian Reform Communities in Marginal Areas	
3. SECTOR	Agriculture / (Agriculture in) General	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Agrarian Reform
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Sanyu Consultants Inc. Pacific Consultants International (PCI)	
7. STUDY PERIOD	Feb.1996 ~ Apr.1997 14month(s) ~	
8. SITE OR AREA	Whole Country	
9. MAJOR PROPOSED PROJECT(S)		
<p>The above project cost covers 4 targeted areas.</p> <ul style="list-style-type: none"> - Farm management improvement. - Agricultural infrastructure improvement. - Rural infrastructure improvement. - Post-harvest facilities improvement. - Farmers' organization strengthening. - Social capability building-up of Community. <p>[Imp. Period] 7 years.</p> <p>EIRR of F/S: 9.0~19.0%</p>		

辺境地貧困農民対策計画

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

Finance:

(FY 2001 Overseas Survey)

23 Sep.2001 E/N 7,110 mil. yen (The Project for Development of Agrarian Reform Communities in marginal Areas)

* Contents: Bridge, Access roads/farm to market roads, Post Harvest Facilities, Water Supply Facilities, Multipurpose Center, Barangay Hall etc..

(FY 2001 Domestic Survey)

The government has submitted a request for Japan's grant aid to implement the project in the four priority areas (KOFKAVILE, SAPAAK, MARANGOCK, SILAE) selected from the 12 M/P sites. The F/S has been implemented in the four areas already.

Due to geographical reasons, the two areas in the south (Visaya Province and Mindanao Island) will be implemented by Japan's grant aid and the implementation in the remaining north two areas will be considered after the observation of the implementation situation of the former areas.

(FY 1998 Domestic Survey)

The request for Grant-aid on this Project, which was the intention of Executing Agency (DAR) from the time of the Study period. The request was made for the implementation of four (4) study areas covered by the feasibility study, and submitted to National Economic Development Authority (NEDA). The request was listed under the long list on the possible grant aid projects by the Government of Japan for FY 1998; hence, this request was not approved by the Government of Japan this time. The Executing Agency, as well as NEDA, is planning to continue this request also for FY 1999.

(FY 1999 Domestic Survey)

The request for grant aid was submitted to Japanese government on 1 Feb. 1999.

Amount requested: 269.9 mil.pesos.

Project components: For 12 Districts, 1)improvement of access roads, 2)formulation of the agricultural development plan including land utilization, farm management, livestock farming, 3)development of agricultural infrastructure (small-scale irrigation reservoirs, drainage facilities, farm roads, rural water supply facilities, schools, shipping place, etc.).

Based on the proposal by Japanese side in Dec. 1999, the reduction of the project areas and re-arrangement of the project components (main component is road development) is underway.

Construction:

(FY 2001 Domestic Survey)

Period: Feb.1, 2002 - Mar.31, 2003.

Situation of progress: Tender documents are being prepared for the bidding (scheduled in Jan. 2001).

(FY 2002 Domestic Survey) (FY2002 Overseas Survey)

Period: Apr. 2002 - Mar. 2003

Current status: construction completed 89.47% at the end of Nov. 2002.

Contents:

O&M after completion:

- 1) LGUs, Barangay Officials and People Organizations of the concerned Municipalities/ Barangays/ ARCs for the completed infrastructure facilities
- 2) The DAR for the sustainability aspect, institutional including the agri-development components in collaboration with concerned Pos, NGOs and LGUs.

(FY2003 Overseas Survey)

Construction: Apr. 2002- Mar. 2003 completedFund: Grant Aid (7.11 million Yen in FY2001)Situation: The facilities have been operated and managed by LGU's, the water users association organized in each barangay and the cooperatives existing/ operating in the ARCs/barangay.

Future perspective:

(FY 2003 Domestic Survey)

While M/P and F/S completed in 1997 were intended for four areas, the "Outland Agricultural Reform Zones Development Project" implemented in 2001 under the grant aid for general projects was intended for only two areas located in South Philippines out of the four areas and completed in March 2003. The Department of Agrarian Reform (DAR) of the Philippines government is in the process of application for the support of the Japanese government aiming to develop the remaining two areas.

Conditions of request for funds:

- Grant aid: currently in the process of applying for approval and license in response to the request from the Philippines government.

-Time of request:the formal request is expected to be filed in December of this year.

Condition of realization of the request: presently waiting for an approval from the Committee on Rural Development (RDC)

that is expected to be obtained in December of this year at latest.

-Request amount: The current amount of 515 million yen is most likely to be revised in future.

-Details of request: construction of facilities for agricultural production infrastructure and social infrastructure and provision of equipment will be implemented in the two remaining areas that were not covered in the grant aid project implemented the previous year, out of the four areas subjected to F/S.

STUDY SUMMARY SHEET

(M/P)

ASE PHL/S 105/98

1. COUNTRY	Philippines	
2. NAME OF STUDY	Water Resources Management	
3. SECTOR	Social Infrastructure / Water Resources Development	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Water Resources Board(NWRB)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd. Nippon Jogesuido Sekkei Co., Ltd.	
7. STUDY PERIOD	Feb.1997 ~ Sep.1998 19month(s) ~	
8. SITE OR AREA	Municipal water supply project: Metro Manila, Metro Cebu and Baguio City Agricultural, industrial and municipal water project: 9 water resources regions(WRR I, II, III, IV, V, VI, X, XI and XII)	
9. MAJOR PROPOSED PROJECT(S)		
<p>This study formulated the water resources development plans for each of 12 water resources regions and major cities to meet water demands up to the year 2025. Out of those water resources development plans, the water supply projects for the 3 cities, Metro Manila, Metro Cebu and Baguio City, were selected as the urgent projects, since these cities face serious water shortage even under the present condition. With regard to each of these 3 cities, consequently, this Study recommended to perform a more detailed M/P study on the water resources development plan focussing on municipal water supply and a F/S on the priority project to be selected through the M/P study. The promising water supply projects for the 3 major cities which were identified through this Study are as follows:</p> <p>1)For Metro Manila Water Supply -Kanan-Umilay Transbasin Project -Massim and Bayabas Dam Project -Kaliwa-Cogeo Water Supply Project -Pampanga-Novaliches Water Supply Project</p> <p>2)For Metro Cebu Water Supply -Malubog-Mananga Transbasin Project -Lusaran-Pulanbato Transbain Project -Bohol-Cebu Water Supply Project</p> <p>3)For Metro Manila Water Supply -Laboy Dam Project -Laboy Weir and Ponds Project</p>		

全国総合水資源開発計画調査

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

(FY 1999 Domestic Survey)

Immediately after completion of the M/P study in September 1998, a preliminary study on Water Resources Development Study for Metro Manila was performed by the Infrastructure Development Institute-Japan, the Ministry of Construction, for the period up to March 1999. The main objective of the preliminary study was to coordinate with the concerned Philippines Government agencies to proceed with the "F/S on Water Resources Development for Metro Manila" in response to the recommendations of this Study.

According to the latest information, besides, NEDA is going to take up the study on Metro Manila water supply proposed in this Study, which comprises a detailed M/P study on water resources development placing a focus on water supply to Metro Manila and feasibility study on the priority project to be selected through the master plans study. Accordingly, it is expected that the preliminary study team for the new study on municipal water supply to Metro Manila will be dispatched within this year(2000).

Concerning augmentation of water supply capacity for Metro Cebu and Bagio City, it is expected that the necessary actions are to be taken at the earliest opportunity from now on, since new water supply projects to cope with the water shortage in these 2 cities are urgently needed to be implemented due to the worsened present conditions.

(FY 2001 Domestic Survey)

The preliminary study on Water Resources Development Study for Metro Manila had been implemented since 28 Nov. to 22 Dec.2001 (25 days) and the JICA Development Study (M/P and F/S) has been implementing (Mar.2001 to Nov.2002). Moreover, the preliminary study on the water supply project for the Baguio City which was one of the proposed projects has been implementing by private base for the future materialization of F/S.

(FY 2002 Domestic Survey)(FY 2002 Overseas Survey)

Subsequent Studies:Mar.2001~Mar.2003 JICA M/P+F/S

Project name: Study on Water Resources Development for Metro Manila

Counterpart agency: the National Water Resources Board (NWRB)

Objective:

- 1) To formulate a Master Plan on water resource development in Agos River Basin (including Kana and Kaliwa River) to supply water for Matro Manila (Mar. 2001 - Nob.2001).
- 2) To conduct a Feasibility Study on the priority projects which will be selected from the Master Plan (Jan. 2002 -Feb.2003).

The Draft Final Report will be submitted at NWRB and will discussed through Steering Committee Meeting.

(FY 2003 Overseas Survey)

1)JICA Development Study " Study on Water Resources Development for Metro Manila" is on-going.

Counterpart agency: National Water Resources Board (NWRB)

Consultants: Nippon Koei Co., Ltd. NJS Consultants

2)Counterpart training in Japan:1 Participant, Training on River and Dam Engineering for 21 days (Nov. 2002- Dec. 2002)

3)On-going Development Study is divided into 2 phases;

Master Plan: Mar.2001- Nov. 2001

STUDY SUMMARY SHEET

(M/P)

ASE PHL/S 114/98

1. COUNTRY	Philippines	
2. NAME OF STUDY	Davao Integrated Development Program (Preparatory Study)	
3. SECTOR	Development Plan / Integrated Regional Development Plan	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Davao Integrated Development Program (DIDP)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Pacific Consultants International (PCI)	
7. STUDY PERIOD	Aug.1998 ~ Mar.1999 7month(s) ~	
8. SITE OR AREA	Davao City, Provinces of Norte, Davao del Sur, Davao Oriental.	
9. MAJOR PROPOSED PROJECT(S)		
<p>1.Small Irrigation Development Project: To increase irrigation areas through establishment of appropriate and cost-effective irrigation schemes.</p> <p>2.Hospital Service Delivery System Improvement Project: To improve the quality of curative health care by improving hospital buildings, facilities and equipment.</p> <p>3.Integrated Watershed Management Program: To protect and enhance water and land environment in catchment areas of major rivers.</p> <p>4.Comprehensive Davao Gulf Management Program: To strengthen the management functions and ensure the accountability of Davao Gulf Management Board.</p> <p>5.Davao City Integrated Waste Management System Development Project: To formulate a M/P for solid waste management in Davao City.</p> <p>6.PAIC Support Infrastructure Program: To develop Provincial Agri-Industrial Centers (PAICs) as focal points of the DIDP agri-industrialization drive.</p> <p>7.Flash-Flood Prevention Program: To formulate comprehensive flood control measures for the principal rivers in the DIDP Area.</p> <p>Project Cost (US\$1,000)</p> <p>1) ~ 3) see above. 4) 5,000 (Local cost 1,400; Foreign cost 3,600); 5) 520,600 (Local cost 26,600; Foreign cost 494,000); 6) 2,010,000 (Local cost 905,000; Foreign cost 1,105,000); 7) 170,000 (Local cost 60,000; Foreign cost 110,000).</p>		

ダバオ地域総合開発計画調査(事前調査)

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

(FY 1999 Domestic Survey)

Pre-F/S was conducted for the priority projects in the short list of the DIDP Master Plan during Jun. to Aug. 1999 associated by PCI and ECFA. The following projects are included in the pre-F/S report: 1)Davao City Integrated Solid Waste Management Program; 2)Samal Island National Road Improvement Project; 3)Davao City Traffic Management Project; 4)PAIC Support Development Project; and 5)Samal Island Bridge Construction Project.

(FY 1999 Overseas Survey)

Present status of the proposed projects is as follows:

Submitted for a grant aid: Regional Skills Training Center, Pujada Bay Environmental Research & Equipment, Common Service Laboratory Equipment, Teachers Training Center, Farm to Market Road, Small Irrigation Development Program, Post Harvest Facilities.

Submitted for project-type technical cooperation: Poverty Alleviation and Community Transformation Project, LGUs Capability Building Program, etc.

Pre-F/S was undertaken: Samal Island Bridge Construction, Davao City Solid Waste Management, PAIC Support Infrastructure Project, Samal Island National Road Improvement, Davao City Traffic Management Improvement.

Proposed for national funding under Food Security Program: Fisherfolk Livelihood Enhancement Program, Fisheries Skills Enhancement Program, Fisheries and Aquaculture Financing Project, Comprehensive Davao Gulf Management Program, Value Added Fishery Product Development & Marketing Program, Upland Farming Model Villages, Small Irrigation Development Program, Farm to Market Road, Development of Rural Industries and Village Enterprises.

(FY 2001 Overseas Survey)

Pre-F/S was conducted for priority projects from June to August 1999. Request for Japan's grant aid for the following projects was submitted to JICA.

1. Common Service Laboratory Facilities Development Project

The project intends to hasten the development of industries and promote competitive expertise in the field of metal engineering and technology in the Davao Gulf Area through the creation of technical laboratories and a center for staff development.

2. Teachers Training Center.

The project aims to improve the quality of science and mathematics education in the DIDP Area through the enhancement of pre-and in-service education of basic education teachers.

3. DIDP Agricultural Support Program

This project falls within the DIDP five-year (1999-2004) Integrated Food Security program and aims to improve productivity of farmers, delivery of agricultural products to market centers and increase value-added in the production process. (Components: Construction of 82km of farm to market roads in major barangays. Construction of 33 units of small-scale irrigation structures in 33 barangays. The provision of nine types of post-harvest facilities.)

4. Pujada Bay Environmental Research & Monitoring Center

This proposal is focused on the environmental protection, sustainable resource management and preservation of the Pujada Bay. It is designed to provide assistance to local government units for policy initiatives towards environmental protection and conservation. The project is envisioned to be a research and monitoring center with state-of-the-art equipment and facilities that would accelerate the country's environmental scientific research and technological innovation systems.

5. Regional Skills Training Center

The project will establish a modern training center fully equipped with state-of-the-art equipment and facilities including audio-visual, computers and communication facilities to allow the world-wide exchange of information on new skills and technologies. It will serve as a common training facility to be shared by government agencies and private training providers.

The following projects were proposed for national government funding in line with its food security system.

1. Farm to Market Roads (FTMR)

The repair and rehabilitation of existing farm to market roads is expected to expedite farm product marketing distribution. The proposed new segments will provide access to new production areas. The main consideration is ensuring the link-up production areas to market enters and the facility of transporting essential inputs to the production areas.

2. Small Irrigation Development Projects (SIDP)

SIDP refer to National Irrigation Systems, Communal Irrigation Projects, Small River Impounding Projects, Shallow Tube Wells and Deep Wells. Increasing irrigated areas through the establishment of appropriate and cost-efficient irrigation systems will result to increase in productivity and higher income of farmers.

3. Upland Farming Model Village (UFMV)

The UFMV is designed to improve the socio-economic conditions of upland farmers, as well as rehabilitation, restoration, improvement, and prevention from degradation of upland soils and critical watersheds in the DIDP Area. Components of the project include introduction to home gardening, alley cropping/sloping agricultural land technology, commercial crop cultivation and marketing, livestock raising and nursery preparation for tree seedlings and crops.

4. Developing Rural Industries and Village Enterprise (DRIVE)

DRIVE is basically a countryside-centered, market-driven agri industrial program. It is intended to strengthen domestic production base to maintain the industry's global competitiveness while creating more opportunities for small entrepreneurs and dispersing jobs in the rural areas.

5. Fishery Sector Development

The Fishery Sector Development Project aims to protect and enhance fishery resources including coastal and marine resources, integrate subsistence fishers in the mainstream of the DIDP socio-economy through increase in and diversification of income opportunities and establish fisheries-based value added production thereby establishing a more competitive fishery industry in the area.

Impact:

Name of project: Farm to Market Road Constructed/Rehabilitated and improved linkage from the farm to the market and improved irrigation facilities.

(FY 2003 Overseas Study)

A total of 148,919 km of farm to market roads constructed/rehabilitated and 12 units of irrigation facilities. 16,857 farmers beneficiaries. Delivery of basic services is more convenient because of the improved accessibility of the areas.

Future schedule

(FY 2003 Overseas Study)

-Davao City Urban Transportation Improvement Study(2004)

-Feasibility Study for Samal Island Bridge Construction Project(2005)

STUDY SUMMARY SHEET (M/P+F/S)

ASE PHL/A 221/98

1. COUNTRY	Philippines	
2. NAME OF STUDY	Jalaur Irrigation System and Rural Area Development Project	
3. SECTOR	Agriculture / (Agriculture in) General	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Irrigation Administration(NIA)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd. Aero Asahi Corporation	
7. STUDY PERIOD	Dec.1996 ~ Jun.1998 18month(s) ~	
8. SITE OR AREA	<M/P> Basin of Jalaur and adjacent rivers(30,500ha), Iloilo Province <F/S> 1)Proper river irrigation system[RIS](8,820ha), and 2)Suague RIS(2,900ha) Jalaur River Basin and Tigum - Aganan River Basin, Province of Iloilo	
9. MAJOR PROPOSED PROJECT(S)		
<p>1.Improvement work on irrigation and drainage facilities: Diversion dams, irrigation canals, drainage canals and O&M roads</p> <p>2.Improvement work on rural infrastructure: Farm and link roads</p> <p>3.Construction of facilities for agricultural extension and institutional strengthening: Training center and irrigators' association office</p> <p>4.Agricultural extension and institutional strengthening</p> <p>5.Procurement of O&M equipment</p> <p><M/P> Project Cost: 5 existing RIS(total) 76,600</p>		

ハロール河流域灌漑計画

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(FY 1999 Domestic Survey) NIA intends to establish the plan for rehabilitation of National Irrigation System as recommended in JICA F/S report.</p> <p>(FY 2001 Domestic Survey) This Study is included in the ten years plan (2001~2010) of the National Irrigation Administration to be implemented.</p> <p>(FY 2002 Overseas Survey) The Government as well as the financing institution supports to implement this proposed project to enhance the infrastructure and agricultural development. This proposed project was included in the ten years development plan (2001-2010) of the NIA submitted to the office of the Regional Director.</p> <p>(FY 2003 Overseas Survey) This study is include in the ten-year Irrigation Development Plan of the National Irrigation Administration to be implemented.</p>		

STUDY SUMMARY SHEET

(M/P)

ASE PHL/S 109/99

1. COUNTRY	Philippines	
2. NAME OF STUDY	Master Plan Study on Visayas and Mindanao Islands Strategic Road Network Development Project	
3. SECTOR	Transportation / Road	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Public Works and Highway/ Project Management Office - Feasibility Studies (PMO-FS)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Katahira & Engineers Inc. Yachiyo Engineering Co., Ltd.	
7. STUDY PERIOD	Jan.1997 ~ Mar.1999 26month(s) ~	
8. SITE OR AREA	Region IV-B/V, Visaya, Mindanao islands	
9. MAJOR PROPOSED PROJECT(S)		
<p>Projects were classified into 3 groups.</p> <p>1) Group 1: 2-lane Road Projects Paved roads in Bad/ Very Bad condision -Rehabilitation Gravel/ Earth Road - Improvement to paved road Impassible/ Missing Link/ New Link - Construction of paved road</p> <p>2) Group 2: Traffic Capacity Ezpansion Projects Traffic volume exceeds capacity</p> <p>3) Group 3: Special Projects Bybass: Widening difficult, of even if widened, traffic congestion exceed Expressway: Strategic measures required to drastically improvement transport efficiency. Inter-island Link: Strategically link two islands to contribute island development and strenghen Inter-island linkage.</p>		

ビサヤ・ミンダナオ島広域道路網整備計画調査

PRESENT STATUS	<p style="text-align: center;">In Progress or In Use</p> <p style="text-align: center;">Delayed</p> <p style="text-align: center;">Discontinued</p>
<p>Description :</p> <p>(FY 2002 Overseas Survey) After the Study was completed, it has become necessary also to upgrade the Master Plan for Luzon Island Strategic Network Development Project, which was conducted earlier in 1993, with similar JICA assistance. The purpose of which was to integrate the two master plans, so that comprehensive master plan covering the entire archipelago could be put in place. In order to put into use the technology transferred in the course of the JICA Study, the updating of the 1993 Study was carried out by implement counterparts, with assistance from the JICA highway advisor. The results of the master plane have been used by DPWH, as well as NEDA.</p> <p>(FY 2003 Domestic Survey) Finance: Mar. 29 2003 L/A 6,723 mil. Yen (Arterial Road Links Development Project VI) Projects in progress by the JBIC LOAN after 2001(detailed design and construction) are as follows: (1)Romblon RO2-3 (2)Panay PA 7-2, PA15-1, PA14-3 (3)Samar SA3-1, SA3-2, SA1-1 - 1-5 (4)Leyte LE13-1 - 13-3 (5)Cebu CE2-1 - 2-4, CE3-1 - 3-2 (6)Mindanao MI19-1 - 19-3, MI17-1 - 17-2, MI30-1 - 30-4, MI1-3, 1-11 - 1-15</p> <p>(FY 2004 Domestic Survey) Phase IV of the Arterial Road links Development Project have completed D/D, and is now in a constructor selection process.</p> <p>(FY 2005 Domestic Survey) Proposed project: Central Mindanao Road Project Implementing period: 1 September 2005-31 August 2006 (Design) Implementing body: DPWH PMO-RRNDP Progress: 10% (Design)</p>	

STUDY SUMMARY SHEET (M/P+F/S)

ASE PHL/S 204/99

1. COUNTRY	Philippines		
2. NAME OF STUDY	The Study on Metro Manila Urban Transport Integration		
3. SECTOR	Transportation / Urban Transportation		
4. TYPE OF STUDY	M/P+F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY		
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	ALMEC Corporation Pacific Consultants International (PCI) Yachiyo Engineering Co., Ltd.		
7. STUDY PERIOD	Mar.1996 ~ Mar.1999 36month(s) ~		
8. SITE OR AREA	M/P: 17 Cities and Municipalities of Metro Manila & adjoining towns in Cavite, Laguna, Rizal and Bulacan		
9. MAJOR PROPOSED PROJECT(S)			
M/P: 1) MRT/ LRT/ Busways: Line 6 in Imus, Line 2 in Masinag, Line 3 Extension in North Avenue, Caloocan, Line 4 in Recto - Batasan NorthRail in Meycauyan and MCX/PNR Improvement in Caloocan - Alabang line. 2) Primary artery, Secondary artery, Expressways			

マニラ首都圏総合交通改善計画調査

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(FY 2002 Domestic Survey) Currently a development plan, taking over the M/P prepared by MMUTIS, is under implementation, consideration, research lead by the MMDA. Furthermore, NCTS is responsible for the management of the data prepared by the study conducted by MMUTIS, which has been continuously supplying and updated data through surveys in metropolitan area.</p> <p>(FY 2002 Overseas Survey) ODA and private sector funds are the primary funding sources of MTDP projects while traffic management/ low-cost measures, at grade primary and secondary roads mostly require public funds, expressways and MRT/LRT busway could attract funding.</p> <p>(FY 2003 Overseas Survey) 1)Northrail Feasibility Study: The FS undertaken by BCDA/Northrail for the reconstruction of the PNR North Commuter from Cloocan to Malolos, completed 2003. 2)Manila LDT Line 1 Extension Project: Approved for implementation under the BOT law. Price challenge/ bidding expected next year. 3)Southrail: Approved for implementation by the Korean ODA loan. Loan application forwarded to EDCF-LOEXIM. Approval of loan expected before the end of 2003. 4)Northrail: Approved for implementation by the Chinese ODA loan. The Department of Philippines Finance and China EximBank have signed MOU. 5)MRT2 Extension Project: Approved for implementation subject to availability of counterpart fund. Proposed for funding under JBIC.</p> <p>(FY 2004 Overseas Survey) Substantial study: United Ticketing System (UTS) 1) This project will utilise contact-less system of Light Rail Transit (LRT) 1st line, MRT 2nd line, MRT 3rd line, and Philippines National Railway (PNR). Accordingly, waiting time of passengers in row to buy tickets will be reduced. Although utilisation of the system was limited to LRT/MRT/PNR it is now planned for other transportation facilities and other transportation methods. 2) Private sector participation is encouraged through commissions in the project. As a part of the due diligence, private sector is required to submit a report, free from Gov. funding. 3) This project will be implemented in collaboration with the private sector. Some suggestions were brought by Department of Transportation and Communications (DOTC) concerning integration of the railway by utilising the contact-less system. Technical Working Group is responsible for a revision of the proposal.</p>		

STUDY SUMMARY SHEET (M/P+F/S)

ASE PHL/S 207/99

1. COUNTRY	Philippines	
2. NAME OF STUDY	The Study of New Communications, Navigation and Surveillance /Air Traffic Management System	
3. SECTOR	Transportation / Air Transportation & Airport	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Air Transport Office / Ministry of Transportation and Communications
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Pacific Consultants International (PCI)	
7. STUDY PERIOD	Feb.1998 ~ Mar.2000 25month(s) ~	
8. SITE OR AREA	M/P: Philippines, Japan, Singapore, USA, Canada(UN), Thailand(UN), Brazil(UN Conference) F/S: Philippines	
9. MAJOR PROPOSED PROJECT(S)		
<p>M/P: The CNS/ATM is a satellite-based technology designed to effectively and efficiently control and manage the air traffic within the flight information region(FIR) in accordance with International Civil Aviation Organization(ICAO) resolutions and standard practices. The main concept of New CNS/ATM in the Philippines is the consolidation of regional air traffic into New ATM Center in Manila with ATM automation employing advanced information technology and sophisticated digital communications network. This will improve the efficiency of air traffic management by concentrating information at the ATM center to easily enable dialogue not only with the aircraft but also with adjacent ATM facilities and airline flight operation centers. The selected high priority CNS/ATM components will be constructed/installed in the period 2003 and 2004 and the operation of which will start in 2005.</p> <p>F/S: Operation of air traffic management with high priority components including new Air Traffic Management Center which will be operational by 2005 with future up grade before 2010 is identified to be feasible.</p>		

次世代航空保安システム開発整備計画調査

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

Subsequent Studies:

(FY 2001 Domestic Survey)

Period: May 2002 ~15months.

Study type: JICA D/D

Contents: 1. ATM system
2. CNS system

Finance:

(FY 2001 Domestic Survey)

Request has been submitted.

Fund request: JBIC, appraisal mission, under discussion at the local site.

Requested amount: approximately 23 billion yen.

Contents: ATM/CNS system

29 Mar. 2002 L/A 22,049 mil.Yen

(FY 2003 Overseas Survey)

1) D/D: Study for the New CNS/ATM Systems Development Project

Fund: Grant aid

Rate of completion: 96% as of Nov. 2003

2) Fund for the project implementation for the procurement of Goods and Services: Yen Loan (28 Mar., 2002 "New Communications, Navigation and Surveillance/ Air Traffic Management (CNS/ATM) Systems Development Project" 22,049 million Yen)

(FY 2000 Domestic survey)

The Investment Coordination Committee -Technical Board of the National Economic and Development Authority (NEDA) has approved and recommended The Investment Coordination Committee - Cabinet Committee (ICC-CC) of the implementation of the new CNS/ATM systems under the 25th Yen Loan Package. It is expected for JICA to conduct a Detail Design of the implementation of the system by a grant aid program.

(FY 2004 Overseas Survey)

Project Name: "New CNS/ATM System Development Project"

- 1) Beneficiaries: Air transport passengers and all nationals
- 2) Project Target: Air transportation industry, business jet plane, air transport, and military air transport
- 3) Objectives: After the completion, following issues will be possible
 - (1)

STUDY SUMMARY SHEET

(M/P+F/S)

ASE PHL/S 208/99

1. COUNTRY	Philippines	
2. NAME OF STUDY	The Study on the Subic Bay Port Master Plan	
3. SECTOR	Transportation / Port	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Subic Bay Metropolitan Authority(SBMA)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	The Overseas Coastal Area Development Institute (OCDI) Pacific Consultants International (PCI)	
7. STUDY PERIOD	Dec.1997 ~ Aug.1999 20month(s) ~	
8. SITE OR AREA	Subic Bay Port and its surrounding areas.	
9. MAJOR PROPOSED PROJECT(S)		
<p>1. Long term port development plan (target year 2020)</p> <p>1) Container terminal with 3 berths for container vessels up to 2,000 TEU.</p> <p>2) The existing berths are used for non-container cargos.</p> <p>2. Short term port development plan (Phaze I: 2005 , Phaze II: 2007)</p> <p>1) Container terminal with 3 berths for container vessels up to 2,000TEU.</p> <p>2) The existing berths are used for non-container cargos.</p> <p>3) Navigation assistance facilities (Lighthouse, etc)</p> <p>4) Container related facilities and cargo handling facilities.</p> <p>5) Construction of container terminals: SBMA will implement the construction of quay/access roads, landfill, pavement, and purchase/installation of gantry crane. A private terminal operation company will control management building and cargo handling facilities. Each birth of the container terminal will be operated by each private terminal operation company.</p>		

スービック港湾整備計画調査

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description : (FY2000 Domestic Survey) There is no information after this project.</p> <p>Finance: (FY2001 Domestic Survey)(FY2001 Overseas Survey) 31 Aug. 2000 L/A 16,450 mil.Yen . Subic Bay Port</p> <p>Construction: (FY2002 Domestic Survey)(FY2002 Overseas Survey) Jun 2003 ~ Deadline for submission of sealed Bids is scheduled for Feb. 2003. (FY2003 Overseas Survey) The builder determined.</p> <p>(FY 2005 Domestic Survey) No informationa to be specifically mentioned.</p>		

STUDY SUMMARY SHEET

(F/S)

ASE PHL/S 304/99

1. COUNTRY	Philippines	
2. NAME OF STUDY	Feasibility Study on Upgrading Inter-Urban Highway System (Sta. Rita -Sta. Jose Road Section)	
3. SECTOR	Transportation / Road	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Public Works and Highway(DPWH)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Katahira & Engineers International Yachiyo Engineering Co., Ltd.	
7. STUDY PERIOD	Nov.1998 ~ Dec.1999 13month(s) ~	
8. SITE OR AREA	Bulacan Province and Nueva Ecija Province	
9. MAJOR PROPOSED PROJECT(S)		
<p>Three bypasses are to be constructed along the section from Plaridel to SanJose city of the Pan-Philippine Highway.</p> <p>1)Plaridel-Bariuag Bypass(L = 22.0 km) 2-lane bypass in Phase in Phase-1 and widened to 4-lane in Phase-2. The section with a frontage road is 7.5 km. The number of bridges 11(L = 1,407 m)</p> <p>2)Cabanatuan Bypass(L = 30.4 km) 2-lane bypass in Phase-1 and widened to 4-lane in Phase-2. The section with a frontage road is 15.8 km. The number of bridges 17(L = 2,145m)</p> <p>3)San Jose Bypass(L = 7.3 km) 2-lane bypass. The number of bridges 2(L = 102m)</p>		

都市間幹線道路の規格向上調査

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

(FY 2000 Domestic Survey)

The Philippines Government officially requested to the Japanese government the technical assistance for the Detailed Design. The Ministry of Foreign Affairs is presently studying as the JICA/JBIC Detailed Design.

Subsequent Study:

(FY 2001 Domestic Survey)

30 Mar. 2001-Des.2002

D/D Study on Upgrading Inter-Urban Highway System along the Pan-Philippine Highway (JICA)

(FY 2002 Domestic Survey)

The Govt. of Philippines has requested the 26th loan aid to the following packages: Plaridel-Bariuag Bypass (Package I, 6.6km);, and Cabanatuan Bypass (Package II, 9.08km and, Package III, 2.6km) JBIC completed the project examination in Nov. 2002, and loan agreement will be conducted around Mar. of 2003.

(FY 2003 Domestic Survey)

JBIC have pledged 26th yen loan for the half of initial stage construction projects on March 2003. But Loan Agreement has not yet signed with Government of Philippines due to Local Portion Funding problem.

(FY 2003 Overseas Survey)

Project is being reviewed for possible downscaling of scope.

(FY 2004 Domestic Survey)

Although the consultancy contract for both Plaridel and Cabanatuan bypass project has been concluded, approval of commencement has not been given.

(FY 2005 Domestic Survey)

No information to be specifically mentioned.

STUDY SUMMARY SHEET

(D/D)

ASE PHL/S 401/99

1. COUNTRY	Philippines	
2. NAME OF STUDY	Detailed Design Study on the Selected Airport (Trunkline) Development Project	
3. SECTOR	Transportation / Air Transportation & Airport	
4. TYPE OF STUDY	D/D	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Air Transport Office/Department of Transport and Communications
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Pacific Consultants International (PCI)	
7. STUDY PERIOD	Mar.1999 ~ Mar.2000 12month(s) ~	
8. SITE OR AREA	Bacolod and Sily in Negros Occidental; Tacloban in Leyte	
9. MAJOR PROPOSED PROJECT(S)		
<p>1. Medium Term Development for New Bacolod Airport</p> <p>1) Civil Works (Land development Runway, loading apron, General aviation apron, Taxiway, Road and car park, Diversion road, others)</p> <p>2) Architectural Works(Passenger terminal building, Cargo terminal building, Control tower and operation building Fire station building, others)</p> <p>3) Air Navigation Systems (Radio navigation, communication, lighting, meteorological)</p> <p>4) Airport Utilities</p> <p>5) Aviation Fuel Supply Systems Works</p> <p>2. Medium Term Development for Tacloban Airport</p> <p>1) Civil works(Land development, Runway overlay, Loading apron, Taxiway, Road and car park, Shore protection and reclamation works, others)</p> <p>2) Architectural Works(Passenger terminal building, Cargo terminal building, Control tower and operation building, Fire station building, others)</p> <p>3) Air Navigation Systems (Radio navigation, communication, lighting, meteorological)</p> <p>4) Airport Utilities</p> <p>5) Aviation Fuel Supply Systems Works</p> <p>3. Immediate Improvements</p> <p>1)Equipment Procurement(for existing Bacolod and Tacloban Airports) Sweeper, Mower, Tractors Dump trucks, X-ray scanners, Fire Engines</p> <p>2)Civil works(Runway resurfacing of Tacloban Airport(5cm overlay)</p>		

幹線空港施設建設事業連携実施設計調査

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

Finanse:

(FY 2000 Domestic Survey)

Japan's ODA Loan (10th Sep. 1998 L/A 5,728 mil.yen) --Phase I

* Contents of loan project

Construction of New Bacolod Airport, Immediate improvements of the safety equipment at the existing Bacolod and Tacloban Airports

(FY 2003 Domestic Survey)

Japan's ODA Loan (30th May. 2001 L/A 11,743 mil.yen) --Phase II

Construction:

(FY 2001 Domestic Survey)(FY 2001 Overseas Survey)

1) Immediate rehabilitation of Bacolod Airport: Period: 1 year, Contents: International procurement of fire engine, equipment of maintenance, safety equipment, Progress situation: Final discussion on the tender documents, 2) Immediate rehabilitation of Tacloban Airport: Period: 1 year, Contents: International procurement of fire engine, equipment of maintenance, safety equipment, rehabilitation of runway, Progress situation: waiting the preliminary selection of official announcement, 3) Construction of New Bacolod Airport: Period: 2.5 years, Progress situation: waiting the preliminary selection of official announcement

(FY 2002 Domestic Survey)

1) Immediate rehabilitation of Bacolod Airport: Period: Sep. 2002~, 2) Immediate rehabilitation of Tacloban Airport: Period: Jan. 2004~

(FY 2003 Overseas Survey)

1. Medium Term Development for New Bacolod Airport: Apr. 2004 for 42 months, 2. Medium Term Development for Tacloban Airport: Nov. 2004 for 42 months, 3. Immediate Improvements (Equipment Procurement): Oct. 2002 for 14 months (Civil works): Apr. 2002 for 6 months

Status:

(FY 2000 Domestic Survey)

Draft Tender Documents have been prepared as the final output of the Study, which consist of PQ docs., ITT, COC, Specifications, B/Q and Drawings.

They are 'draft' so as to exempt JICA from design liabilities. Finalization of Documents is therefore necessary to be used for actual bids, including signing on tender drawings by both implementation body and its consultants procured for assistance in bidding. JBIC pledged Loan Agreement for Phase-1 project in 22nd Yen Loan Package (Loan No. PH-P190: Yen 5.7 billion approx.) Phase-1 consists of finalization of tender documents mentioned above, works and consulting service for Immediate Improvements, part of construction works and consulting services for New Bacolod Airport. Negotiation of the consulting services is in progress, as of November 10.

The remainder of construction works of New Bacolod Airport as well as construction Works/consulting services of Tacloban Airport will be funded by JBIC 24th Loan.

Procedure of ECC for Tacloban Airport Redevelopment is on its final stage.

There is an opposition movement against New Bacolod Airport site in Silay City, raised by congress men from Negros Islands who supports new airport site in Bacolod. DOTC is presently coping with this matter.

(FY 2004 Domestic Survey)

No information to be specifically mentioned.

(FY 2004 Overseas Survey)

Design/construction

1) Beginning of construction: 4th Aug. 2004

2) Progress: As of Dec. 2004, 0.7 percent

3) Completion: 20th Jan. 2005

4) Operational/management body: Air Transportation Office (ATO)

(FY 2005 Domestic Survey)

Subsequent study: Selected Airports (Trunk line) Development Project Phase I

Implementing body: Department of Transport and Communications (DOTC)

Implementing period: 4 August 2004 - 21 January 2007

Progress: About 8% (As of July 2005)

Subsequent study: Selected Airports (Trunk line) Development Project Phase II

Implementing body: Department of Transport and Communications (DOTC)

Implementing period: Suspension

Objective: Tender and construction of the Tacloban Airport

Details: 1) Engineering works: Site development, runway expansion, passenger apron construction, taxiway construction, road/parking lot construction, bulkhead construction, and other civil works. 2) Construction works: Passenger terminal construction, cargo terminal construction, control tower and operation building construction, fire truck garage construction, and other construction. 3) Navigation system: Wireless navigation facilities, controlling facilities, navigation light facilities, weather observation facilities. 4) Airport supply facilities. 5) Airport fuel facilities

Funding:

Funding party: Japanese government Yen Loan L/A signed on 30 May 2001 Amount: 11,743 million JPY

Technical assistance: Training programme

1. Visit to the Ministry of Land Infrastructure and Transport and JBIC

2. Visit to the airports: - Hakodate, Asahikawa, Sapporo (Chitose), and Nagoya (Komaki), as cases of main airport in local area. - Chubu Central International Airport, Kansai International Airport (mainly Phase-II), as cases of construction field

Number of trainees: 4 Period: 13 July 2004-22 July 2004 (10 days)

Status: Tacloban Airport was urgently rehabilitated in the construction project (Phase-I), and the project is suspended due to its low priority in Philippines.

STUDY SUMMARY SHEET (Basic Study)

ASE PHL/A 504/99

1. COUNTRY	Philippines	
2. NAME OF STUDY	Mapping and Land Cover Assessment of Mangrove Areas	
3. SECTOR	Forestry / Forestry & Forest Conservation	
4. TYPE OF STUDY	Basic Study	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Ministry of Environment and Natural Resources
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Japan Overseas Forestry Consultants Association Aero Asahi Corporation	
7. STUDY PERIOD	Nov.1997 ~ Sep.1999 22month(s) ~	
8. SITE OR AREA	Appari in Cagayan Province, Lamun Bay in Quezon Province, and Ulugan Bay in Palawan Province (approximately 10,000ha)	
9. MAJOR PROPOSED PROJECT(S)		
<ol style="list-style-type: none"> 1. Identification of mangrove forest in land use planning Identification of mangrove forest. Mangrove conservation in fish farming areas. 2. Mangrove resource supply. Survey on local mangrove consumption. Provision of alternative resource by reforestation. 3. Mangrove reforestation Select alternative tree types for reforestation. 4. Residents participation Utilization and organization of the residents. Guarantee concession or support cash business. 5. Institutional aspects of mangrove conservation Resident participation from the planning stage. Improvement of concerned regulations. Establishment of a conservation committee including C/P ministry and regional government organizations 		

マングローブ林資源評価調査

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

(FY2000 Domestic Survey)

There is no information after this project.

(FY 2001 Overseas Survey)

Surveys on GIS technical manuals, aerophotography and mangrove resource in the three project sites (Appari in Cagayan Province, Lamon Bay in Quezon Province, Ulgan Bay in Palawan Province) were completed in 1999.

A similar study was adopted in the additional project sites of Sibuguey Bay, Western Samar, Siargao Island, and Surigao del Norte.

Related Projects:

(FY2002 Domestic Survey)

The counterpart agency launched survey on resources of remained Mangrove forest with the tool used in this Study, aimed at broadening the targeted area for the Study. They appointed Bakhirow as the special region for dissemination of education to protect forest resources. Concerning to this, the Govt. of Philippines allegedly intends to make request for JICA's project-type technical cooperation, but there is no information on whether this was adopted or not

(FY2002 Overseas Survey)

A similar Study was adopted in other selected coastal areas as follows;

Province Municipality

- 1) Maqueda Bay (Western Samar) - Tarangnan, Gandara, Sta. Margarita
- 2) Regay Gulf (Carnarines Sur) - Regay, Sipocot, del Gallego
- 3) Masbate - Placer, Cawayan, Milagros, Mandaon

(FY 2004 Domestic Survey)

No information to be specifically mentioned.

(FY 2004 Overseas Survey)

Mapping, Inventory, and Assessment of mangrove Areas in the Philippines

1) Contents: The research intends to acquire information on status, area, and distribution of an existing Mangrove forest through out Philippines by conducting survey to compile and assess mapping and inventory table. Research is based on JICA's methodology.

2) Period: 2003

3) Finance: Fund will be allotted from the budget of National Mapping and Resources Information Authority (NAMRIA), Department of Environment and Natural Resources (DENR).

4) Benefit

- Beneficiaries: Supports implementation of the coastal environment management plan of DENR, in accordance with Philippines policy principles.
- Benefits: Economic development/prosperity, solving welfare issues of the people within surrounding environment by improving ecosystem.

5) Other progress: Study is also conducted in other areas.

- Masbate region, Ticao Island, and Burias Island
- Part of Surigao del Sur (Billilng city an Hinatuan city)

(FY 2005 Domestic Survey)

No information to be specifically mentioned.

STUDY SUMMARY SHEET

(M/P)

ASE PHL/S 102/00

1. COUNTRY	Philippines	
2. NAME OF STUDY	Study on Provincial Water Supply, Sewerage and Sanitation Sector Plans for Visayas and Mindanao	
3. SECTOR	Public Utilities / Water Supply	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of the Interior and Local Government (DILG)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Jogesuido Sekkei Co., Ltd.	
7. STUDY PERIOD	Dec.1997 ~ Sep.2000 33month(s) ~	
8. SITE OR AREA	21 Provinces in Visayas Mindanao: Batch1-Agusan del Norte, Agusan del Sur, Davao Oriental, Surigao del Norte, Batch2-Misamis Oriental, Bukidnon, Davao del Norte, South Cotabato, Sarangani, Batch-3N.Samar, E.Samar, Samar, Biliran, Leyte, S.Leyte, Batch-4:Aklan, Antique, Capaz, Iloilo, Neros Occidental.	
9. MAJOR PROPOSED PROJECT(S)		
<ol style="list-style-type: none"> 1. Development of Medium Investment Plan (5 Years) and Development of Long-Term Development Plan (2010) including Technical, Financial, Institutional & Community Development. 2. Study of Water Source Development Availability. 3. Technology Transfer to LGUs. <ul style="list-style-type: none"> - Orientation/Workshop - Data Encoding - Planning Parameters & Sector Conditions - Manner of Planning 4. Detailed study for Level I in preparation for implementation with e.g. JBIC Loan. 5. Model province in selected provinces to come-up common planning approach. 		

ビサヤ・ミンダナオ地方水供給・衛生計画策定支援調査

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

Situation:

(FY 2001 Overseas Survey)

The 21 PW4SP(Provincial Water Supply, Sewerage and Sanitation Sector Plan) have been approved and adopted by Sangguniang Panlalawigan (Provincial Council). Copies of the SP Resolution were submitted to DILG(Dept. of Irrigation and Local Government).

The Department controls general administration and capacity-building of LGUs(Local Government Units) that implement water supply and sanitation projects. Also the DILG, through the WSSPMO(Water Supply and Sanitation Program Management Office), has the power to submit proposals to fulfill the requirement for the medium-term targets in the 21 provinces.

The proposed Rural Water and Sanitation Project Phase VI (RWSSP VI) is to be funded by JBIC.

It is expected that through this Project, at least 50% of the medium-term target requirements, which aim to improve the capability of LGU counterpart 50%, will be achieved.

The proposal has been submitted and approved by NEDA-ICC.

The PW4SP also identified the priority areas of ADB funded projects in the provinces of E.Samar, Biliran and S.Leyte.

The sector plan also provides updated information to other agencies such as NEDA, NSO and LGUs that will proceed sector planning and policies/strategies formulation in the future.

(FY 2002 Overseas Survey)

Project Name: Sanitation Improvement for the Four Capitals Cities in Visayas and Mindanao

The target cities: Bacolod City, Lagbilaran City, Tagum City, Malaybalay City

This proposed study has been reviewed by NEDA Secretariat for submission to the Japanese Government.

Date of period of Study: 2003--2004

(FY 2003 Overseas Survey)

"Rural Water Supply Development Project in Mindanao" funded by the Grant Aid aims to respond the water supply needs of the rural areas in Southern Mindanao.

Objectives:

- 1)Strengthening the capability of the LGUs in planning, implementing and monitoring sector projects
- 2)Promoting sustainability through community participation during operation and maintenance of the systems

The project also provide,

- 1)Institutional development
 - 2)Construction of water supply facilities
 - 3)Promotion of health and hygiene education
 - 4)Commodity assistance/equipment support
- Target provinces in Mindanao: 11 provinces
Status of the project: this proposed project is reviewed by NEDA and subsequently deliberated at the Regional Development Councils.

Project status: Revision is conducted by NEDA , which then will be considered by regional development authority.

Project Period: FY 2005 - 2007

STUDY SUMMARY SHEET (M/P+F/S)

ASE PHL/A 201/00

1. COUNTRY	Philippines	
2. NAME OF STUDY	The Study on the Development of Agrarian Reform Communities (ARCs) in the Province of Isabela, Philippine	
3. SECTOR	Agriculture / (Agriculture in) General	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Agrarian Reform (DAR)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Sanyu Consultants Inc.	
7. STUDY PERIOD	Sep.1999 ~ Jan.2001 16month(s) ~	
8. SITE OR AREA	M/P: 22 ARCs in the Isabela Province F/S: 5 ARCs as a model of Categorized ARCs	
9. MAJOR PROPOSED PROJECT(S)		
<p>M/P: 1. Agricultural Development Plan: rice growing, crop diversification, sloping agriculture, nursery development, livestock, food processing. 2. Irrigation Development Plan: 19 irrigation projects rehabilitation/construction. 3. Post-Harvest Facilities: warehouse, solar dryer. 4. Farm to market road: 5. Farmers Organization Development Plan: livestock/poultry, backyard gardening, fish culture, mushroom culture, simple food processing. 6. Rural Credit Plan: credit. 7. Livelihood Development Plan: livestock/poultry, backyard gardening, fish culture, mushroom culture, simple food processing. 8. Management Capability Building</p> <p>F/S: 1. Agricultural Development Plan: rice growing, crop diversification, sloping agriculture, nursery development, livestock, food processing. 2. Irrigation Development Plan: 19 irrigation projects rehabilitation/construction. 3. Post-Harvest Facilities: warehouse, solar dryer. 4. Farm to market road. 5. Farmers Organization Development Plan: social preparation. 6. Rural Credit Plan: credit. 7. Livelihood Development Plan: livestock/poultry, backyard gardening, fish culture, mushroom culture, simple food processing. 8. Management Capability Building.</p>		

イサベラ州農地改革地域開発計画調査

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

(FY 2001 Overseas Survey)

The M/P&F/S were completed. The Final Report was submitted to DAR by JICA in April 2001. The study is proposed to be replicated in other areas of Region II.

(FY 2001 Domestic Survey)

After the M/P and F/S, development plans (such as farm-to market roads, irrigation, post harvest facilities, and rural water supply) in the six (6) ARCs are currently under the F/S review. These plans are to be implemented in ARISP II (Agrarian Reform Infrastructure Support Project, Phase II) by Japan's financial aid.

The remaining areas and components have not yet been scheduled for implementation (as of Nov., 2001).

(FY 2002 Domestic Survey)

The Department of Agrarian Reform (DAR), the counterpart agency from beginning of the Study to the present, makes request for Japan's cooperation through loan aid, however, the official request has not submitted yet.

The causes include:

1. National Economic and Development Authority (NEDA), a coordinating agency of foreign assistance, directed DAR to reduce the amount of request for Japan's ODA. This implies that NEDA has desire to launch new request after ongoing projects would be preceded to a certain degree. Since the Dept. currently has a number of ongoing projects (2 loan aid projects, 1 grant aid project) simultaneously.

2. NEDA showed the request that Kagayan District, located in Northern part of Isabela Province, would be included as the target, accordingly, DAR is now under consideration/ coordination for the approaches of the cooperation. Nevertheless, the Dept. shows the strong request for the implementation through loan aid, if the situations change for the better, official request. However, the Dept. is strongly requesting to implement the project by loan aid, if the situations change for the better, official request for loan aid will be expected.

(FY 2002 Overseas Survey)

DAR is proposing to request JBIC financing as of Dec. 2003.

(FY 2003 Overseas Survey)

Plans prepared for the 5 project covered ARCs have been implemented through the ARISP II. DAR has still plans to proposed the study under Yen Loan, however, there is now undergoing ARISP III proposal which might be the priority to be covered for Yen Loan. 2 DAR Projects funded by Yen Loan are now on-going. The proposal for ARISP III now being prepared for submission to JBIC.

(FY 2004 Domestic Survey)

Requested Yen loan in 2003.

Among 21 ARC, which M/P was conducted, F/S was conducted for 5 ARC and has been implemented in ARISP-2, a YEN loan project. For other regions, possibility of funding from F/S is extremely low owing to the situation where F/S has not been conducted. In principle, ARISP only takes up the ARC, which F/S exist. In addition, Philippines financial condition is unable to conduct F/S on its own.

(FY 2004 Overseas Survey)

Funding request was made to JBIC for Phase II of the Agrarian Reform Infrastructure Support Project (ARISP II).

(FY 2005 Domestic Survey)

Prioritized development area is partially integrated within an ongoing project.

STUDY SUMMARY SHEET

(M/P+F/S)

ASE PHL/S 202/00

1. COUNTRY	Philippines	
2. NAME OF STUDY	Study on Comprehensive Disaster Prevention around Mayon Volcano Area in the Republic of Philippines	
3. SECTOR	Social Infrastructure / River & Erosion Control	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Public Works and Highways
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd. KRI International Corporation	
7. STUDY PERIOD	Oct.1998 ~ Aug.2000 22month(s) ~	
8. SITE OR AREA	M/P: The surrounding areas around Mayon Volcano. F/S: Southwestern Area of Mayon Volcano.	
9. MAJOR PROPOSED PROJECT(S)		
<p>M/P: 1) Sabo{Erosion Control} Facility Construction: SF-1 Yawa River System Sabo Project(Cost: 2,344.5 mil. PHP); SF-2 Quinali (A) System Sabo Project(1,912.8 mil. PHP); SF-3 Buang River Sabo Project (249.1 mil. PHP); SF-4 San Vicente Sabo Project(1,459.4 mil. PHP); SF-5 Padang River Sabo Project(960.4 mil. PHP) ; SF-6 Basud River Sabo Project (584.9 mil. PHP); SF-7 Balawan River Sabo Project.(769.2 mil. PHP)</p> <p>2) River Improvement: RI-1 Yawa River Improvement Project (509.2 mil. PHP)</p> <p>3) Urban Drainage: UD-1 Legazpi City Urban Drainage Project (643.7 mil. PHP)</p> <p>4) Forecasting, Warning, and Evacuation: FW-1 Forecasting, Warning and Evacuation System for eruption, mud and debris flow, flood and inundation and typhoon.(3,740.2 mil. PHP)</p> <p>5) Relocation/Resettlement: RR-1 Relocation and Resettlement Projects (186.6 mil. PHP)</p> <p>F/S: 1) Yawa River System Sabo Project (Cost: Foreign Currency 377.8 mil. PHP, Local Currency 991.9 mil. PHP, Total 1,369.7 mil. PHP)</p> <p>2) Legazpi Cityu Urban Drainage (Cost: Foreign Currency 330 mil. PHP, Local Currency 263.9 mil. PHP, Total 593.9 mil. PHP)</p> <p>3) Forecasting, Warning and Evacuation (Cost: Foreign Currency 322.6 mil. PHP, Local Currency 84.8 mil. PHP, Total 407.4 mil. PHP)</p> <p>4) Resettlement Sites Development Project (Cost: Foreign Currency 50.2 mil. PHP, Local Currency 329.7 mil. PHP, Total 379.9 mil. PHP)</p>		

マヨン火山地域総合防災計画調査

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

Situation

(FY 2001 Domestic Survey)

During the study for M/P, it was considered that the volcanic activities would be reduced and rehabilitation works would commence immediately. However, in Feb. 2000, as well as in Jul. 2001, large eruption occurred in sequence. Therefore, it is noted that frequency of volcanic activities has shortened, instead of being reduced. Eruption in July 2001 made approximately 50,000 habitants to evacuate from 31 barangays. PHIVOLCS continuously monitors the daily activity of Mayon Volcano.

In order to prevent further disasters in the southeastern part of Mayon Volcano, it is necessary to construct evacuation centers in the area to protect the habitants. This is especially necessary to those residents in the mid-stream who reside far away from the present evacuation centers, which is now being considered for JICA Grant Project.

While prioritized projects focus on long-term structural measures such as resettlement area, considering the recent development of volcanic activities, it is vital to construct evacuation centers in the area first, then continue with prioritized projects thereafter. The Government of the Philippines' plan to rehabilitate disaster area surrounding Mayon Volcano based on the recommendations set by the JICA Master Plan has not changed. The Prioritized Projects are proposed for JBIC's 26th Yen Loan Package Program for funding.

(FY 2001 Overseas Survey)

During the Master Plan, it was considered that volcanic activities would be reduced and rehabilitation works would commence soonest. However, as noted above in February 2000, as well as in July 2001, large eruption occurred in sequence. Therefore, it is noted that frequency of volcanic activities has shortened, instead of being reduced. Eruption in July 2001 made approximately 50,000 habitants to evacuate from 31 barangays. PHIVOLCS continuously monitor the daily activity of Mayon Volcano.

In order to prevent further disaster in the southeastern part of Mayon Volcano, it is necessary to construct evacuation centers in the area to protect habitants in the area. This is especially needed for those residents in the mid-stream who reside far away from the present evacuation centers, which now being considered in the JICA Grant-Aid Program.

Due to necessity, the Construction of Evacuation Centers for Mt. Mayon Disaster Areas was proposed, prior to the implementation of the Master Plan.

During the ICC-Technical Board meeting last November 5, 2001, they endorsed the project to the ICC-Cabinet Committee for approval on the December 13, 2001, meeting.

While prioritized projects focus on long structural measures such as resettlement area. Considering the recent development of volcanic activities, it is vital to construct evacuation recommendations set by the JICA Master Plan, the Government of the Philippines' plan to rehabilitate disaster area surrounding Mayon Volcano has not changed. The prioritized projects are proposed for JBIC's 26 Yen Loan Package funding

(FY 2002 Domestic Survey)

Request for constructing emergency center and other priority projects by Grant Aid were submitted. However, it is reported that existing facilities (e.g. elementary schools) can be utilized in place of the center. On the other hand, priority projects were proposed to implement by STEP loan, and DPWH submitted request for NEDA. Nevertheless, this request was not listed on the final NEDA's list: therefore, the request continues to be submitted as STEP loan.

(FY 2002 Overseas Survey)

Province of Albay and other concerned LGUs have formed project implementation/ start-up committee. Discussion have been regarding arrangement of counterpart fund.

(FY 2003 Domestic Survey)

A request for yen loan filed by DPWH (Department of Public Works and Highways), which is an implementation agency of Philippines, to NEDA (National Economic and Development Authority) is under examination and the project is being evaluated by NEDA Region. It is expected to be included in the agenda of NEDA Central Office ICC within this December.

Request amount: Approximately 5.9 million yen (2,370 million pesos)

Details of request: Yawa River System Sabo Project (1,370 million pesos: 3.4 billion yen), Legaspi City Drainage Project (600 million pesos: 1.5 billion yen), Prediction and Warning System Enhancement Project (400 million pesos: 1 billion yen)

(FY 2003 Overseas Survey)

Request for foreign financing is being made by DPWH Central Office (PMO-Major Flood Control)

(FY 2004 Domestic Survey)

To assist the monitoring of Mayon Volcano, JICA has conducted and completed improvements of precipitation centre and debris-avalanche observation centre from a disaster prevention perspective. To commemorate the completion of observation centre and to foster further popularisation/awareness, transfer ceremony and seminar was held on 2nd August 2004. Mayon Volcano disaster prevention seminar was joined by Regional Directors of related agencies, such as DPWH, OCD, and NEDA, secretary of Japanese embassy, and JICA experts, which acknowledged the necessity of a Yen loan for a comprehensive disaster prevention project in Mayon Volcano.

(FY 2004 Overseas Survey)

Fund has still not been secured. Currently, National Economic and Development Authority is on a discussion (for a Yen Loan).

(FY 2005 Domestic Survey)

No information to be specifically mentioned.

STUDY SUMMARY SHEET (M/P+F/S)

ASE PHL/S 207/00

1. COUNTRY	Philippines	
2. NAME OF STUDY	The Study on the Standardization for Integrated Railway Network of Metro Manila in the Republic of Philippines	
3. SECTOR	Transportation / Railway	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Transportation
	PRESENT COUNTERPART AGENCY	Department of Transportation and Communications (DOTC)
6. CONSULTANT(S)	Japan Railway Technical Service (JARTS) Pacific Consultants International (PCI)	
7. STUDY PERIOD	Feb.2000 ~ Mar.2001 13month(s) ~	
8. SITE OR AREA	Railway network system operation areas and planned areas	
9. MAJOR PROPOSED PROJECT(S)		
<ol style="list-style-type: none"> 1. Multi-modal Station Area Development(Bus & Jeepney Terminal Development , Pedestrian Desk Installation Project , Access Road Improvement Project) 2. Station Facilities Improvement Project(Escalator , elevator , free pedestrian way , etc.) 3. Through-operation Project(LRT Line 1 &Line 3) 4. Bus & Jeepney Rerouting Project focused on Stations 5. Establishment of Taskforce Team for Materializing an Integrated Transport Policy 6. Urban Development Fund Raising Program 7. Human Resource Development for Railway Sector 8. New Residential Area Development with Railway Transport(LRT Line No.4 Expansion Project) 		

マニラ首都圏鉄道標準化調査

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

(FY 2001 Domestic Study)

Department of Transportation and Communications of Republic of the Philippines (DOTC) is examining the study report on the " Study on the Standardization for Integrated Railway Network of Metro Manila " to select implementable projects.

Among them , establishment of railway technical standards is one of the most important items for DOTC and its realization is now under consideration under the advice of JICA long-term expert assigned in Railway Planning Division of DOTC.

As for through operation and design standards for station plazas , DOTC is planning to realize them in the stage of medium and long-term development plan .

Regarding the convenience of users , DOTC plans to actualize improvement gradually such as installation of escalators.

(FY 2002 Overseas Survey)

The final seminar for SIRNMM being initiated by JICA Expert assigned in DOTC, is proposed to be undertaken in Mar. 2003.

Having an integrated railway system in Metro Manila is the long-term goal of DOTC. This will be pursued together with the proposed restructuring of the railway sector. A Track Authority responsible for the maintenance and operation of the railway tracks and fixed facilities is planned to create. To promote privatization, the ownership and operation of the rolling stock shall be given to the private sector. The strategic planning and policy formulation shall still be exercised by the DOTC.

(FY 2003 Domestic Study)

Integration of LRT was proposed by the Department Of Transportation and Communications of Philippines in the "Study on Urban Railway Transport Improvement in Asia", which has been implemented by the Ministry of Land, Infrastructure and Transport since FY2002, and is under review by the Ministry of Land, Infrastructure and Transport. Also the JICA expert who has been dispatched to the Department of Transportation and Communications of Philippines for a long term (personnel on loan from the Ministry of Land, Infrastructure and Transport) is supporting the Department of Transportation and Communications of Philippines toward achievement of technical standards proposed in the study.

(FY 2003 Overseas Survey)

Subsequent Study : North Intermodal Transport Terminal Complex (NITTC)

Central terminal (11.7 ha) for provincial buses operating in the North Luzon provinces and interchange for urban transport modes, located to the north of Metro Manila. Feasibility study for this project has been completed by Phil-Ville Development and Housing Corporation for LTFRB/DOTC in Apr. 2003.

(FY 2004 Domestic Survey)

Within the "The Study on Railway Networks in Asia" conducted by Ministry of Land, Infrastructure, and Transport (MLIT) of Japan from FY 2002, DOTC of Philippines was proposing integration of LRT in manila capital. Possibility of a request of a study is high, if the plan is considered and the chance of actualisation is considered.

Technical Corporation:

Long-term expert dispatched from JICA (Department of Railway, MLIT, presently from Japan Railway Construction, Transport and Technology Agency) is assisting DOTC to actualise technical standardisation proposed in this study. At the time of this survey, LRT Line 2, which was under construction has opened.

(FY 2004 Overseas Survey)

1. NITTC has proposed connection of Balintawak station to the line extended to Monument station in MRT 3. However, due to a long planning period, decision was made to progress without making a connection. Connection will be made after the opening of NITTC. Project will be implemented by the private sector, which there will be no responsibility for the government.

2. NITTC project will be approved by LTFRB/DOCT and will be reviewed and approved by National Economic Development Authority (NEDA). NEDA has given the "First Pass Approval" in August, 2004.

3. Technical Working Group from LTFRB/DOTC for NITTC project has, based on BOT LAW, reviewed the draft of concession agreement with the proposer. TWG has proposed Special Bids and Awards Committee for review of the draft of contract and approval for NITTC project. DOTC will again request for a "Second Pass Approval" to NEDA as soon as the approval from SBAC is given.

4. NITTC project has been given a "Second Pass Approval".

(FY 2005 Domestic Survey)

Currently, MRT No.7 has been proposed as a BOT project, which the government and private entity are under negotiation for tentative contract. Residential area development has also been projected within the plan, which the proposal of the study has been applied. As a part of station plaza development between transit stations; Line 1 to Line 3 and Line 1 to Line 2, pedestrian overpass has been improved, which has reflected a suggestion of the study.

Initially, Line 3 extension plan was to end at Monument Station on Line 1. However, Line 3 would extend to Kalookan station according to progress achieved with the North Luzon Railway development.

Subsequent Study: Study on passenger flow in Metro Manila in the Republic of Philippines

Implementing period: August 2005

Implementing body: DOTC

Objective: To capture actual numbers of transit passengers

Relation with the study: The study is to promote the integration of railways in the Metro Manila which have been suggested in the mentioned study, have been given an import role in the DOTC's short-medium term plan.

STUDY SUMMARY SHEET

(M/P)

ASE PHL/A 110/01

1. COUNTRY	Philippines		
2. NAME OF STUDY	The Study on Strengthening of NIA's Management System		
3. SECTOR	Agriculture / (Agriculture in) General		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY		
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	KRI International Corporation Nippon Koei Co., Ltd.		
7. STUDY PERIOD	Aug.2000 ~ Oct.2001 14month(s) ~		
8. SITE OR AREA	entire Philippines		
9. MAJOR PROPOSED PROJECT(S)			
<p>The prioritization of the strengthening programs was discussed in a series of workshops and Consultation Task Force (CTF) meetings and the NIA and JICA Study Team agreed to prepare the proposed programs as the "Action Plan" to be implemented during the period of 2001-2004.</p>			

国家灌漑庁運営強化計画調査

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

(FY 2002 Domestic Survey)

IA will improve its financial viability should the proposed strengthening of its management systems is implemented. Significant reduction in costs and increases in revenues are foreseen with the proposed restructuring plan. The major considerations that will reduce costs are (a) streamlining the CO, (b) integration of the RIOs and NISOs with the PIOs, and (c) eliminating redundant personnel. The revenues will improve through increase in ISF revenue firstly, and other revenues including the management fee. It should be emphasized, however, that the implementation of the proposed strengthening of NIA's management systems is by no means easy. It is foreseen to be a painful process of adjustment, but in the long term it is the only solution that will make the organization financially viable, and restore its confidence in irrigation and water resource development.

The proposed strengthening programs are to be carried out according to the implementation schedule of the Action Plan. However, it is supposed that such reformative programs need much time for their implementation. During the transition period, the fund for their implementation will be provided with the government subsidy, because the NIA is not a position to cover the required cost with its own revenue. To rely on the government subsidy, the NIA should submit more detailed and concrete strengthening programs to DBM and is required to realize them steadily.

STUDY SUMMARY SHEET (M/P+F/S)

ASE PHL/S 205/01

1. COUNTRY	Philippines	
2. NAME OF STUDY	The Study on the Cebu Integrated Port Development Plan (Preparatory Study)	
3. SECTOR	Transportation / Port	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Transportation and Communication (Cebu Port Authority)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	The Overseas Coastal Area Development Institute (OCDI) Pacific Consultants International (PCI)	
7. STUDY PERIOD	Dec.2000 ~ Mar.2002 15month(s) ~	
8. SITE OR AREA	M/P: 1)New Cebu Port 2)Cebu Baseport 3)Toledo Port 4)San Remigio Port F/S: 1)New Cebu Port 2)Cebu BAsoport	
9. MAJOR PROPOSED PROJECT(S)		
M/P:		
1. New Cebu Port : Foreign Container Terminal(1200m,-13m,4Berth,10Gantry Cranes Foreign Multi Purpose Terminal (380m,-10m,2Berth), Access Road		
2. Cebu Baseport : Renovation of Pier 1-3, including expansion of width of pier 1 and 2 Passenger terminal buildings		
3. Toledo Port : RoRo berth, Fast craft berth, General cargo berth, Yard, Passenger terminal		
4. San Remigio Port : RoRo berth, Fast craft berth, yard, Passenger terminal		
F/S:		
1. New Cebu Port : Foreign Container Terminal(600m,-13m,2Berth,5gantry Cranes) Foreign Multi Purpose Terminal(190m,-10m,1Berth) Access Road		
2.Cebu Baseport : Renovation of pier 1 and 3, including expansion of width of pier 1		

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(FY2002 Domestic Survey) Projects of Renovation of Cebu Baseport and New Cebu Port are given high priority due to great urgency. When Cebu Port Authority will select the projects, they will start the procedure.</p> <p>(FY 2002 Overseas Survey)(FY 2003 Overseas Survey) CPA is concerned about proceeding with the implementation of the proposed projects in view of the enormous project costs. CPA is evaluating several alternative toward achieving its targeted port improvement plans, including but not limited to, joint ventures or other arrangements with LGUs and private entities.</p> <p>(FY 2004 Domestic Survey) At present, we have acquired information that private entities are preparing to conduct D/S for a specialised pier with their own capital, though we have not heard of its implementation. Cebu Port Authority, DOCT, is unable to secure a fund for its domestic allotment of the project cost, thus feasibility of the project can not be measured.</p> <p>(FY 2005 Domestic Survey) As also indicated in the M/P for Strategic National Port Network Development, immediate actions are required. The President of CPA also acknowledge the necessity, though is negative in utilizing Yen loan with declining Peso. Procurement of funds is considered domestically, thus the implementation has not progressed.</p>		

STUDY SUMMARY SHEET

(F/S)

ASE PHL/S 301/01

1. COUNTRY	Philippines	
2. NAME OF STUDY	Feasibility Study of the Flood Control Project for the Lower Cagayan River	
3. SECTOR	Social Infrastructure / River & Erosion Control	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Public Works and Highways (DPWH)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd. NIKKEN Consultants, Inc.	
7. STUDY PERIOD	Mar.2000 ~ Jan.2002 22month(s) ~	
8. SITE OR AREA	Lower Cagayan River Basin, northeast Luzon Island	
9. MAJOR PROPOSED PROJECT(S)		
<p>1) Lower Cagayan Flood Control Project:Project Cost(local 2,786 million Pesos)</p> <p>Urgent bank Project 21 sites</p> <p>Riverbank tree Zone 70 km</p> <p>Left Dike System (Rivermouth-Magapit) 17.3 km</p> <p>Right Dike System (Rivermouth-Magapit) 26.0 km</p> <p>Non-structural measures (Improvement of evacuation system and resettlement area development)</p> <p>2) Alcalá- Amulung West Irrigation Project:Project Cost(local 1,626 million Pesos)</p> <p>Irrigation 4,090 ha (First stage)</p> <p>Agricultural supporting measure (rice mill plant and drying yard)</p>		

カガヤン川下流域洪水対策計画調査

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description : (FY 2002 Domestic Survey)(FY 2002 Overseas Survey) Implementation Program (I/P) has been prepared by DPWH based on results of JICA F/S, which is ready for submission to NEDA to request Yen Loan No.27 (JBIC).</p> <p>(FY 2003 Domestic Survey) The request has been forwarded as the 27th yen loan project from the Department of Public Works and Highways of Philippines (DPWH) to the National Economic and Development Authority (NEDA), where the request is in the process of adjustment with concerned organizations.</p> <p>(FY 2004 Domestic Survey) No information to be specifically mentioned.</p> <p>(FY 2004 Overseas Survey) Request have been made to the Regional Development Council II to secure a fund from any funding party for project implementation.</p> <p>(FY 2005 Domestic Survey) No information to be specifically mentioned.</p>		

STUDY SUMMARY SHEET (M/P+F/S)

ASE PHL/S 209/02

1. COUNTRY	Philippines	
2. NAME OF STUDY	Study on Water Resources Development for Metro Manila	
3. SECTOR	Social Welfare / Disaster Relief	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	NWRB (National Water Resources Board)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd.	
7. STUDY PERIOD	Mar.2000 ~ Mar.2003 36month(s) ~	
8. SITE OR AREA	M/P: Metro Manila and the Agos River Basin including the Kanan and Kalius River Basins F/S: - ditto -	
9. MAJOR PROPOSED PROJECT(S)		
<p>M/P: The M/P study identified 8 alternative development scenarios by combining water resources development plans in the Agos River Basin and water conveyance plans for water supply to Metro Manila. The Development Scenarios-B was selected as the most farmable are by comparing the unit water costs of the 8 alternative development scenarios. The Development Scenarios-B is composed of the following components.</p> <p>F/S: The F/S in the 2nd year proposed to implement the components of water supply and Hydropower development to BOT basis taking into account the huge amount of the project cost (about 2,500 million US\$ including price contingency and tax) as follows :</p> <ol style="list-style-type: none"> 1) GOVw(Government Project to be implemented on ODA basis) : Kaliva Low Dam, Agos Dam, Upper Tunnel (Tunnel No.1) 2) BOTw(Water Supply Project to be implemented on BOT basis) : Water Treatment Pbn(#1 to #4) and water conveyance facilities (downstream portions of WTP) 3) BOTa (Agos PowerStation to be implemented on BOT basis) : Agos PowerStation and its related facilities. 		

マニラ首都圏水資源開発計画調査

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(FY 2003 Domestic Survey) MWSS (Metropolitan Waterworks and Sewerage System) that is the agency responsible for water supply to Metro Manila has decided to conduct a study on social environment of the Laiban Dam Project in the Agos River Basin with the TA (technical assistance) of ADB. It is anticipated that the MWSS will determine whether the Project proposed under the study be proceeded to the implementation. The Final Report on the Study pointed out the following issues and problems related to the Laiban Dam Project: (1) There exist about 3,000 households in the resettlement to other areas according to the Past MWSS's social survey (2) The Study clarified that the limestone area in the reserion area has a high possibility to cause water leakage. (3) The Laiban Dam Project is economically viable as a independent project, but it cannot meet the water demand until the year 2025, requiring additional water resource</p> <p>(FY 2003 Overseas Survey) NWRB has been established to be a counterpart and a organisational institution in case of project implementation. Cuurrently, NWRB is collaborating with MESS, which is a interested party, for the procurement needed to observe water levels.</p> <p>(FY 2004 Domestic Survey) No information to be specifically mentioned.</p> <p>(FY 2005 Domestic Survey) Within the Agos river basin there exist Laiban dam, which has been suspended due to resettlement issues, other than the Agos dam proposed in the study. ADB is planning to conduct social and environmental study in the near future, which the water supply development is prospected to be decided based on the study. Although, currently, there are no progress seen for the study on Laiban dam by ADB.</p>		

STUDY SUMMARY SHEET

(F/S)

ASE PHL/S 306/02

1. COUNTRY	Philippines	
2. NAME OF STUDY	The Feasibility Study of the Proposed Cavite Busway System in The Republic of The Philippines	
3. SECTOR	Transportation / Land Transportation	
4. TYPE OF STUDY	F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Economic and Development Authority (NEDA), Department of Public Works and Highways (DPWH), Department of Transportation and Communications (DOTC)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	ALMEC Corporation Pacific Consultants International (PCI)	
7. STUDY PERIOD	Nov.2001 ~ Nov.2002 12month(s) ~	
8. SITE OR AREA	Cavite Area, Philippines	
9. MAJOR PROPOSED PROJECT(S)		
<p>The Cavite Busway System is envisioned over a 21-km stretch between the Northern Terminal at Niog in Bacoor and the Southern Terminal along Governor's Drive in Dasmariñas. The alignment follows north to south orientation between Aguinaldo Highway and Molino Road. A 2.45 km section linking the Busway to the Coastal Road was also explored as an integral part of the Project. The proposed bus-only roadway has a width of 13 m (2-lanes). It can be used as a three-lane busway where overtaking is necessary (e.g. near bus stops). On both sides of the busway, a two-lane service road, bicycle lane and sidewalk shall also be developed. Design speed of the bus-only roadway and service road is 80 km/h. The total width of the busway is 40 m. Secondary roads feeding into the busway were planned using the existing roads as much as possible. The intersections of the busway with the secondary roads will be at grade. However, the intersections with high-standard or high-volume roads (e.g. Molino Road and Aguinaldo Highway) should be grade-separated. 12 bus stops should be developed between the northern and the southern terminal. The terminals and these 12 bus stops should be developed according to the magnitude of passengers' alighting/boarding demand and their expected roles in urban development.</p>		

カビテ地区バス専用道路計画調査

PRESENT STATUS	Completed or In Progress Completed Partially Completed Implementing Processing	Promoting Delayed or Suspended Discontinued or Cancelled
<p>Description :</p> <p>(FY 2003 Domestic Survey) Due to the high ownership on the Philippines side for this project, JICA was once ready to conduct a follow-up study to investigate in more detail the organizational and institutional aspects. Due, however, to the recent financial difficulty of the Philippine Government which stagnated all pipelined projects of JBIC, no progress has been seen as of December 2003.</p> <p>(FY 2003 Overseas Survey) The project is included in the present Medium Term Philippine Development Plan of the Department of Public Works and Highways. However, it has not been submitted for evaluation and deliberation to the Investment Coordination Committee due to lacking requirements such as operational arrangements and environmental assessment. Likewise, the postponement of the implementations of the LRT Extension has impacted on the viability and optimality of the project.</p> <p>(FY 2004 Domestic Survey) D/S to conduct F/S is planned by JICA for east-west road in Cabite district including the Cabite bus way. Above project has already been publicly announced, which the field study is considered to be started from January 2005.</p> <p>(FY 2004 Overseas Survey) The project is related to the coming JICA assisted Cabite-Laguna east-west national road project, which the network and convenience of the proposed structure will be reviewed within the project.</p> <p>(FY 2005 Domestic Survey) Subsequent study: Implementation endorsement study for CALA east-west road project Implementing period: January 2005-September 2006 Implementing body: JICA Objective: To re-consider the scenario for CALA local transport network project, to verify feasibility of the CALA east-west road and related projects, to make a project proposal and to develop the counterpart's capacity. Funding: Funding party: Yen Grant Amount: 307 million JPY</p>		

STUDY SUMMARY SHEET

(D/D)

ASE PHL/S 401/02

1. COUNTRY	Philippines	
2. NAME OF STUDY	D/D Study on Upgrading Inter-Urban Highway System along the Pan-Philippine Highway (Plaridel, Cabanatuan, San Jose Bypass)	
3. SECTOR	Transportation / Urban Transportation	
4. TYPE OF STUDY	D/D	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Public Work Highways
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Katahira & Engineers Inc. Yachiyo Engineering Co., Ltd.	
7. STUDY PERIOD	Mar.2001 ~ Nov.2002 20month(s) ~	
8. SITE OR AREA		
9. MAJOR PROPOSED PROJECT(S)		
<p>The Project of Upgrading Inter-urban Highway System along the Pa-Philippine Highway consists of construction of 3 bypasses namely Plaridel Bypass, Cabanatuan Bypass and San Jose Bypass. The road lengths of each bypass are 22.65km, 32.23km and 7.98km respectively. The project is planned to be divided into 9 construction package in each stage considering the work volume, cost and construction period.</p>		

都市間幹線道路の規格向上事業詳細設計調査(D/D)

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
<p>Description : (FY 2002 Domestic Survey)(FY 2002 Overseas Survey) JBIC have pledged 26th yen loan for the half of initial stage construction projects on March 2003. But Loan Agreement has not yet signed with Government of Philippines due to Local Portion Funding problem.</p> <p>(FY 2004 Domestic Survey) Although consultant contract have been concluded for Plaridel-Cabanatuan bypass construction project, approval has not been made.</p> <p>(FY 2004 Overseas Survey) 1 Finance: Yen Loan (L/A concluded: 30th March 2004)</p> <p>(FY 2002 Domestic Survey)(FY 2002 Overseas Survey) JBIC have pledged 26th yen loan for the half of initial stage construction projects on March 2003. But Loan Agreement has not yet signed with Government of Philippines due to Local Portion Funding problem.</p> <p>Subsequent project: Arterial road bypass project phase I (Plalideland-Cabanatuan) Implementing period: 49 months from 15th June 2005 Implementing body: Department of Public Works and Highway Funding: Funding party: Yen Grant Aid L/A concluded on 30th March 2004 Amount: 6,223 million JPY Details: Civil work: 5,413 million JPY Consulting services: 755 million JPY Contingencies: 55 million JPY</p> <p>Objectives: To solve congestion occurred by increased traffic and large-scale vehicles for Saint Lita -San Jose section of the Pan-Philippine Highway. Relation with the study: The project is to proceed prioritised section of the by-pass road proposed in the mentioned study.</p> <p>Progress: (FY 2004 Domestic Survey) Although consultant contract have been concluded for Plaridel-Cabanatuan bypass construction project, approval has not been made. (FY 2005 Domestic Survey) Reviewing and re-designing the D/D conducted. Construction work will commence from the end of 2005 or early 2006. Tender is planned in July 2006.</p>		

STUDY SUMMARY SHEET (Other Studies)

ASE PHL/S 601/02

1. COUNTRY	Philippines	
2. NAME OF STUDY	The Establishment of the Public-Private Participation Technique of Metro Manila Urban Expressway Construction in the Republic of the Phillipines	
3. SECTOR	Transportation / Urban Transportation	
4. TYPE OF STUDY	Other Studies	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Public Works and Highways (DPWH)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	ALMEC Corporation Nippon Koei Co., Ltd.	
7. STUDY PERIOD	Jan.2002 ~ Mar.2003 14month(s) ~	
8. SITE OR AREA	Case Study: R10/C3/R9 + R10/C5 Link, Metro Manila, Philippines	
9. MAJOR PROPOSED PROJECT(S)		
<p>Background of the Case Study Expressway At the beginning of this Study, an expressway over R10 (from 100 meters north of Zaragoza intersection to C3 intersection), C3 (from R10 intersection to A. Bonifacio Avenue) and R9 (from C3 intersection to toll gate of NLE) was designated as the object of the case study. In the course of the Study, the Study Team proposed to extend the R10 section to the north beyond the R10/C3 intersection, turning right on C4 and linking the Case Study Expressway with MNT C5 (Phase 2) at the northern end of Dagatdagatan Avenue. As this was approved by the DPWH and the JICA.</p> <p>Imp. Period:2003 ~2007</p> <p>EIRR: 35.9%</p>		

マニラ首都圏高速道路整備官民協力手法構築調査

PRESENT STATUS	<p style="text-align: center;">In Progress or In Use</p> <p style="text-align: center;">Delayed</p> <p style="text-align: center;">Discontinued</p>
<p>Description :</p> <p>(FY 2003 Domestic Survey) There is no information available on the current situations of this project.</p> <p>(FY 2004 Domestic Survey) All ODA projects are pending, due to poor financial conditions. DPWH is enthusiastic in adapting PPP method studied, there are no prospects for the funding.</p> <p>(FY 2004 Overseas Survey) Construction of R-10, C-3, C-9 highway are reserved from national budget restrictions.</p> <p>(FY 2005 Domestic Survey) Due to policy changes made by a minister replaced before the completion of the study, BOT scheme was considered to be insufficient in implementing the project and had closed the BOT office in the C/P ministry, which has not been reopened. However, intention to implement the project with BOT scheme has again been seen due to subsequent change occurred with the minister. Though the implementation may require a while with distrust towards the government and delays seen in existing BOT projects. Highway needs are soaring, especially for South-North Ruson section, though the implementation is difficult without ODA fund, which the government is financially difficult to finance its share in PPP scheme. Many of the BOT projects in Philippine has been delayed due to financial difficulties, lack of preparation, and lack of management skills of the government. Although there may be a possibility in development with the implemented JICA study.</p>	

STUDY SUMMARY SHEET

(M/P)

ASE PHL/A 101/03

1. COUNTRY	Philippines		
2. NAME OF STUDY	The Study on the Irrigators Association Strengthening Project in National Irrigation Systems		
3. SECTOR	Agriculture / (Agriculture in) General		
4. TYPE OF STUDY	M/P		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	National Irrigation Administration (NIA)	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Koei Co., Ltd. Aero Asahi Corporation		
7. STUDY PERIOD	May.2002 ~ Jul.2003 16month(s) ~		
8. SITE OR AREA	Nationwide		
9. MAJOR PROPOSED PROJECT(S)			
Phase 1: Coverage is all 196 NISs and 2,000 IAs nationwide.			
Phase 2: Coverage is 6 selected NICs and related IAs and some well-managed IAs in CISs;			
Contents:			
1. Assessment of IAs in NISs			
2. IMT Review and Study			
3. Irrigation Economy			
4. Legal Framework in NISs IAs			
5. GIS Application System Design and Development			
6. PRA and IA Strengthening Action Plan			
7. Facility Status and Rectification Plan for Pilot NISs			
8. Manual and Campaign Tools for IA Strengthening			
9. Implementing Organization, Cost Estimate and Evaluation of Pilot IA Strengthening Project			

国营灌溉地区水利組合強化計画

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

(FY 2004 Domestic Survey)

Part of the action plan is in progress by JICA experts.

Aiming at utilization of study recommendation, the project proposal named "Irrigators Association Strengthening Support Technical Cooperation Project" was submitted to NEDA by the Department of Agriculture on 10 Nov 2004.

(FY 2004 Overseas Survey)

To benefit from the recommendation of the study, a project proposal entitled "Irrigators Association Strengthening Support Technical Cooperation Project" has been submitted on 10 November 2004 by the National Irrigation Administration thru the Department of Agriculture (DA) to the National Economic and Development Authority (NEDA) for funding by the Japanese Government.

The proposed project aims to bring about sustainable improvement in irrigation agriculture through the following components:

1. sustainable water supply to IA by strengthening water management by NIA through proper control and measurements
2. Fair water distribution by IA strengthening through the provision of IA support system
3. Improvement of on-farm water management.

The proposal is included in the DA-Medium-Term Public Investment Program (MTPIP) for the year 2005 - 2010.

(FY 2005 Domestic Survey)

Technical type cooperation in five pilot sites are prepared.

STUDY SUMMARY SHEET

(M/P)

ASE PHL/S 101/03

1. COUNTRY	Philippines	
2. NAME OF STUDY	Master Plan Study for Watershed Management in Upper Magat and Cagayan River Basin	
3. SECTOR	Social Infrastructure / River & Erosion Control	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Environment and Natural Resources
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Nippon Koei Co., Ltd. Japan Overseas Forestry Consultants Association	
7. STUDY PERIOD	Mar.2001 ~ Feb.2004 35month(s) ~	
8. SITE OR AREA	Upper Magat and Cagayan River Basin which encompasses Ifugao Province in the Cordillera Autonomous Region (CAR) and Quirino, Nueva Vizcaya and Isabela Provinces in Region 2 with a total area of approximately 880,000ha.	
9. MAJOR PROPOSED PROJECT(S)	<div style="border: 1px solid black; padding: 5px; min-height: 400px;"> Watershed Management Plan Land Use Plan Forest Management Plan Rehabilitation Plan Soil and Conservation Plan Community Based Enterprise Development Cost Sharing Mechanism Scheme Institutional Strengthening Plan </div>	

マガット川及びカガヤン川上流域管理計画調査

PRESENT STATUS	In Progress or In Use Delayed Discontinued
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Description :

(FY 2004 Overseas Survey)

The Magat Watershed was included for development and rehabilitation under the proposed phase II of Forestry Sector Project funded by JBIC. The same is still with NEDA for approval.

(FY 2005 Domestic Survey)

The project has been listed for the 27th request.

STUDY SUMMARY SHEET

(M/P)

ASE PHL/S 102/03

1. COUNTRY	Philippines	
2. NAME OF STUDY	Earthquake Impact Reduction Study for Metropolitan Manila, Republic of Philippines	
3. SECTOR	Social Infrastructure / (Social Infrastructure in) General	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	MMDA, PHIVOLCS
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Pacific Consultants International (PCI) PADECO Co., Ltd.	
7. STUDY PERIOD	Aug.2002 ~ Mar.2004 19month(s) ~	
8. SITE OR AREA	Metropolitan Manila (17 cities, population: 10 million)	
9. MAJOR PROPOSED PROJECT(S)		
<ul style="list-style-type: none"> - To realize well- prepared national system against earthquake - To realize risk management system - To improve local-based disaster prevention system - To prepare and develop research sector against earthquake 		

マニラ首都圏地震災害地策計画調査

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
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Description :

(FY 2004 Survey)

Since the study was completed only short while ago, it is not clear if the government has implemented a project, though the reaction to recommendation seems to be consider

(FY 2005 Domestic Survey)

Subsequent project: Master Plan on Establishment of Earthquake Prevention Centre

Implementing body: MMDA (Metro Manila Development Agency)

Objectives: To establish earthquake prevention centre covering Metro Manila, including construction of earthquake-proof buildings, information communication system, and local government network.

Funding party: Own funding (MMDA)

STUDY SUMMARY SHEET

(M/P)

ASE PHL/S 103/03

1. COUNTRY	Philippines	
2. NAME OF STUDY	The Study on the Mater Plan for the Strategic Development of the National port System in the Republic of the Phillippines	
3. SECTOR	Transportation / Port	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	DOTC (Department of Transportation and Communication)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	The Overseas Coastal Area Development Institute (OCDI)	
7. STUDY PERIOD	~ ~	
8. SITE OR AREA	Nationwide	
9. MAJOR PROPOSED PROJECT(S)	<div style="border: 1px solid black; padding: 5px;"> <p>Five Years development plan (-2009)</p> <ul style="list-style-type: none"> - privatization - development of port administration - maintenance of small and middle size ports <p>Master plan (-2024)</p> <ul style="list-style-type: none"> - Development of international transport - Development of domestic transport </div>	

全国港湾網戦略的開発マスタープラン調査

PRESENT STATUS	In Progress or In Use
	Delayed
	Discontinued

Description :

PPA is reviewing the study result and recommendations if they could be integrated with PPA's Port Development Program. The pre-studies are being implemented by PPA's funding. These studies are utilized for project preparation, creation of D/D, creation of construction program and contract, and also used as a base of PPA's annual capital investment program of 2001-2004, as well as its 5 year mid-term port development program.

(FY 2004 Overseas Survey)

PPA is reviewing the study result and recommendations whether they could be integrated with PPA's Port Development Program. However, prior to this study, through local consultants, by PPA funding, following study is implemented.

1. A study package of port of North Manila
 2. Package 2: Luzon port F/S and M/P (5places: Puerto Princesa, Legazpi, Pantao, Rombion, Currimao), August 2000 completed. 7.4 million pesos.
 3. Package 3: Visayas port F/S, M/P (8 places: Tagbilaran,Dumaguete, Maasin, Ormoc, Culasi, Dumaguit, Dumangas, Balamban), April 2000 completed, 7.7 million peso.
 4. Package 4: Northern Mindanao port F/S, and M/P (6 places: Iligan, Ozamiz, Maspit, Cagayan de Oro, Bislig, Dapitan), October 2000 completed. 7.9 million pesos.
 5. Packaged 5: Southern Mindanao port F/S abnd M/P (4 places: Davao, Samal (Davao), Zamboanga, Isabela (Basilan), General Santos), May 2000 completed, 7.7 million pesos.
 6. Philippine port development packaged: in cooperation with PCI, in april 2000, was implemented internally (no cost was involved for PPA)
 7. Geological study of chosen port (this agreement attendants on agreement). 26 ports, November 2003 completed.
 8. Southern Mindanao port F/S, and M/P (additional study of 13 ports): in process. Begun in January 2004, 10.9 million pesos.
 9. Constructing of a people-on-board terminal bill in Cagayan de Oro port, and detailed technical plan: in process. Begun in January 2004. 4.8 million pesos.
 10. Constructing of a people-on-board terminal bill in General Santos harbor, and detailed technical plan: in process. Begun in January 2004. 3.2 million pesos.
 11. Visayas harbor F/S, and M/P (Additional 16 ports study): in process, begun in September 2004. 15 million pesos.
- Above study was used for project designing, making detailed plan, making constructing programme, procurement of contract of civil engineering, and PPA annual facility investment programme between 2001 and 2004 and as well as the implementation of multiple projects and after the fact assessment that is based on 5 year mid-term port development programme

(FY 2005 Domestic Survey)

The Philippines government submitted a request for the implementation of F/S for the construction of RD/RO port, listed as a short-term plan in the study. National Plan for Port Development council (NPPD council) secretariat was established within the Water Transportation Planning Section of the DOTC.

Technical cooperation:

Dispatch of experts: Technical guidance to maintain and renew statistical data on national port/marine transportation and to revise long-term plan.

STUDY SUMMARY SHEET

(M/P+F/S)

ASE PHL/S 201/03

1. COUNTRY	Philippines	
2. NAME OF STUDY	The study on Sabo and Flood Control for Western River Basis of mount Pinatubo in the Republic of the Phillippines	
3. SECTOR	Social Infrastructure / River & Erosion Control	
4. TYPE OF STUDY	M/P+F/S	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Public Works and Highways
	PRESENT COUNTERPART AGENCY	Department of Public Works and Highways
6. CONSULTANT(S)	Nippon Koei Co., Ltd. CTI Engineering Co., Ltd.	
7. STUDY PERIOD	Mar.2001 ~ Sep.2003 30month(s) ~	
8. SITE OR AREA	M/P: Zambales Province, Region 3, Phillippines F/S: Zambales Province, Region 3, Phillippines	
9. MAJOR PROPOSED PROJECT(S)		
Structural Measures Bucao River 1) Urgent Dike Repaire Works 2) Maraunot Notch 3) Dike Heightening/Strengthening 4) Makomboy Consolidation Dam 5) Sandpocket/ Channel works 6) Re-construction of Bucao Bridge Maloma River 1) Urgent Dike Repair Works 2) Permanent Channel Works 3) Re-construction of Maloma Bridge Sto. Tomas River 1) Urgent Dike Repair Works 2) Dike Heigtening 3) Dike Strengthening 4) Consolidation Dam 5) Channel works/ Sand pocket 6) Re-construction of Maculcol Bridge Non-Structural Measures Monitoring Works 1) Telemeter/ Warning through Cell-phone networks Evacuation System 1) Hazard Map Dissemination 2) Increase Evacuation Center 3) Upgrade Evacuation Center		

ピナツポ火山西部河川流域洪水及び泥流制御計画調査

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

(FY 2004 Survey)

Since the study was completed only short while ago, it is not clear if the government has implemented a project, though the reaction to recommendation seems to be consider

(FY 2005 Domestic Survey)

Pinatubo West survey is placed as Pinatubo Phase-V by NEDA Regional Office.

Implementation of Phase III is currently promoted, which no concrete actions has been taken for Pinatubo West survey.

STUDY SUMMARY SHEET

(D/D)

ASE PHL/S 401/03

1. COUNTRY	Philippines		
2. NAME OF STUDY	The Detailed Design for the New CNS/ ATM System Development Project in the Republic of the Phillipines		
3. SECTOR	Transportation / Air Transportation & Airport		
4. TYPE OF STUDY	D/D		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Air Transportation Office	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Nippon Koei Co., Ltd.		
7. STUDY PERIOD	Jun.2002 ~ Sep.2003 15month(s) ~		
8. SITE OR AREA	Nationwide		
9. MAJOR PROPOSED PROJECT(S)			
<p>Air Traffic Management System (ATM system)</p> <ul style="list-style-type: none"> - ATM Automation System - Database for Aeronautical Information Service (AIS) - Terminals for Aeronautical Information Service (AIS) <p>Communication Facilities</p> <ul style="list-style-type: none"> - Aeronautical Telecommunication Network (ATN) system implementation - VSCS - Data Link Automated Terminal Information System (D-ATIS) - Database function for the D-ATIS - ATS Message Handling System (AMHS) - VHF radio communication facility - Microwave Links - Very Small Aperture Terminal (VSAT) <p>Navigational Facilities</p> <ul style="list-style-type: none"> - Satellite Based Augmentation System (SBAS) - SBAS Service Monitoring System - Scintillation Monitor - Ground Based Augmentation System (GBAS) - Very Small Aperture Terminal (VSAT) <p>Surveillance Facilities</p> <ul style="list-style-type: none"> - ADS - Air Route Surveillance Radar (Secondary Surveillance Radar: SSR) <p>Meteorological Data Receiving Facility</p> <ul style="list-style-type: none"> - World Area Forecast System (WAFS) Data Receiving System - MTSAT Metrological Information Receiving Facility - En-route Weather Data Collection System - Aeronautical Meteorological Observation Data Receiving System 			

次世代航空保安システム整備事業連携実施設計調査

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

(FY 2004 Overseas Survey)

Funding is procured by JBIC 25th yen loan package and PH-P228 for the development project of new CNS/ATM system. The project will be started in 2005.

STUDY SUMMARY SHEET (M/P)

ASE PHL/S 101/04

1. COUNTRY	Philippines	
2. NAME OF STUDY	The Study on Drainage Improvement in the Core Area of Metro Manila	
3. SECTOR	Public Utilities / Urban Sanitation	
4. TYPE OF STUDY	M/P	
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Public Works and Highway (DPWH) and Manila Metropolitan Development Agency (MMDA)
	PRESENT COUNTERPART AGENCY	
6. CONSULTANT(S)	Pacific Consultants International (PCI) NIKKEN Consultants, Inc.	
7. STUDY PERIOD	Aug.2003 ~ Mar.2005 19month(s) ~	
8. SITE OR AREA	Core of Metro Manila	
9. MAJOR PROPOSED PROJECT(S)		
<ol style="list-style-type: none"> 1. Rehabilitation of drainage and construction of additional facilities 2. Rehabilitation of drainage site rehabilitation and construction of additional facilities 3. Improvement of solid waste management 4. Improvement of O&M institution and activities 5. Installment of equipments for effective O&M activities 6. Resettlement 		

マニラ首都圏中心地域排水機能向上調査 (地球環境部)

PRESENT STATUS	<p>In Progress or In Use</p> <p>Delayed</p> <p>Discontinued</p>
<p>Description : (FY 2005 Domestic Survey) DPWH is preparing an Environmental Impact Survey (EIS) based on the Environmental Impact Assessment (EIA) conducted in the development study. After the preparation of EIS, acquisition of ECC for the prioritised project, preparation of Resettlement Action Plan (RAP), and Implementation Plan (IP) for financial procurement are planned to be conducted by the coordinating committee led by the Department of Public Works and Highways.</p>	

STUDY SUMMARY SHEET

(M/P+F/S)

ASE PHL/S 201/04

1. COUNTRY	Philippines		
2. NAME OF STUDY	Study on the Improvement of Existing Bridges along Pasig River and Marikina River		
3. SECTOR	Transportation / Road		
4. TYPE OF STUDY	M/P+F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY	Department of Public Works nad Highways: DPWH	
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Katahira & Engineers International CTI Engineering International Co., Ltd.		
7. STUDY PERIOD	Oct.2002 ~ Jul.2004 21month(s) ~		
8. SITE OR AREA	M/P: 18 bridges F/S: 7 bridges		
9. MAJOR PROPOSED PROJECT(S)			
M/P: Restoration/improvement work (17 bridges)			
F/S: Restoration/improvement/partial construction (6 bridges), new construction (1 bridge), vessel collision prevention construction.			

パッシング・マリキナ川橋梁改善計画調査 (社会開発部)

PRESENT STATUS	Completed or In Progress	Promoting
	Completed	
	Partially Completed	Delayed or Suspended
	Implementing	
	Processing	Discontinued or Cancelled

Description :

(FY 2005 Domestic Survey)

Request has been submitted for the detailed engineering design study to improve existing bridges along Pasig river. However, prospect for the implementation is not clear, due to VAT payment status of the government.

Ayala bridge is besides the Malacanang Palace, which is severely damaged and insecure compared to other bridges. Although emergency measures are taken by Japan and has been requested for an improvement, implementation of the project has been delayed due to problems mentioned above. Japanese side (JBIC and JICA) is prospecting for an implementation through cooperated D/D.

STUDY SUMMARY SHEET (M/P+F/S)

ASE PHL/S 202/04

1. COUNTRY	Philippines		
2. NAME OF STUDY	F/S on Road Network Improvement for Development of Regional Growth Centers		
3. SECTOR	Transportation / Road		
4. TYPE OF STUDY	M/P+F/S		
5.	COUNTERPART AGENCY AT THE TIME OF DEVELOPMENT STUDY		
	PRESENT COUNTERPART AGENCY		
6. CONSULTANT(S)	Katahira & Engineers International ALMEC Corporation		
7. STUDY PERIOD	Mar.2003 ~ Nov.2004 20month(s) ~		
8. SITE OR AREA	M/P and F/S Region VI Region X		
9. MAJOR PROPOSED PROJECT(S)			
<p>F/S:</p> <p>Iloilo area:</p> <p style="padding-left: 20px;">Ring road No.1: 14.18km</p> <p style="padding-left: 20px;">Iloilo - Santa Barbara: 6.2km (4lane), 6.9km (2 lane)</p> <p style="padding-left: 20px;">R-4 by-pass: 11.86km</p> <p>Bacolod area:</p> <p style="padding-left: 20px;">New airport access road: 10.12km</p> <p style="padding-left: 20px;">Sugar road: 34.04km</p> <p>Cagayan de Oro area:</p> <p style="padding-left: 20px;">Western road: 7.65km</p> <p style="padding-left: 20px;">No.7 Bridge: 1.04km</p> <p style="padding-left: 20px;">J.R. Borja road: 7.97km</p> <p style="padding-left: 20px;">Western diversion road: 5km</p>			

地方中核都市開発道路網計画調査 (社会開発部)

PRESENT STATUS	Completed or In Progress	Promoting
	Completed Partially Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
Description : (FY 2005 Domestic Survey) No information to be specifically mentioned.		